

**ADDENDUM 1.1
TO FINAL EIR NO. 589**

**THE RANCH PLAN
REVISED PLANNING AREA 1
MASTER AREA PLAN
SUBAREA PLANS 1.1, 1.2, AND 1.4
(PA 11-0003; PA 11-0004; PA 11-0005; AND PA 11-0006)**



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TABLE OF CONTENTS

<u>Section</u>	<u>Page</u>
Section 1.0 Purpose of Addendum	1
Section 2.0 Project Background	3
2.1 The Ranch Plan Program EIR 589	3
2.2 Settlement Agreements	4
2.3 NCCP/MSAA/HCP	5
2.4 Special Area Management Plan	6
2.5 Master Area Plan and Subarea Plans for Planning Area 1.....	6
2.6 Regulatory Permits for Planning Area 1	7
2.6.1 CDFG Streambed Alteration Agreement #1600-2006-0178-R5	7
2.6.2 Section 401 Certification No. 06C-047/WDR No. 9 000001486	8
2.6.3 U.S. Army Corps of Engineers: NWP 404 Permit #200602159-YJC	8
2.7 City of San Juan Capistrano Annexation	8
Section 3.0 Project Description	11
3.1 Project Location	11
3.1.1 Ranch Plan	11
3.1.2 Planning Area 1	11
3.2 Project Setting	11
3.2.1 Environmental Setting.....	11
3.2.2 Regulatory Setting	12
3.3 Project Description.....	13
3.3.1 Subarea Plans	13
3.3.2 Master Area Plan	17
3.3.3 Vesting Tentative Tract Maps	20
3.3.4 Site Development Permit	21
3.3.5 Required Infrastructure	22
3.3.6 Intended Uses of this Addendum.....	23
Section 4.0 Environmental Analysis	24
4.1 Agriculture and Forestry Resources	24
4.2 Aesthetics	25
4.3 Air Quality	27
4.4 Biological Resources	27
4.5 Cultural/Scientific Resources.....	29
4.5.1 Archaeological Resources	29
4.5.2 Paleontological Resources	29
4.5.3 Historic Resources.....	30
4.6 Geology and Soils.....	30
4.7 Greenhouse Gas Emissions	30

**TABLE OF CONTENTS
(Continued)**

<u>Section</u>	<u>Page</u>
4.8 Hazardous Materials	32
4.9 Hydrology and Water Quality	33
4.10 Land Use and Planning	34
4.11 Mineral Resources	35
4.12 Noise	35
4.13 Population and Housing	36
4.14 Public Services	37
4.15 Recreation	37
4.16 Transportation and Traffic	38
4.17 Utilities and Service Systems	42
Section 5.0 References	44

LIST OF TABLES

<u>Table</u>	<u>Page</u>
1 Planning Area 1 Development Table for Subareas	14
2 Statistical Table	19
3 Planning Area 1 HCP Reserve Amendment Vegetation Communities and Land Covers	29
4 ICU and LOS Summary – Existing Conditions (2010)	39
5 Planning Area 1 Land Use and Trip Generation Summary	40
6 ICU and LOS Summary – 2015 No Project and 2015 With Project Comparison	42

EXHIBITS

<u>Exhibit</u>	<u>Follows Page</u>
1	City of San Juan Capistrano Annexation Area 10
2	Regional Location Map 12
3	Local Vicinity Map 12
4	Subarea 1.1..... 14
5	Subarea 1.2..... 14
6	Subarea 1.4..... 14
7	Planned Community Development Map..... 18
8	Master Area Plan Land Use Map 18
9	Master Area Plan Circulation Plan 18
10	Master Area Plan Conceptual Domestic Water System..... 18
11	Master Area Plan Conceptual Non-Domestic Water System 18
12	Master Area Plan Preliminary Wastewater System..... 18
13	Master Area Plan Preliminary Storm Drainage System 18
14	Master Area Plan Preliminary Water Quality System 18
15	Master Area Plan Trails and Bikeways Concept 18
16	Master Area Plan Agricultural and Other Existing Ongoing Uses 18
17	Modifications to the Southern Subregional Habitat Conservation Plan..... 28
18	Existing Average Daily Traffic Volumes 38
19	Projected Housing and Employment Growth in the Study Area..... 42
20	2015 No-Project ADT Volumes 42
21	2015 With-Project ADT Volumes 42

LIST OF APPENDICES

A	Planning Area 1 Mitigation Regulation Compliance Matrix
B	Documentation Supporting the Southern Subregional HCP Amendment
C	Planning Area 1 Traffic Analysis

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SECTION 1.0 PURPOSE OF ADDENDUM

This Addendum was prepared in accordance with the provisions of the California Environmental Quality Act (CEQA) (Sections 21000, et seq. of the *California Public Resources Code*) and the state CEQA Guidelines (Title 14 *California Code of Regulations* Sections 15000, et seq.). Section 15164(a) of the CEQA Guidelines states that “the lead agency or a responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred”. Pursuant to Section 15162(a) of the CEQA Guidelines, a subsequent Environmental Impact Report (EIR) or Negative Declaration is only required when:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or Negative Declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- (3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:
 - (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
 - (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
 - (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

The Ranch Plan Final Program Environmental Impact Report (EIR) No. 589 (hereafter referred to as “FEIR 589”) was certified by the Orange County Board of Supervisors on November 8, 2004, as adequately addressing the potential environmental impacts associated with the development of the “Ranch Plan”, a 22,815-acre Planned Community allowing for the development of 14,000 dwelling units and 5,200,000 square feet of employment uses. The location of the Ranch Plan project site, approvals granted, and actions being addressed as part of this Addendum to FEIR 589 are further addressed in Section 3.0, Project Description.

The purpose of this Addendum is to analyze the potential differences between the impacts evaluated in FEIR 589 and those that would be associated with the development of Planning Area 1. The scope of the Planning Area 1 project is a subset of the larger Ranch Plan project addressed in FEIR 589. The proposed applications would result in less than 10 percent change to the allowable land use densities. Therefore, the applications generally conform to the intent of the original Ranch Plan and accordingly, are being processed and approved administratively by

the County. As described in detail herein, there are no new significant impacts resulting from these changes, nor is there any substantial increase in the severity of any previously identified environmental impacts. The potential impacts associated with these proposed changes would either be the same or less than the anticipated levels ascribed in the approved FEIR 589. In addition, there are no substantial changes to the circumstances under which Planning Area 1 would be undertaken. Therefore, in accordance with Section 15164 of the CEQA Guidelines, this Addendum to the previously approved FEIR 589 is the appropriate environmental documentation for construction-level approvals associated with development in Planning Area 1. In taking action on any of the approvals outlined in Section 3.0, Project Description, the decision-making body must consider the whole of the data presented in FEIR 589, the previous Addendum prepared for Planning Area 1 (discussed in more detail in Section 2.0, Project Background), and this Addendum to the FEIR.

The following section, Section 2.0, provides background on the Ranch Plan project, actions taken subsequent to the approval by the Board of Supervisors, and related planning programs; Section 3.0, provides a description of the proposed actions associated with Planning Area 1.

Section 4.0 presents an environmental analysis of the proposed Planning Area 1 project. Appendix A, the Planning Area 1 Mitigation Regulation Compliance Matrix, identifies the project design features, standard conditions of approval, mitigation measures, stipulations from past settlement agreements, and permit requirements that are applicable to Planning Area 1. As previously noted, Planning Area 1 represents a portion of the much larger, previously approved, Ranch Plan project. Therefore, only those mitigation measures from the previously approved document that are applicable to Planning Area 1 have been included in this analysis.

SECTION 2.0 PROJECT BACKGROUND

2.1 THE RANCH PLAN PROGRAM EIR 589

The Ranch Plan project was developed in coordination with the Natural Community Conservation Plan/Master Streambed Alteration Agreement/Habitat Conservation Plan (NCCP/MSAA/HCP) and the Special Area Management Plan (SAMP) planning programs to ensure that the Ranch Plan project was substantially consistent with the draft planning guidelines and principles formulated to address biological and water resources in the larger subregion. In addition, a third process, the South County Outreach and Review Effort (SCORE), was developed by the County of Orange to seek input from the community on the project.

As part of the CEQA process, the County of Orange prepared and circulated a Notice of Preparation (NOP)/Initial Study for The Ranch Plan Program EIR 589 on February 24, 2003. The County received 52 comment letters. A Revised NOP outlining minor changes in the project was sent on March 23, 2004, to the recipients of the original NOP and others who commented on the NOP and/or wished to be added to the notification list. The County of Orange Planning Commission held a public scoping meeting on the project and associated Program EIR on April 23, 2003, at the City of Mission Viejo City Council chambers.

The County of Orange released Draft Program EIR 589 (Draft EIR 589) for public review and comment on June 10, 2004, for a 61-day public review period. Copies of the document were made available in the following branch libraries in south Orange County: Laguna Niguel, Rancho Santa Margarita, San Clemente, San Juan Capistrano Regional, Mission Viejo, and Ladera Ranch. The County received 193 written comments (letters and emails) during the public review period on Draft EIR 589. All these comments were responded to in writing and are part of FEIR 589. In addition, five public meetings were held before the Orange County Planning Commission.

On November 8, 2004, the Orange County Board of Supervisors approved a General Plan Amendment (Resolution No. 04-291), Zone Change (Resolution No. 04-292 and Ordinance No. 04-014), and Development Agreement (Resolution No. 04-293 and Ordinance No. 04-015) for the 22,815-acre Ranch Plan Planned Community. The Board of Supervisors selected Alternative B-10 Modified, which established a blueprint for the long-term conservation, management, and development of the last large-scale, integrated landholding in south Orange County. This alternative allowed for the construction of 14,000 dwelling units, 3,480,000 square feet of urban activity center uses on 251 acres, 500,000 square feet of neighborhood center uses on 50 acres, and 1,220,000 square feet of business park uses on 80 acres, all of which were proposed to occur on approximately 7,683 acres of the Ranch Plan Planned Community. The balance of the Ranch Plan Planned Community, totaling approximately 15,132 gross acres (or approximately 66.32 percent), was identified for open space uses.

Concurrent with the foregoing approvals, the Board of Supervisors adopted Resolution No. 04-290, certifying FEIR 589 as complete, adequate, and in full compliance with the requirements of CEQA and the State CEQA Guidelines. Findings and a Statement of Overriding Considerations were adopted as part of the approval process. Findings for unavoidable adverse impacts were made for the following topical areas: land use and relevant planning, agricultural resources, water resources, air quality, noise, aesthetics and visual resources, mineral resources, fire protection services and facilities, traffic and circulation, and biological resources.

2.2 SETTLEMENT AGREEMENTS

On December 8, 2004, the City of Mission Viejo (City) and a coalition of concerned environmental groups (Resource Organizations) filed separate actions in the Orange County Superior Court challenging the Board of Supervisors' approval of the Ranch Plan project and its certification of FEIR 589 (Orange County Superior Court Case Nos. 04CC11999 and 04CC01637). In summary, the individual actions raised questions concerning (1) potential local and regional transportation impacts associated with implementation of the Ranch Plan project and (2) the appropriate/desired scope of biological resource protection to be implemented within the boundaries of the Ranch Plan Planned Community. Following a series of meetings and negotiations between representatives of the County, the City, the applicant, and the Resource Organizations, the parties achieved full settlement of the outstanding issues on June 9, 2005 (City) and August 16, 2005 (Resource Organizations), with dismissal of the individual lawsuits following thereafter.

The terms of the individual settlements were memorialized in separate settlement agreements executed by and between the parties on the identified dates. Notably, the provisions of the August 16, 2005, settlement agreement (Resource Organizations) resulted in certain refinements to the Ranch Plan project that, in effect, increased the amount of open space that will be permanently protected and managed (i.e., from approximately 15,132 gross acres to 16,942 gross acres) and reduced the acreage available for development activities (i.e., from approximately 7,683 acres to 5,873 acres). The project focused on further protection of resources by concentrating development in the areas with lower biological resource values while continuing to protect high resource values, including the vast majority of the western portion of the San Mateo Creek Watershed within the Ranch Plan Planned Community.

The project was further and subsequently influenced by input received from the general public, the U.S. Army Corps of Engineers (USACE), the California Department of Fish and Game (CDFG), and the U.S. Fish and Wildlife Service (USFWS). The refinements resulted in what is referred to as "Alternative B-12", a plan that is consistent with the settlement agreements. Alternative B-12 would retain 16,942 gross acres of the Ranch Plan Planned Community in protected open space and would allow for development activities on 5,873 acres. At the same time, Alternative B-12 provides the same level of housing and nonresidential development as previously approved for the B-10 Modified Alternative. It should be noted that for the B-12 Alternative, an overstated impact analysis is assumed for development in Planning Areas 4 and 8 and for the orchards in Planning Areas 6 and 7. The final footprint of future development/orchards within these planning areas was undefined at this time because the precise location of future development/orchards was not known. As such, possible impacts in Planning Area 4 are assumed to affect a larger "impact area" of approximately 1,127 acres and the impacts for Planning Area 8 are assumed to affect a larger "impact area" of approximately 1,349 acres. The impact areas in Planning Areas 6 and 7 were approximately 249 acres and 182 acres, respectively. Therefore, the total impact area for Alternative B-12 was approximately 7,788 acres. It should be emphasized that this impact analysis overstates possible impacts because, ultimately, Ranch Plan project development in the areas of overstated impacts is limited to 550 acres of development and 175 acres of reservoir uses in Planning Area 4, 500 acres of development in Planning Area 8, and a total of 50 acres of orchards in Planning Areas 6 and/or 7. Since the approval of the Settlement Agreements, the 50 acres of orchards have been planted in Planning Area 7. The configuration of the 500 acres of development in Planning Area 8 is required to take into consideration the findings of five years of arroyo toad telemetry studies in conjunction with minimizing impacts, as required by the USACE Special Conditions.

All subsequent discussion of the “Ranch Plan project” in this Addendum refers to Alternative B-12 outlined in the settlement agreements, unless otherwise noted.

2.3 NCCP/MSAA/HCP

The Southern Subregion NCCP/MSAA/HCP and associated Environmental Impact Report/Environmental Impact Statement (EIR/EIS) was prepared by the County of Orange in cooperation with the CDFG and the USFWS in accordance with the provisions of the state Natural Community Conservation Planning Act of 1991 (NCCP Act), the California Endangered Species Act (CESA), the Federal Endangered Species Act (FESA), and Section 1600 et seq. of the *California Fish and Game Code*. The proposed Southern Subregion NCCP/MSAA/HCP would provide for the conservation of designated State- and federally listed and unlisted species and associated habitats that are currently found within the 132,000-acre NCCP/MSAA/HCP study area (i.e., the “Southern Subregion”). The NCCP/MSAA/HCP is a voluntary, collaborative planning program involving landowners, local governments, State and federal agencies, environmental organizations, and interested members of the public. The purpose of the NCCP Program is to provide long-term, large-scale protection of natural vegetation communities and wildlife diversity while allowing compatible land uses and appropriate development and growth. The NCCP process was initiated to provide an alternative to “single species” conservation efforts. The shift in focus from single species, project-by-project conservation efforts to large-scale conservation planning at the natural community level was intended to facilitate regional and subregional protection of a suite of species that inhabit a designated natural community or communities.

The proposed Conservation Strategy of the plan “focuses on long-term protection and management of multiple natural communities that provide habitat essential to the survival of a broad array of wildlife and plant species” (County of Orange 2006). The NCCP/MSAA/HCP creates a permanent habitat reserve consisting of (1) 11,950 County of Orange-owned acres contained within 3 existing County regional and wilderness parks (O’Neill Regional Park, Riley Wilderness Park, and Caspers Wilderness Park) and (2) 20,868 acres owned by Rancho Mission Viejo (RMV).

The USFWS distributed the Final EIS for public review on November 13, 2006. The Implementation Agreement (IA) was signed by the Participating Landowners (i.e., the County, RMV, and the Santa Margarita Water District [SMWD]) in December 2006. The USFWS issued a Record of Decision, signed the IA, approved the Southern HCP, and issued Federal Endangered Species Act (FESA) Section 10(a)(1)(B) Incidental Take Permits (ITP) for federally listed species to RMV and the SMWD on January 10, 2007 (1-6-07-F-812.8) (“the Opinions”). The Opinions state that proposed incidental take will occur as a result of habitat loss and disturbance associated with urban development and other proposed activities (i.e., Covered Activities) identified in the Plan. The Opinions further identify “construction of residential, commercial, industrial and infrastructure facilities” as RMV-Covered Activities. The Opinions address 6 federally listed animals, 1 federally listed plant, and 25 unlisted plants and animals for a total of 32 species.

CDFG issued an MSAA for the Ranch Plan on September 29, 2008. The MSAA covers the activities associated with implementation of the approved development. The covered activities include: (1) development in Planning Areas 2, 3, 4, 5, and 10; (2) cultivation of orchards; (3) roadway improvements; (4) construction of bikeways and trails; (5) sewer and wastewater facilities; (6) drainage, flood-control, and water quality facilities; (7) maintenance of existing facilities within the Ranch Plan boundary; (8) habitat restoration; (9) geotechnical investigations; and (10) relocation of the RMV headquarters. As discussed in Section 2.6, Regulatory Permits for Planning Area 1, the original approvals for Planning Area 1 came before the MSAA was

approved. Therefore, the CDFG issued a separate Streambed Alteration agreement for Planning Area 1.

2.4 SPECIAL AREA MANAGEMENT PLAN

A Special Area Management Plan (SAMP) is a voluntary watershed-level planning and permitting process involving local landowners and public agencies that seek permit coverage under Section 404 of the Federal Clean Water Act for future actions that affect jurisdictional “Waters of the U.S.”. The purpose of a SAMP is to provide for reasonable economic development and the protection and long-term management of sensitive aquatic resources (biological and hydrological). Under a SAMP, to the extent feasible, federal “Waters of the U.S.” (including wetlands) are avoided and unavoidable impacts are minimized and fully mitigated. The proposed San Juan Creek and Western San Mateo Creek Watersheds SAMP would provide a framework for permit coverage for the San Juan Creek Watershed (approximately 113,000 acres) and the western portion of the San Mateo Creek Watershed (approximately 15,104 acres). The SAMP study area includes the Ranch Plan area.

The SAMP, which was approved by the USACE in 2007, establishes three regulatory permitting procedures: (1) Regional General Permit Procedures for Maintenance Activities Outside of the Ranch Plan Planned Community; (2) Letter of Permission Procedures for Future Qualifying Applicants Subject to Future Section 404 (b)(1) Guidelines Review Outside the Ranch Plan Planned Community; and (3) Long-Term Individual Permits/Letters of Permission for Dredge and Fill Activities within the Ranch Plan Planned Community. With respect to the Ranch Plan Planned Community, the USACE issued an Individual Permit of extended duration to specify allowable impacts to “Waters of the U.S.” over the life of the Ranch Plan project. The long-term Individual Permit would require additional review and analysis as individual projects are proposed within the Ranch Plan Planned Community to ensure consistency with allowable impacts and the terms and conditions of this long-term Individual Permit. The USACE would review specific activities under the Letter of Permission procedures for the geographic area covered by the Individual Permit as each activity is proposed for implementation. Though the SAMP has been approved, permitting for Planning Area 1 pursuant to the Clean Water Act was processed separately because development was anticipated to occur before the SAMP was approved. The permitting for Planning Area 1 is discussed below in Section 2.6.

2.5 MASTER AREA PLAN AND SUBAREA PLANS FOR PLANNING AREA 1

Per the *Ranch Plan Planned Community Program Text*, a Master Area Plan is required for each planning area proposed for development. A Master Area Plan shows the relationship of proposed uses within the entire planning area. A Master Area Plan consists of a map; a set of statistics; and text that describe the location, density, and intensity of proposed uses within a planning area (the full requirements are listed in Section II.B.3.a of the *Ranch Plan Planned Community Program Text*). It is a tool to describe how special features or planning concerns will be addressed. All grading, development, and improvements shall be in substantial conformance with the provisions of the approved Master Area Plan. The Planning Commission is the approving authority for all Master Area Plan applications.

The Master Area Plan may divide the planning area into subareas. Prior to approval of any subdivision within each subarea, a Subarea Plan shall be prepared. The Subarea Plans must be consistent with the Master Area Plan. The Subarea Plans provide more detail on the proposed development. The Subarea Plans provide information on the key features of the development proposed in the Subarea. This would include, but not be limited to: (1) the specific residential use categories and other non-residential uses; (2) locations and acreage of park, recreation, and other open space uses; (3) circulation features; (4) a concept grading plan; and

(5) community facility locations. The full requirements of Subarea Plans are identified in the *Ranch Plan Planned Community Program Text*.

In July 2006, the County of Orange approved the Master Area Plan (PA06-0023) and five Subarea Plans (PA06-0024 through PA06-0028) for Planning Area 1. Addendum No. 1 to FEIR 589 was approved by the County of Orange to support the approval of the Master and Subarea Plans. The County approved the following components for Planning Area 1:

- Planned Community (PC) Statistical Table and PC Development Map.
- Planning Area 1 Master Area Plan.
- Five Subarea Plans for Planning Area 1.
- Vesting tentative tract maps (VTTM) for Planning Area 1 (VTTM 10751, VTTM 17052, VTTM 17053, VTTM 17054, and VTTM 17055).
- Grading Permits (GA 06-0037, GA 06-0045, and GA 06-0046).
- Required infrastructure improvements.

Subsequent to the approval of the “A” Vesting Tentative Tract Maps (listed above), “B” level Tentative Tract Maps (TTMs) that were found in substantial compliance with the “A” maps, were approved. This included TTMs 17057 through 17065. The approvals being requested at this time would modify these previous approvals. The uses proposed are the same, though minor changes have been made to the location and density of the uses (See Project Description in Section 3.3). This Addendum addresses the potential for new impacts associated with the changes to the Subarea Plans and TTMs.

2.6 REGULATORY PERMITS FOR PLANNING AREA 1

The Southern HCP, as discussed above, provides the authorization for take under the FESA. This applies to the entire Ranch Plan, including Planning Area 1. Impacts covered include certain listed and unlisted species (32 species in total) and their associated habitats in return for the perpetual protection and management of 20,868 acres of RMV lands as a Habitat Reserve to benefit the 32 species. The Permit expires on January 10, 2082. As a result of the proposed project, a minor amendment to the HCP was required. This was granted by the USFWS on December 8, 2010, and is discussed further in Section 4.0, Environmental Analysis.

Though the MSAA and SAMP have been prepared to provide the regulatory permitting required for the Ranch Plan, the original approvals for Planning Area 1 came before these regional plans were approved. Therefore, separate permits were issued by CDFG, ACOE and SDRWQCB for Planning Area 1. The project changes noted above for the HCP did not affect these permits. The following provides an overview of the permits applicable to Planning Area 1.

2.6.1 CDFG STREAMBED ALTERATION AGREEMENT #1600-2006-0178-R5

An agreement between RMV and the CDFG under Section 1602 of the *California Fish and Game Code* allows alterations of “Waters of the State”, including discharge of fill material and changes to stream banks associated with implementation of Planning Area 1 of the Ranch Plan and its associated infrastructure. Compliance with various conditions to minimize harm to aquatic species and habitats is required as is implementation of mitigation in the form of replacement habitat and preservation of existing habitat. The permit was set to expire on December 31, 2010, but was renewed for one 5-year extension. Mitigation for impacts consisted

of assignment of credits from the Gobernadora Ecological Reserve Area (GERA) and creation of two acres of oak woodland.

2.6.2 SECTION 401 CERTIFICATION NO. 06C-047/WDR NO. 9 000001486

This permit, issued by the San Diego Regional Water Quality Control Board under Section 401 of the Clean Water Act and Section 13260(a) of the *California Water Code*, allows alteration of “Waters of the U.S.” and “Waters of the State”, including discharge of fill material associated with implementation of Planning Area 1 of the Ranch Plan and associated infrastructure. Compliance with various conditions to minimize harm to aquatic species and habitats is required as is considered mitigation implementation in the form of replacement habitat and preservation of existing habitat. The permit was extended to January 11, 2015. The mitigation required is the same as for the CDFG Streambed Alteration Agreement.

2.6.3 U.S. ARMY CORPS OF ENGINEERS: NWP 404 PERMIT #200602159-YJC

The USACE issued this permit under Section 404 of the Clean Water Act to allow alterations of “Waters of the U.S.”, including discharge of fill material associated with implementation of Planning Area 1 of the Ranch Plan and its associated infrastructure. Compliance with various conditions to minimize harm to aquatic species and habitats is required as is implementation of mitigation in the form of replacement habitat and preservation of existing habitat. The permit has been extended to January 11, 2015. The mitigation required is the same as for the CDFG Streambed Alteration Agreement.

2.7 CITY OF SAN JUAN CAPISTRANO ANNEXATION

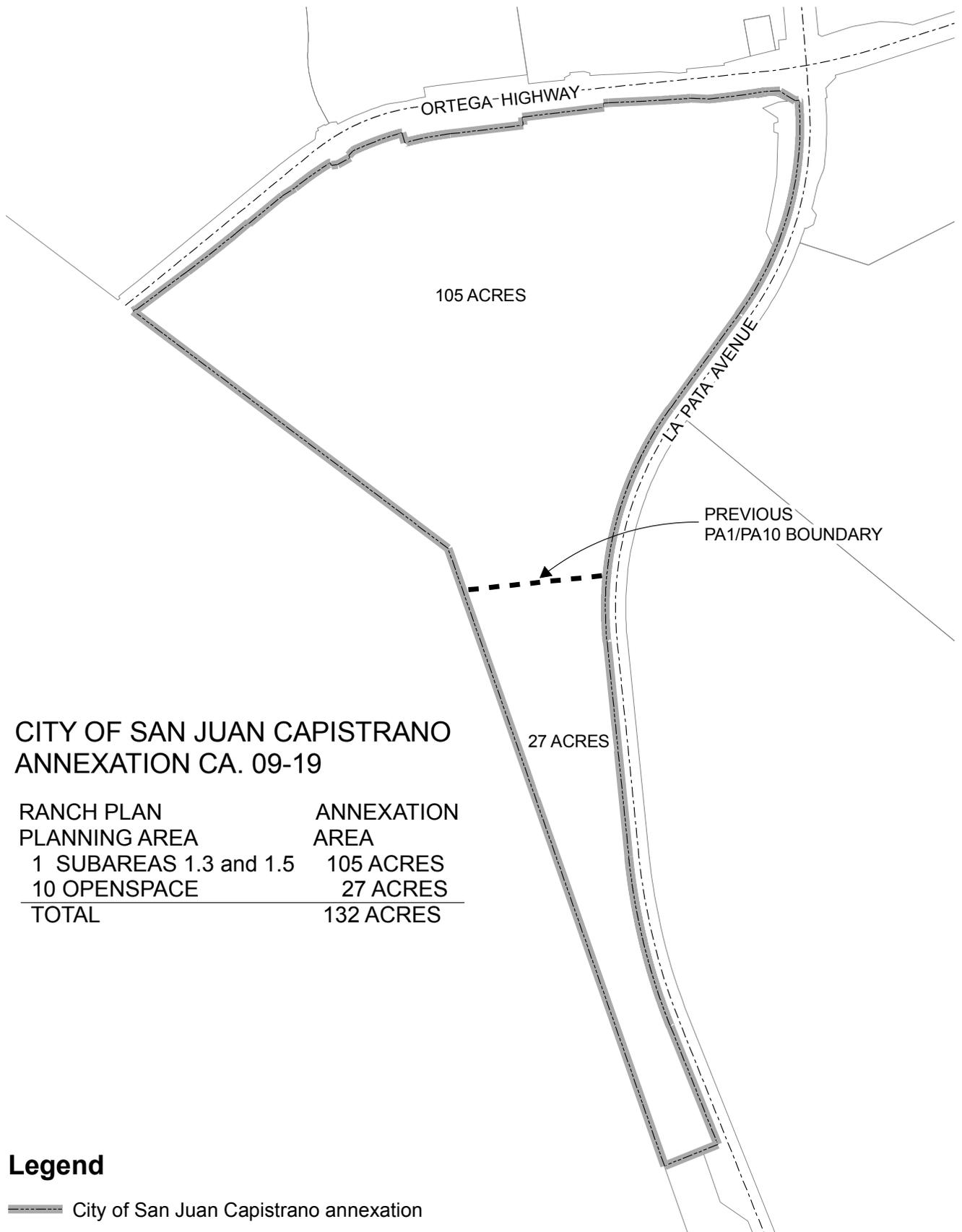
Planning Area 1 originally encompassed 810 acres and included all four quadrants of the intersection of Ortega Highway and Antonio Parkway/La Pata Avenue. In August 2009, the City of San Juan Capistrano and RMV entered into a Purchase and Sale Agreement and Escrow Instructions (Purchase Agreement) where RMV agreed to sell the City the Rancho Mission Viejo Riding Park and surrounding open space area located in the southwestern quadrant of the Ortega Highway/La Pata Avenue Intersection. The Purchase Agreement provides for deed restrictions that limit future use of the property to open space, recreation, and equestrian use. The Purchase Agreement also outlines buyer’s and seller’s responsibilities and rights. The agreement allows RMV to install utilities and storm drain facilities necessary for the completion of the Ranch Plan on the property acquired by the City. It also stipulates the need for the City to grant the County a construction easement for La Pata Avenue. In addition, the City has committed to construct the regional riding and hiking trails and Class I bikeways on the subject property.

On December 9, 2009 Local Agency Formation Commission (LAFCO) agreed to extend the San Juan Capistrano city limits east to La Pata Avenue on the south side of Ortega Highway. As part of the acquisition process, the City and RMV also entered into an agreement with the LAFCO for an Implementation Program that governs the City’s annexation of the property. Consistent with the Purchase Agreement and the LAFCO Agreement, the use of the property, now known as the Rancho Mission Viejo Riding Park at San Juan Capistrano, will remain the same as the current use. The adjacent open space will also remain in open space and as a result of the San Juan Capistrano acquisition is protected via the HCP conservation easement. The City has amended its General Plan Land Use Element to designate the annexed area as 1.0-General Open Space.

A total of 132 acres were acquired by the City of San Juan Capistrano, which reduced the size of Planning Area 1 by 106 acres and Planning Area 10 by 26 acres. This property encompasses

what was identified as Subareas 1.3 and 1.5 of Planning Area 1. The area annexed into the City of San Juan Capistrano is depicted in Exhibit 1. As a result of this acquisition of property by the City of San Juan Capistrano, a boundary change and associated statistical modification for the Ranch Plan Planned Community Development Map, the Ranch Plan Statistical Table, and Planning Area 1 are required. These actions represent administrative corrections to the Master Area Plan and Subarea Plans.

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**CITY OF SAN JUAN CAPISTRANO
ANNEXATION CA. 09-19**

RANCH PLAN PLANNING AREA	ANNEXATION AREA
1 SUBAREAS 1.3 and 1.5	105 ACRES
10 OPENSOURCE	27 ACRES
TOTAL	132 ACRES

Legend

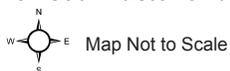
 City of San Juan Capistrano annexation

Source: Huitt Zollars 2011

City of San Juan Capistrano Annexation Area

Exhibit 1

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



SECTION 3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION

3.1.1 RANCH PLAN

The Ranch Plan Planned Community is located in southeast Orange County within unincorporated Orange County. The planned community of Ladera Ranch and the cities of San Juan Capistrano and San Clemente border the Ranch Plan Planned Community on the west. The planned community of Coto de Caza and the City of Rancho Santa Margarita borders the northern edge of the site; the United States Marine Corps Base (MCB) Camp Pendleton in San Diego County borders the southern edge; and Caspers Wilderness Park, the Cleveland National Forest, and several private properties in Riverside and San Diego counties border the site on its eastern edge.

3.1.2 PLANNING AREA 1

The 704-acre Planning Area 1 is located immediately east of the City of San Juan Capistrano in the vicinity of Antonio Parkway and Ortega Highway and immediately south of the Ladera Ranch planned community. Planning Area 1 serves as the western entry point into the remaining easterly portions of the larger Ranch Plan Planned Community. Ortega Highway traverses the southern portion of Planning Area 1 in a generally west to east direction. Antonio Parkway/La Pata Avenue traverses Planning Area 1 in a north-south direction. Planning Area 1 is bisected by San Juan Creek, which is a dominant physical feature extending northeast and southwest through the larger Ranch Plan Planned Community. Planning Area 1 is presented in a regional and local context on Exhibits 2 and 3, respectively.

3.2 PROJECT SETTING

3.2.1 ENVIRONMENTAL SETTING

Substantial portions of Planning Area 1 have been used for agricultural uses for the past 120 years. A portion of these uses continue today; however, many of the agricultural uses, such as the commercial nursery operations and the row crops, have been removed. Existing non-residential land uses within Planning Area 1 include the RMV headquarters and citrus production areas. In addition, there is still one RMV employee that resides in Planning Area 1.

Circulation facilities within Planning Area 1 include Ortega Highway, which runs generally west to east and connects with Interstate (I) 5 to the west, outside the Ranch Plan Planned Community boundaries. Ortega Highway continues east of the Ranch Plan Planned Community to Riverside County. Construction of improvements to Ortega Highway within Planning Area 1 have recently been completed to widen the roadway to full arterial standards. Antonio Parkway/La Pata Avenue is a north-south arterial highway that extends through the eastern portion of Planning Area 1. Antonio Parkway begins north of the Ranch Plan Planned Community in the City of Rancho Santa Margarita, extends through the communities of Las Flores and Ladera Ranch, and enters the Ranch Plan Planned Community north of Ortega Highway. At Ortega Highway, Antonio Parkway turns into La Pata Avenue where it currently terminates at the Prima Deshecha Landfill. Improvements to Antonio Parkway to widen the portion of the roadway within Planning Area 1 to six lanes have recently been approved and construction is expected to start in 2011. Other private and ranch roads also exist within Planning Area 1.

Cow Camp Road is designated on the Master Plan of Arterial Highways (MPAH) as a future roadway that will begin at Antonio Parkway, north of San Juan Creek, and extend to the east

ultimately connecting to Ortega Highway. The roadway will be implemented in phases throughout the development of the Ranch Plan.

In addition to circulation improvements, several major public facilities and utilities exist within Planning Area 1. These include standard utilities serving the current uses and a sewer lift station in the eastern portion of the planning area, which is owned by the SMWD. Kinder-Morgan owns two petroleum pipelines that traverse Planning Area 1 in a generally north-south direction; these include a live 16-inch line and an inert 10-inch line. The active line is also known as the Santa Fe Pacific Petroleum (SFPP) pipeline and is located in Subarea 1.2 in the vicinity shown for the estate housing. The Southern California Gas Company owns a 10-inch natural gas line along Ortega Highway. Facilities located adjacent to the Ranch Plan Planned Community include the County's Prima Deshecha Landfill, which is located along a portion of the western boundary of the Ranch Plan Planned Community. Southern California Edison (SCE) owns high power transmission lines mounted on lattice towers along the west side of Planning Area 1. In addition, San Diego Gas and Electric (SDG&E), AT&T, and Cox Cable have underground facilities in Antonio Parkway and Ortega Highway.

As previously mentioned, just north of Ortega Highway, San Juan Creek flows in an east-west direction through Planning Area 1. San Juan Creek is a major drainage facility that discharges into the Pacific Ocean in the vicinity of the City of Dana Point. Major tributaries to San Juan Creek are Arroyo Trabuco, Oso Creek, Cañada Chiquita, Cañada Gobernadora, Bell Canyon Creek, and Verdugo Canyon Creek. These tributaries are outside Planning Area 1. Additionally, a minor tributary known as "Narrow Canyon" traverses through the easterly portion of Planning Area 1 prior to its discharge to San Juan Creek.

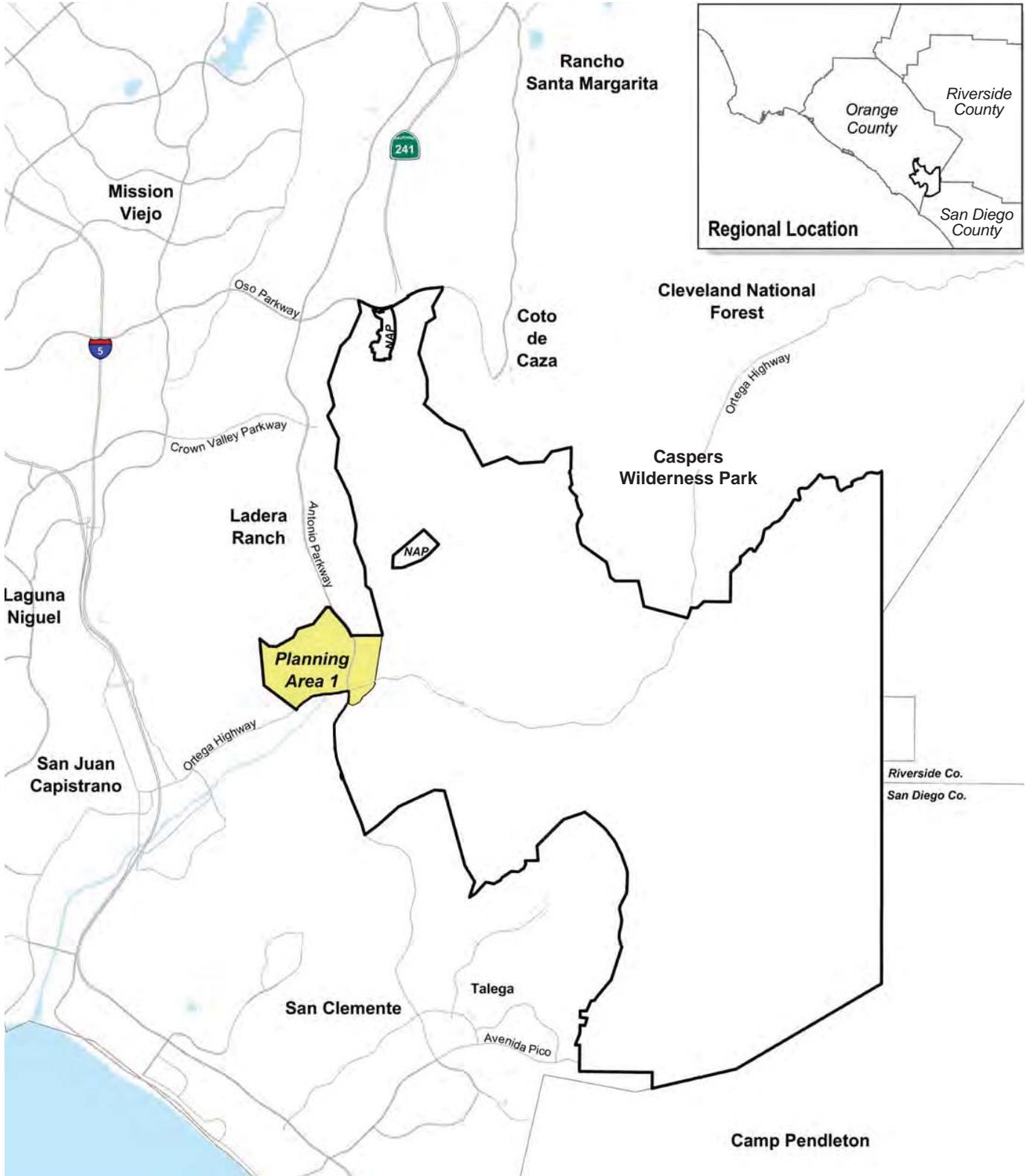
The Ranch Plan Planned Community contains a diverse population of flora and fauna species, including sensitive vegetation communities that provide habitat to sensitive species. These vegetation communities include, but are not limited to, scrub habitats, chaparral, vernal pools and seeps, riparian habitat, and woodland habitat. However, because of the ongoing agricultural activities in Planning Area 1, there are limited sensitive biological resources, with the exception of the San Juan Creek area, which provides sensitive habitat.

3.2.2 REGULATORY SETTING

In accordance with Section 7-9-103 of the Orange County Zoning Code, "PC 'Planned Community' District," the Ranch Plan is comprised of four components, which are:

- The *Ranch Plan Planned Community Program Text*, specifying the regulations applicable to all areas of the Ranch Plan Planned Community.
- The Planned Community (PC) Zoning Map, showing the exterior boundaries of the Ranch Plan Planned Community. This Zoning Map includes a statistical summary regulating the maximum/minimum of certain aspects of development within the Ranch Plan Planned Community as a whole.
- A PC Development Map, providing general and, in certain instances, detailed information about the Ranch Plan project.
- A Statistical Table regulating land uses within each planning area.

The *Ranch Plan Planned Community Program Text* provides the regulations and procedures that apply to each of the land use categories approved as a part of the Ranch Plan project. The regulations and standards adopted as part of the *Ranch Plan Planned Community Program Text* would apply to the development and implementation of the Ranch Plan project. In those



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Source: AECOM 2011

Regional Location

Exhibit 2

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*





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Source: AECOM 2011

Local Vicinity

Exhibit 3

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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cases where the standards differ from the Orange County Zoning Code, the *Ranch Plan Planned Community Program Text* standards would provide the applicable regulations.

In order to ensure consistency between the County General Plan and the *Ranch Plan Planned Community Program Text*, the ultimate control for development is the maximum number of residential dwelling units (or acreage of other uses) as depicted on the PC Development Map and indicated on the PC Statistical Table. Changes to uses within the *Ranch Plan Planned Community Program Text*, including transfer of units from one planning area to another or refinements to uses within planning areas, are permitted consistent with the special provisions in the regulations (refer to PC Text for details). Such revisions cannot exceed the overall maximum uses defined in the PC Statistical Table for the *Ranch Plan Planned Community Program Text* as a whole.

3.3 PROJECT DESCRIPTION

Since the Master Area Plan and Subarea Plans for Planning Area 1 have already been approved, all that is required are minor revisions and administrative corrections to the Subarea Plans to reflect the changes as a result of the City of San Juan Capistrano's purchase of the Rancho Mission Viejo Riding Park at San Juan and a recent Master Plan of Arterial Highways (MPAH) amendment.¹ In addition, there has been some refinement of the proposed uses to better reflect current market trends. These minor revisions and administrative corrections would result in changes to Subarea Plans 1.1, 1.2, and 1.4. Subarea Plans 1.3 and 1.5 are no longer applicable because they were located on the property subsequently acquired and annexed by the City of San Juan Capistrano. As the result of the changes to the Subarea Plans, the Master Area Plan Statistical Table, Land Use Plan, and Development Map would also need to be corrected. Revisions to the VTTMs and grading plans and the Local Park Implementation Plan (approved March 14, 2007) would also require approval.

3.3.1 SUBAREA PLANS

Subarea Plans are intended to provide a more detailed level of planning, particularly regarding development use locations and residential densities. Exhibits 4 through 6 depict the three remaining subareas in Planning Area 1. The preliminary grading concept for each subarea is depicted in ten-foot contour intervals on these respective exhibits. Table 1 provides the statistical information for each of the subareas.² The following provides a general description of the proposed uses in each subarea and the changes compared to the approved Subarea Plan.

¹ On August 24, 2009, the Orange County Transportation Authority (OCTA) amended the MPAH to reflect the arterial highway network assumed for the Ranch Plan. The amendment was a "clean up" item to ensure the MPAH accurately reflects the circulation network assumed as part of the Ranch Plan and evaluated in FEIR 589. The changes included the addition of Cow Camp Road, Cristianitos Road, and addition of streets internal to the Ranch Plan (A, F, G, and I Streets). A small portion of Cow Camp Road is within Planning Area 1. The remaining streets are outside of Planning Area 1. The amendment was intended to provide greater consistency between the County general plan and MPAH. Though this does not change the assumptions of any component of the Ranch Plan, the Master Area Plans and Subarea Plans are required to reflect the arterial highways on the mapping. The revised mapping reflects the 2009 MPAH amendment.

² Table 3-1 reflects the Development Table that would be included in the Master Area Plan and provides the statistical information for each of the subareas. Each Subarea Plan would include a table that highlights the line with the applicable statistical information.

**TABLE 1
 PLANNING AREA 1 DEVELOPMENT TABLE FOR SUBAREAS**

Planning Area	Development Use														Open Space Use	Planning Area Totals	
	Residential					Urban Activity Center (UAC)				Neighborhood Center		Business Park		Golf Resort			Total Gross Acres
	Gross Acres	Net Acres	Maximum Dwelling Units	Age-Qualified Dwelling Units	Maximum Non-Residential Square Footage (000)	Gross Acres	Net Acres	Maximum Square Footage of Non-Residential Uses (000)	Parkland Gross Acreage	Gross Acres	Maximum Square Footage (000)	Gross Acres	Maximum Square Footage (000)	Gross Acres		Open Space Acres	
Planning Area 1	392	286	1,287	400	300	64	48	140	11						467	237	704
Subarea 1.1	246	185	971	300											246		
Subarea 1.2	146	101	16		300										146		
Subarea 1.4			300	100		64	48	140	11						75		

Source: AECOM 2011



Source: AECOM 2011

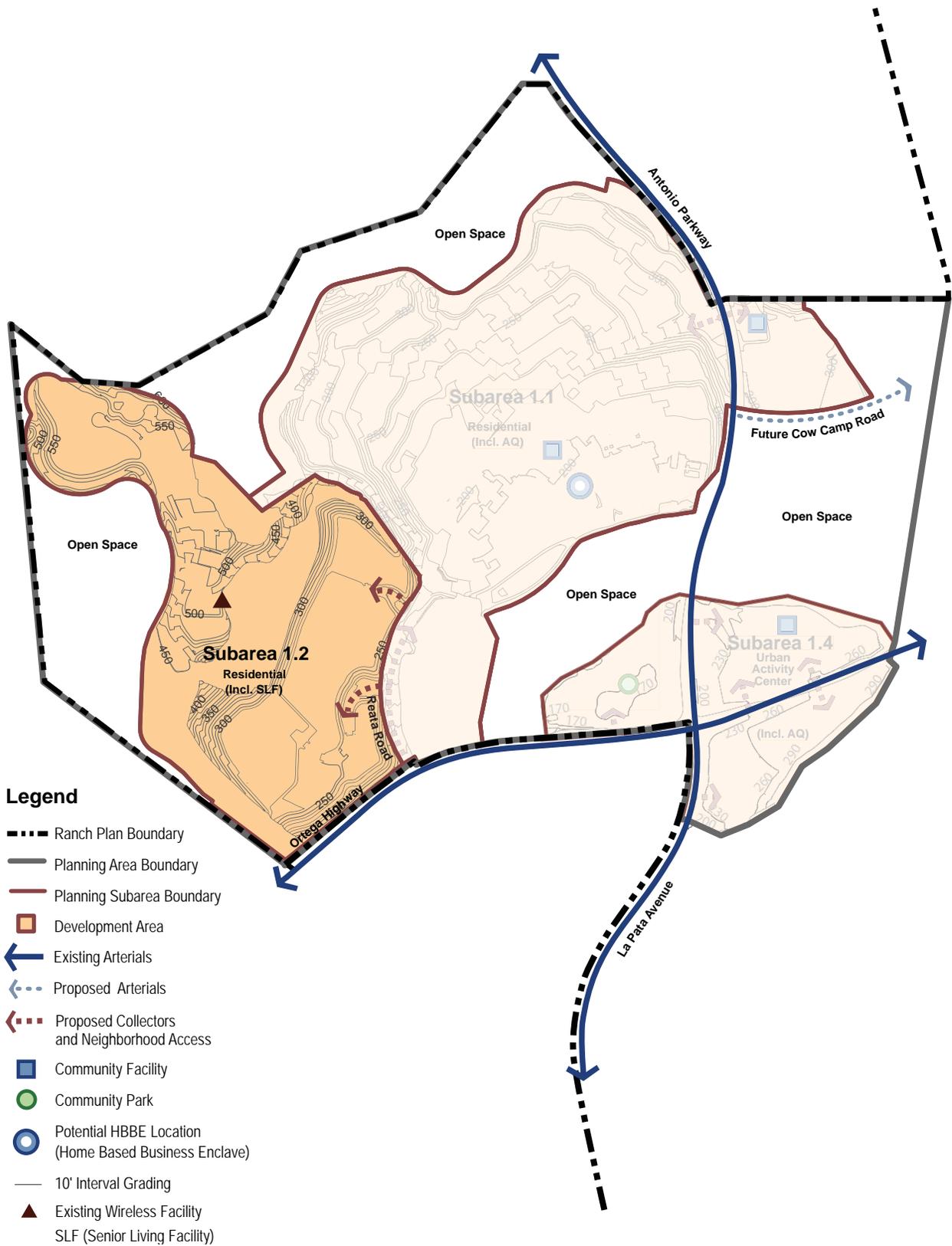
Subarea 1.1

Exhibit 4

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- Development Area
- ← Existing Arterials
- ← Proposed Arterials
- ← Proposed Collectors and Neighborhood Access
- Community Facility
- Community Park
- Potential HBBE Location (Home Based Business Enclave)
- 10' Interval Grading
- ▲ Existing Wireless Facility SLF (Senior Living Facility)

Source: AECOM 2011

Subarea 1.2

Exhibit 5

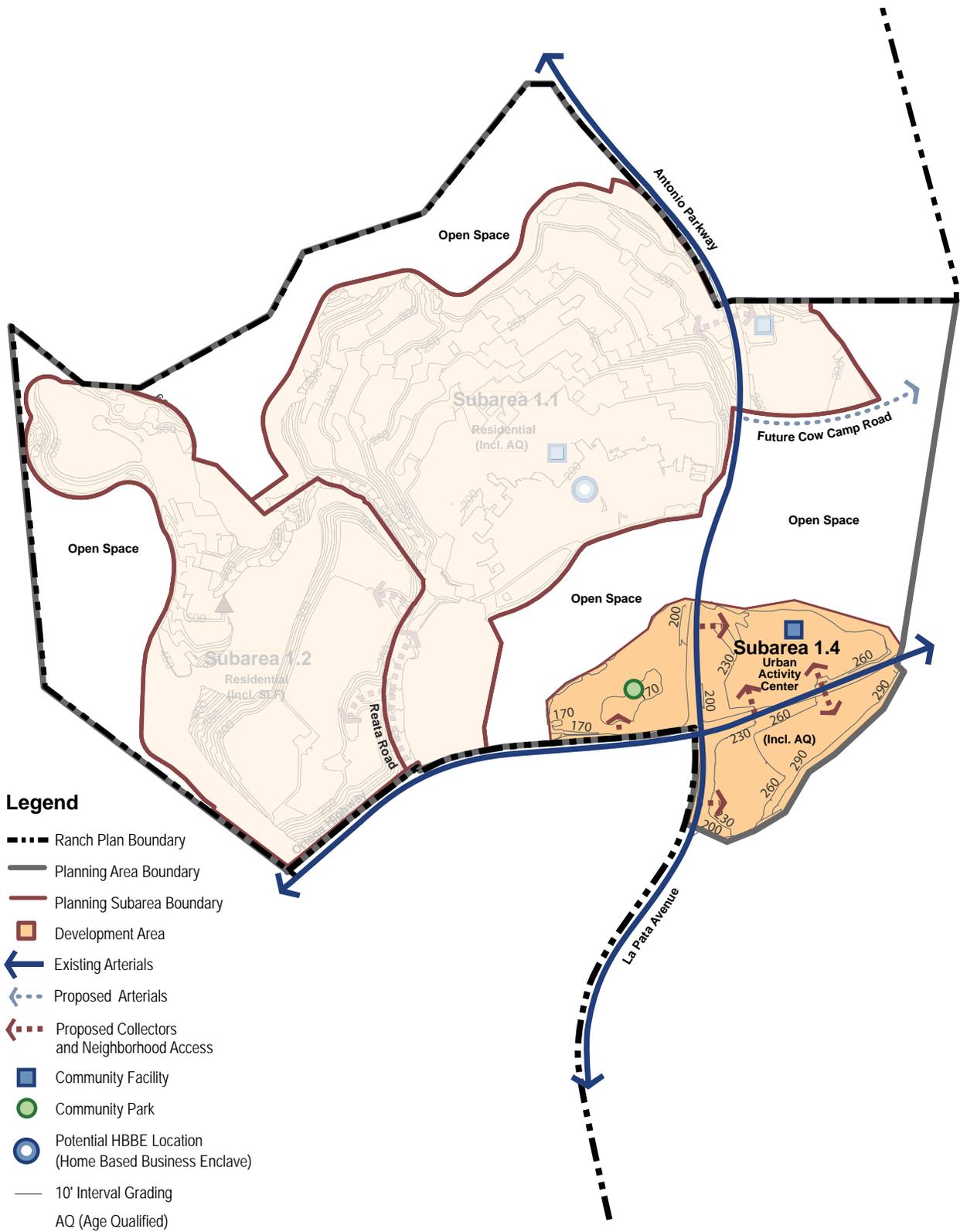
The Ranch Plan
 Revised Master and Subarea Plans for Planning Area 1



Bonterra
 CONSULTING

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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- Development Area
- ➔ Existing Arterials
- ➔ Proposed Arterials
- ➔ Proposed Collectors and Neighborhood Access
- Community Facility
- Community Park
- Potential HBBE Location (Home Based Business Enclave)
- 10' Interval Grading
- AQ (Age Qualified)

Source: AECOM 2011

Subarea 1.4

Exhibit 6

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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CONSULTING

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Subarea 1.1

The plan proposes a mix of residential uses north of Ortega Highway and San Juan Creek, and west and east of Antonio Parkway in a terraced and hillside setting. The area is physically separated from the Ladera Ranch Planned Community to the north by an intervening ridge and hillside open space.

Based on the Subarea Plan approved in 2006, Subarea 1.1 encompassed 308 acres with 231 net acres of development and a total of 808 dwelling units. A total of 219 of the dwelling units were to be designated as “age qualified” (senior housing). The revised Subarea Plan identifies 246 acres in this subarea, with 185 net acres of development and a total of 971 dwelling units. A total of 300 dwelling units are designated as age qualified. Other key features include:

- A fire station will be located northeast of the future Antonio Parkway/Cow Camp Road intersection.
- A potential Home Based Business Enclave (HBBE) location is identified north of San Juan Creek and west of Antonio Parkway. This is consistent with the approved Subarea Plan.
- The development area also includes community facilities, including a proposed fire station east of Antonio Parkway and north of the future Cow Camp Road; a community/recreation center north of San Juan Creek and west of Antonio Parkway. The community/recreation center may include classrooms; a small concession component (i.e., a coffee shop/snack bar); a 60-foot-tall, 20-foot-wide by 20-foot-wide tower feature that may also include wireless facilities; and an intra-community and an inter-community private transit stop in vicinity of the fire station and community/recreation center. This is consistent with the previous approvals.
- The Community Trail, which connects with the trail in Ladera Ranch, is located in this subarea. This alignment is consistent with the approved VTTM 17051.

In 2006 the Subarea 1.1 boundary was drawn to include the domestic and non-domestic water reservoirs in the north area of the present Subarea 1.2 boundary. Inclusion of the reservoirs was necessary to accommodate anticipated phasing of the Subarea 1.1 subdivision and grading plans in advance of Subarea 1.2 subdivision and grading plans. Subsequently, VTTM 17051 and VTTM 17052, and related grading permits GA06-0045 and GA06-0046 have been approved. The configuration of the maps and associated grading permits did not conform to the configuration of the Subareas. As part of the revisions to Planning Area 1, it was decided to make the Subarea Plan boundaries conform to the related VTTM. Therefore, the Subarea Plan 1.1 boundary is proposed to be realigned to conform to VTTM 17051, and the Subarea Plan 1.2 boundary is proposed to be realigned to conform to VTTM 17052.

Subarea 1.2

The subarea is located in the western portion of Planning Area 1. The plan proposes a mix of residential and non-residential uses north of Ortega Highway and San Juan Creek and west of Reata Road. The development would be separated from the Ladera Ranch Planned Community to the north and the development in the City of San Juan Capistrano by hillside open space and a 200-foot-wide electrical transmission easement along the western planning area border.

Based on the Subarea Plan approved in 2006, Subarea 1.2 encompassed 95 acres with 71 net acres of development and a total of 29 dwelling units. The revised Subarea Plan identifies 146 acres in this subarea, with 101 net acres of development. A total of 16 estate residential units

are proposed and up to 300,000 square feet of non-residential square footage is proposed for a Senior Living Facility. This facility was originally proposed in Subarea 1.3. Senior Living Facilities are defined by the Orange County Zoning Code (Section 7-9-40) as facilities that “[p]rovide care and services on a monthly basis or longer to residents aged sixty (60) years of age or older, per California Code of Regulations...” These facilities may include:

- Independent living facilities,
- Assisted living facilities,
- Memory care living facilities,
- Skilled nursing facilities,
- Continuing Care Retirement Community (CCRC) facilities.

The residential component of this facility would be allowed without being counted as dwelling units with respect to the Ranch Plan Planned Community limit of 14,000 total allowed dwelling units.³ The precise mix of facilities would be determined when a specific project is proposed and would be evaluated as part of the site development permit process.

As discussed above, under Subarea 1.1, there is a proposed boundary configuration change for Subarea 1.2 to make it conform to the approved VTTM 17052 and grading permit.

In conjunction with the approval of the wireless tower that is currently located in Subarea 1.2, the County of Orange applied the following condition: “Coincident with the approval of any development project(s) within 1,200 feet of PA02-0068 (the applicant is an affiliate of the owner of all lands within 1,200 feet of PA02-0068), but no later than every 5 years from the effective date of this permit, the applicant shall provide an update to the director of the Planning and Development Services Department regarding all proposed development within 1,200 feet of PA02-0068. If any such update indicates that new development of any lands within 1,200 feet of PA02-0068 is proposed, then the director of the Planning and Development Services Department may require the applicant to make modifications to the wireless facilities constructed under PA02-0068 which cause them to be visually compatible with any proposed new development. Such modifications shall be limited to those which lessen the visual impacts on surrounding development (i.e., camouflage, screening, "stealth" redesign or other similar techniques). Further, such proposed modifications shall be processed through the Changed Plan procedures of Zoning Code Section 7-9-150.3(h). When all development approvals have been granted by the County for all lands within 1,200 feet of PA02-0068, this condition of approval shall terminate and the applicant shall no longer be required to submit the updates described above.” This condition would be applicable as development occurs in Subarea 1.2 in proximity to the existing tower.

Subarea 1.4

The subarea is located in the eastern portion of Planning Area 1, south of San Juan Creek. The area is located on three of the quadrants (all but the southwestern quadrant) of the intersection of Ortega Highway and Antonio Parkway/La Pata Avenue.

³ *The Ranch Plan Planned Community Program Text Guidance Document* identifies the allowed uses within the Ranch Plan. Section III.A.5.a.3. (Use Regulations, Residential, Senior Housing, Principal Permitted Uses) identifies Senior Living Facilities as being permitted subject to Subarea Plan and Site Development permit. Item c on page 46 of *The Ranch Plan Planned Community Program Text Guidance Document* specifically states that the units within the Senior Living Facilities are not applied to the 14,000 dwelling units. Similarly, provisions are included for the UAC designation (Section III.D.1.a.2, item ee, on page 66-67 of the *The Ranch Plan Planned Community Program Text Guidance Document*.

Acres and uses within Subarea 1.4 have not changed from what was approved in 2006. However, the intensity of the uses (square footage of non-residential uses and number of residential units) has increased. Subarea 1.4 encompasses 75 acres and is designated for Urban Activity Center (UAC)⁴ uses. Within the UAC designation, a total of 64 gross acres (48 net acres) would be developed with 140,000 square feet of non-residential development and 300 residential dwelling units. Of the 300 dwelling units, 100 of them would be age qualified. This subarea would also have 11 acres of parkland, which is also included in the UAC land use designation⁵. The key features of Subarea 1.4 would include the following:

- A mix of residential uses together with a retail center, office use, and a community daycare center located at the northeastern corner of Ortega Highway at Antonio Parkway and adjacent to San Juan Creek. The retail center may include an approximate 60-foot-tall, 20-foot-wide by 20-foot-wide tower feature, which may also include wireless facilities.
- A mix of primarily multi-family residential uses at the southeast corner of Ortega Highway and Antonio Parkway.
- 64 gross acres of Urban Activity Center use with a maximum of 140,000 square feet for the proposed Retail Center and 300 dwelling units, of which 100 are identified for age qualified residents.
- 11 gross acres of land at the northwest corner of Ortega Highway at Antonio Parkway and adjacent to San Juan Creek for a community park.

3.3.2 MASTER AREA PLAN

The Master Area Plan would be administratively corrected to reflect the revised Subarea Plans and most recent MPAH amendment. The Master Area Plan for Planning Area 1 would be corrected to reflect the changes to the following components:

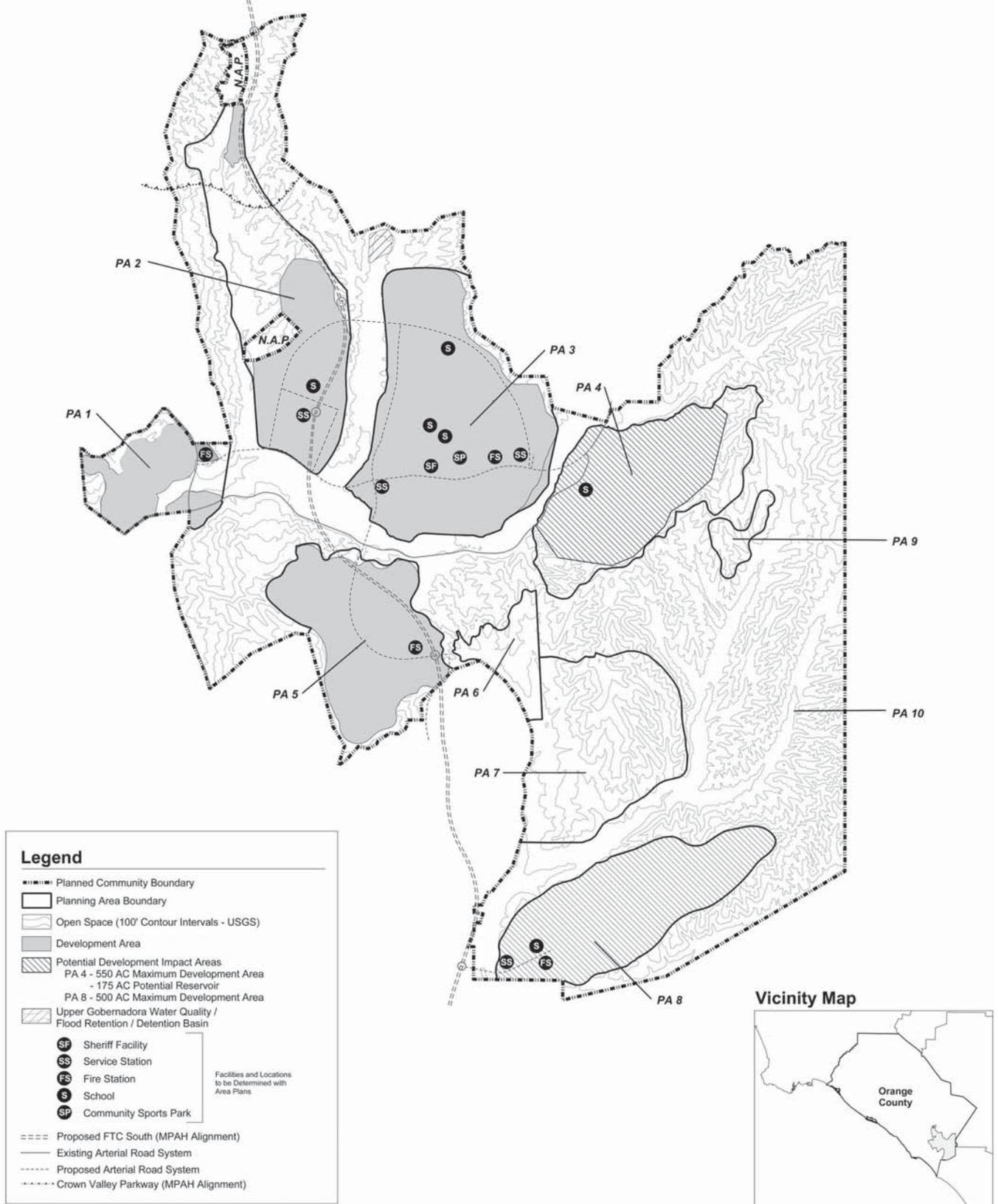
- An updated Development Table (see Table 1),
- An updated Statistical Table (see Table 2),
- Updated exhibits to reflect the removal of the areas annexed to the City of San Juan Capistrano. The updated include:
 - Planned Community Development Map (see Exhibit 7),
 - Land Use Plan (see Exhibit 8).
 - Circulation (see Exhibit 9)
 - Conceptual Domestic Water System (see Exhibit 10)
 - Conceptual Non-Domestic Water System (see Exhibit 11);
 - Preliminary Wastewater System (see Exhibit 12)

⁴ The Urban Activity Center (6) land use category identifies locations intended for high-intensity mixed-use development. Appropriate land uses include, but are not limited to, residential, commercial, and office uses; industrial parks and materials recovery/recycling facilities; civic, cultural, and educational uses; and childcare facilities (County of Orange 2008).

⁵ In the 2006 Subarea Plans the 11 acres of parkland in Subarea 1.4 was to complement 27 acres of Community Sports Park in Subarea 1.5. With the City annexation of Subarea 1.5, the Community Sports Park will be located in Planning Area 3. This location is more central to the population centers in the Ranch Plan and is in closer proximity to schools and urban core of the community.

- Preliminary Storm Drainage System (see Exhibit 13)
- Preliminary Water Quality System (see Exhibit 14)
- Trails and Bikeways Concept (see Exhibit 15)
- Agricultural and Other Existing Ongoing Uses (see Exhibit 16)

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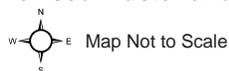


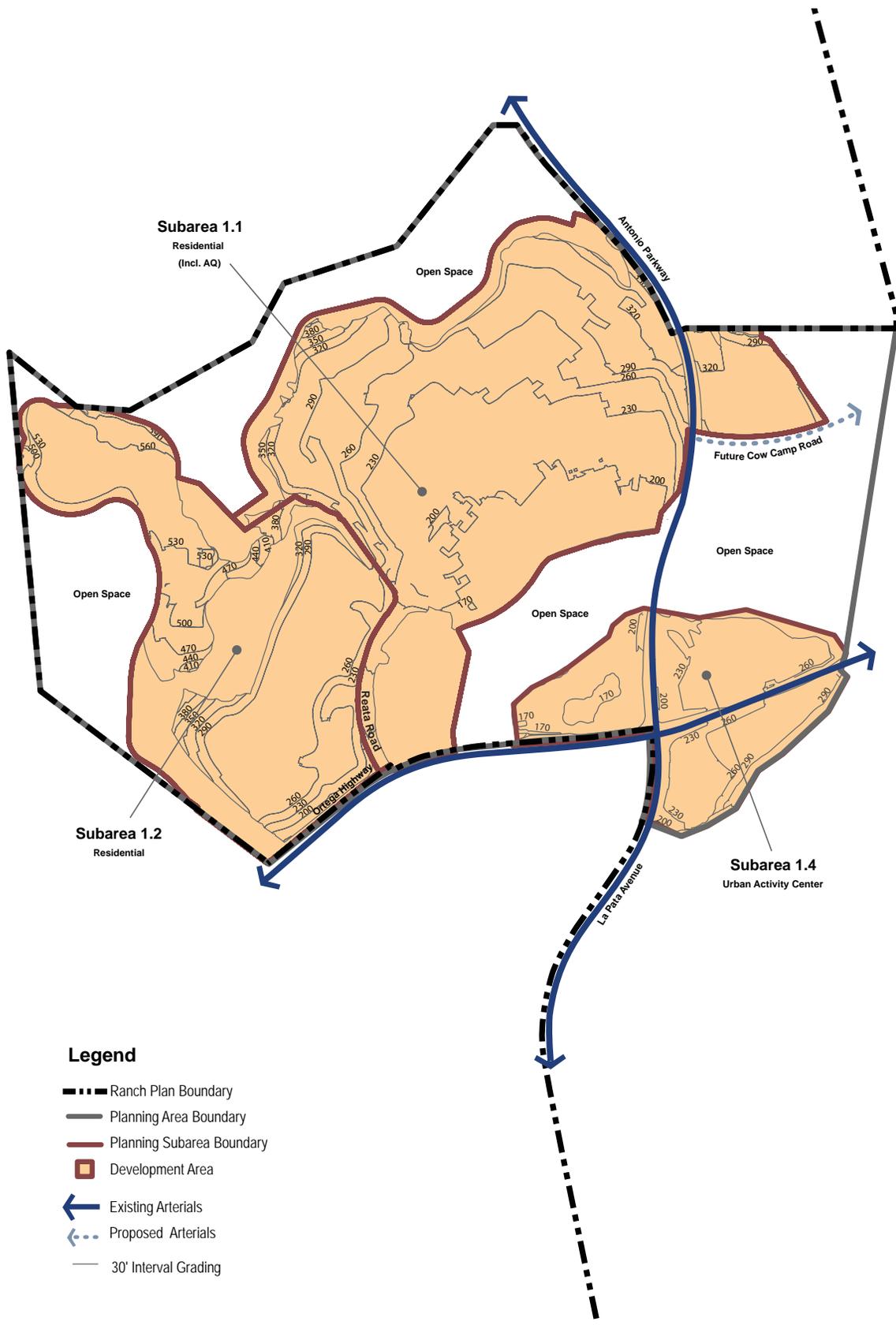
Source: AECOM 2011

Planned Community Development Map

Exhibit 7

The Ranch Plan
 Revised Master and Subarea Plans for Planning Area 1





- Legend**
- Ranch Plan Boundary
 - Planning Area Boundary
 - Planning Subarea Boundary
 - Development Area
 - ← Existing Arterials
 - ← Proposed Arterials
 - 30' Interval Grading

Source: AECOM 2011

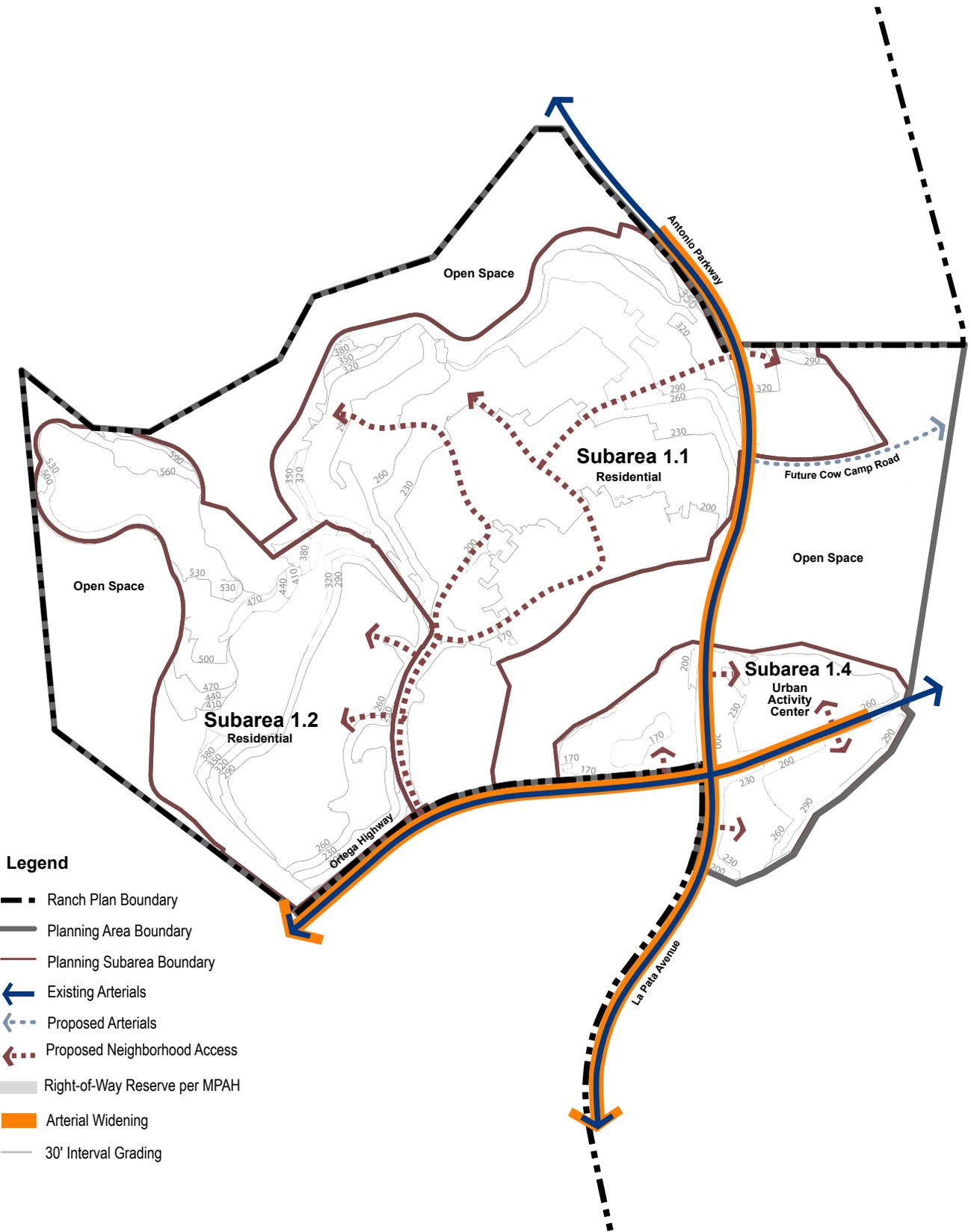
Master Area Plan Land Use Map

Exhibit 8

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- ← Existing Arterials
- ← Proposed Arterials
- ← Proposed Neighborhood Access
- Right-of-Way Reserve per MPAH
- Arterial Widening
- 30' Interval Grading

Source: AECOM 2011

Master Area Plan Circulation Plan

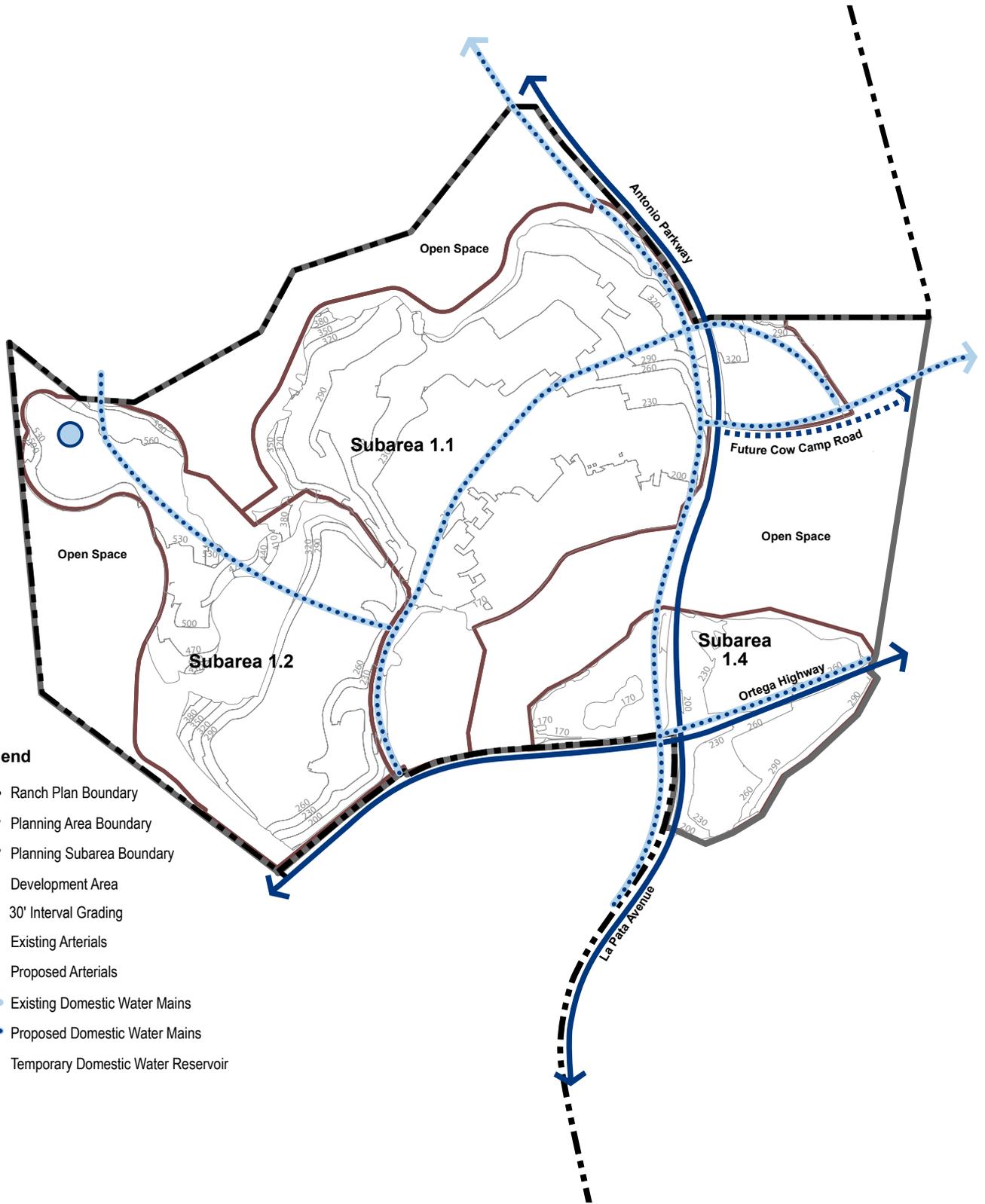
Exhibit 9

The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1



Legend

-  Ranch Plan Boundary
-  Planning Area Boundary
-  Planning Subarea Boundary
-  Development Area
-  30' Interval Grading
-  Existing Arterials
-  Proposed Arterials
-  Existing Domestic Water Mains
-  Proposed Domestic Water Mains
-  Temporary Domestic Water Reservoir

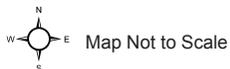


Source: AECOM 2011

Master Area Plan Conceptual Domestic Water System

Exhibit 10

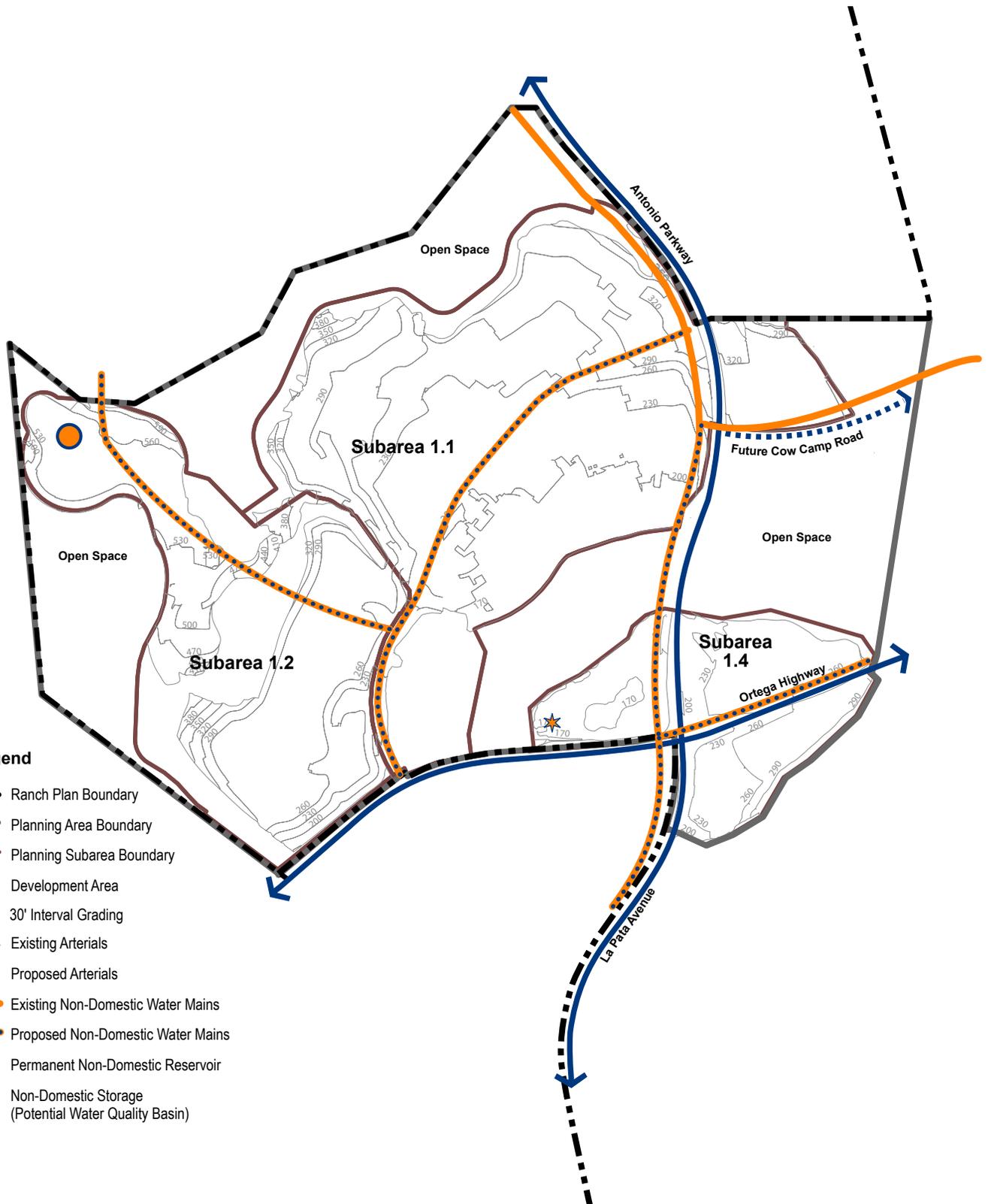
*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- Development Area
- 30' Interval Grading
- ← Existing Arterials
- ← Proposed Arterials
- Existing Non-Domestic Water Mains
- Proposed Non-Domestic Water Mains
- Permanent Non-Domestic Reservoir
- ★ Non-Domestic Storage (Potential Water Quality Basin)

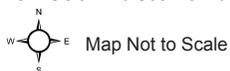


Source: AECOM 2011

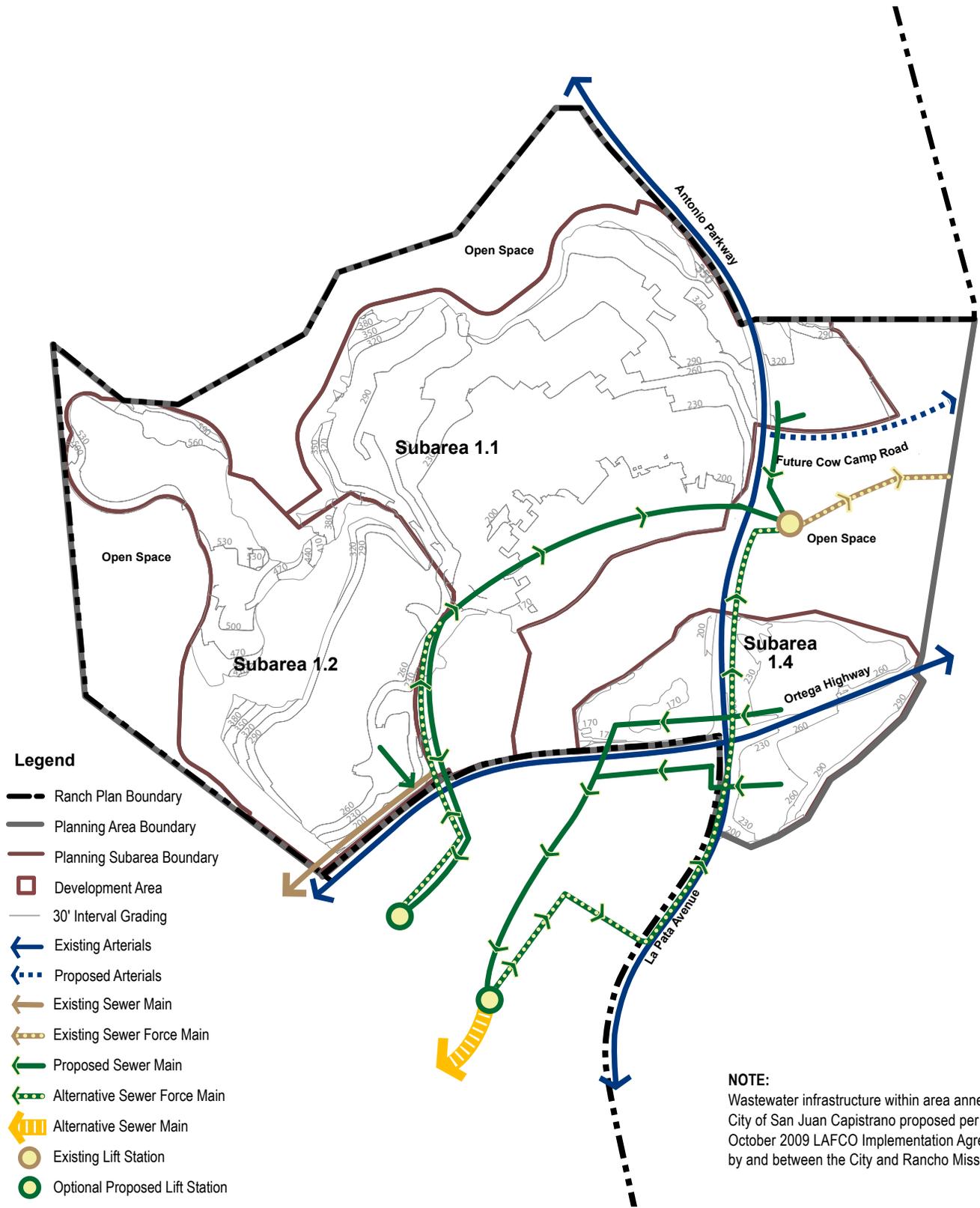
Master Area Plan Conceptual Non-Domestic Water System

Exhibit 11

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- Development Area
- 30' Interval Grading
- ← Existing Arterials
- Proposed Arterials
- ← Existing Sewer Main
- ← Existing Sewer Force Main
- ← Proposed Sewer Main
- ← Alternative Sewer Force Main
- ← Alternative Sewer Main
- Existing Lift Station
- Optional Proposed Lift Station

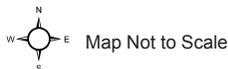
NOTE:
Wastewater infrastructure within area annexed to City of San Juan Capistrano proposed per the October 2009 LAFCO Implementation Agreement by and between the City and Rancho Mission Viejo.

Source: AECOM 2011

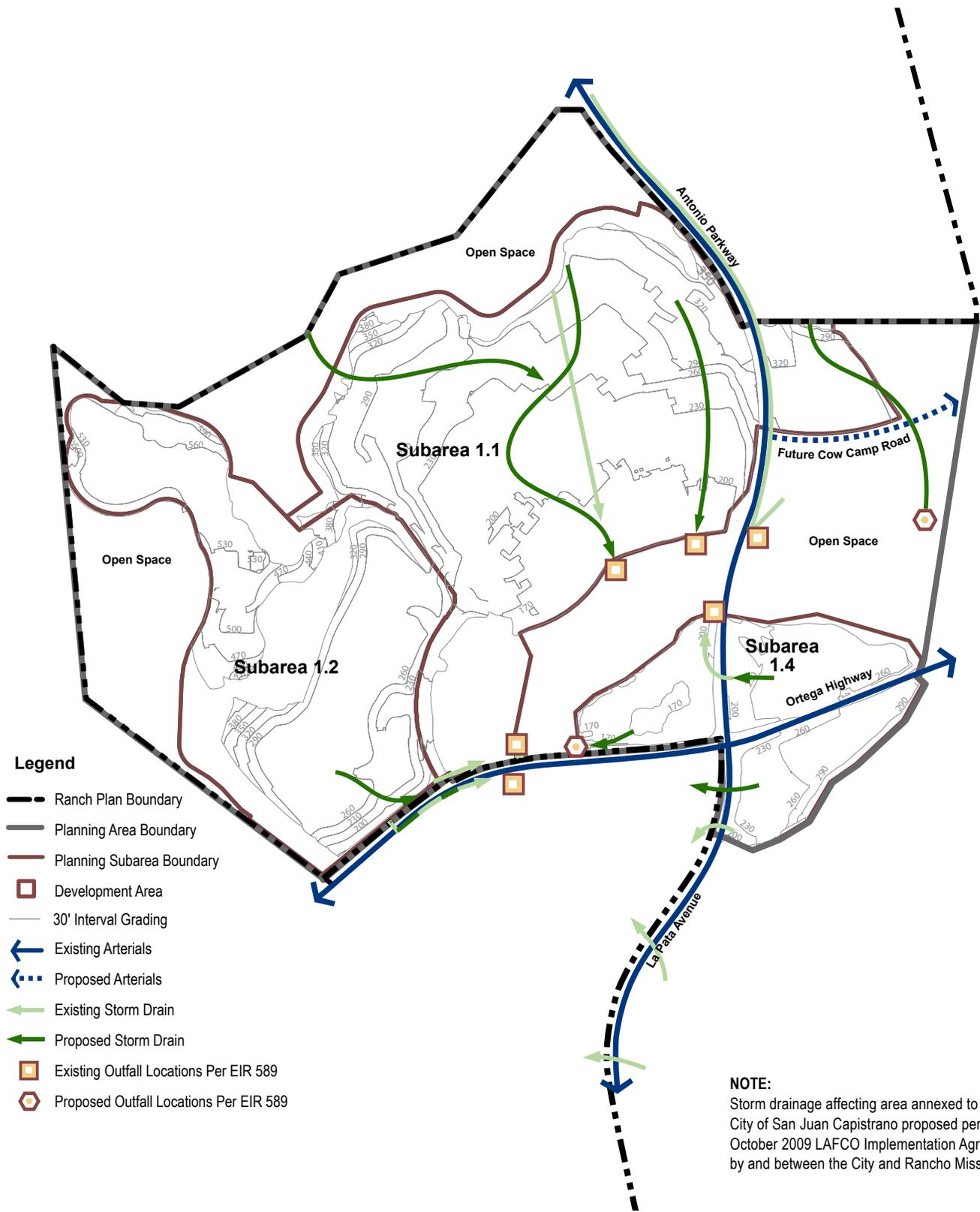
Master Area Plan Preliminary Wastewater System

Exhibit 12

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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NOTE:
Storm drainage affecting area annexed to City of San Juan Capistrano proposed per the October 2009 LAFCO Implementation Agreement by and between the City and Rancho Mission Viejo.

Source: AECOM 2011

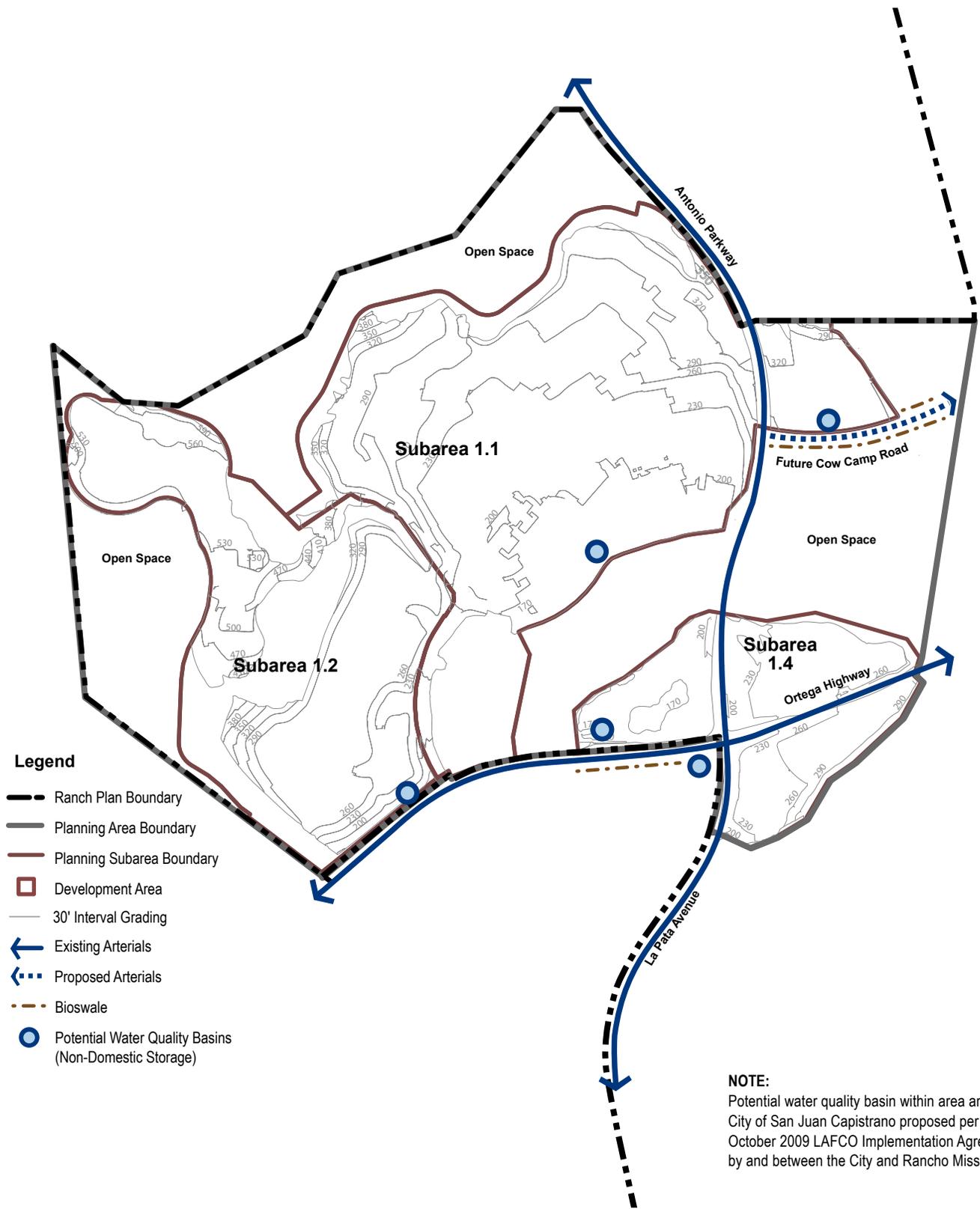
Master Area Plan Preliminary Storm Drainage System

Exhibit 13

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



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Legend

- Ranch Plan Boundary
- Planning Area Boundary
- Planning Subarea Boundary
- Development Area
- 30' Interval Grading
- Existing Arterials
- Proposed Arterials
- Bioswale
- Potential Water Quality Basins (Non-Domestic Storage)

NOTE:

Potential water quality basin within area annexed to City of San Juan Capistrano proposed per the October 2009 LAFCO Implementation Agreement by and between the City and Rancho Mission Viejo.

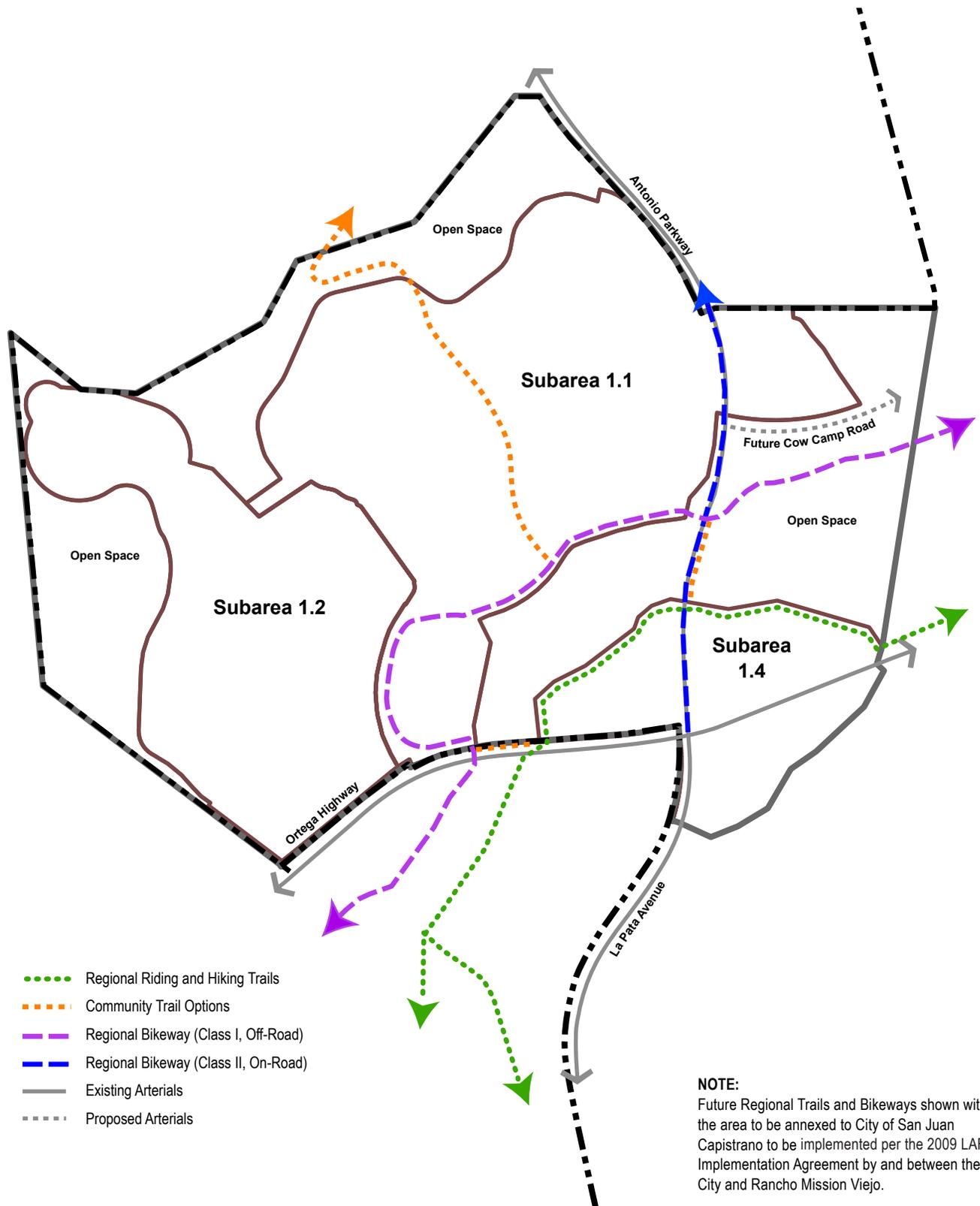
Source: AECOM 2011

Master Area Plan Preliminary Water Quality System

Exhibit 14

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*





NOTE:
 Future Regional Trails and Bikeways shown within the area to be annexed to City of San Juan Capistrano to be implemented per the 2009 LAFCO Implementation Agreement by and between the City and Rancho Mission Viejo.

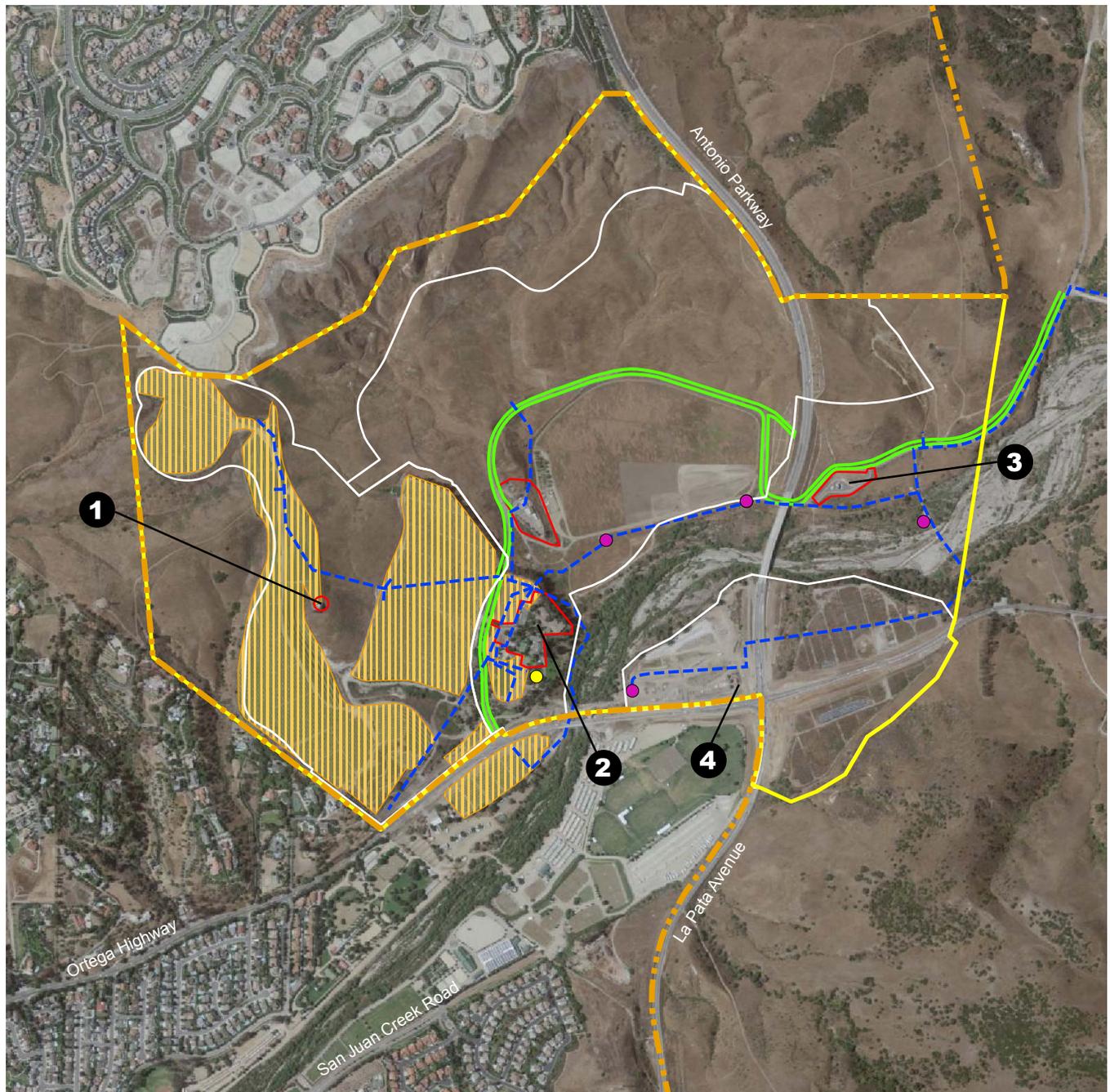
Source: AECOM 2011

Master Area Plan Trails and Bikeways Concept

Exhibit 15

The Ranch Plan
 Revised Master and Subarea Plans for Planning Area 1





Legend

- 1 Antenna Site (Lemon Grove)
- 2 RMV Headquarters & Operations
- 3 SMWD San Juan Creek Lift Station
- 4 Water Main Flow Control Facility

Planning Boundaries

- Ranch Plan Boundary
- Planning Area 1 Boundary
- Development Boundary

Existing Land Use

- Existing Uses
- RMV Residence

Existing Agriculture

- Orchards

Existing Infrastructure

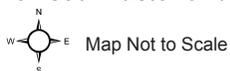
- CWTRP/San Juan Lift Station Access
- Existing Ranch Well Water Lines
- Well Sites

Source: AECOM 2011

Master Area Plan Agricultural and Other Existing and Ongoing Uses

Exhibit 16

The Ranch Plan
 Revised Master and Subarea Plans for Planning Area 1



**TABLE 2
STATISTICAL TABLE**

Planning Area	Development Use											Open Space Use	Planning Area totals
	Residential			Urban Activity Center (UAC)		Neighborhood Center		Business Park		Golf Resort	Total Gross Acres		
	Gross Acres	Maximum Dwelling Units	Maximum Non-Residential Square Footage (000)	Gross Acres	Maximum Square Footage of Non-Residential Uses (000)	Gross Acres	Maximum Square Footage (000)	Gross Acres	Maximum Square Footage (000)	Gross Acres			
Planning Area 1	392	1,287	300	75	140						467	237	704
Planning Areas 2–9	4,959	12,713		187	3,040	50	500	80	1,220	25	5,301	4,475	9,776
Planning Area 10												12,203	12,203
<i>Subtotal</i>	<i>5,351</i>	<i>14,000</i>	<i>300</i>	<i>262</i>	<i>3,180</i>	<i>50</i>	<i>500</i>	<i>80</i>	<i>1,220</i>	<i>25</i>			
Total											5,768	16,915	22,683

Source: AECOM 2011

3.3.3 VESTING TENTATIVE TRACT MAPS

As previously indicated, the County of Orange has approved VTTMs for Planning Area 1. The maps associated with Subareas 1.3 and 1.5 (VTTMs 17053 and 17055, and TTMs 17056 and 17065) would no longer be valid because the area covered by the maps has been annexed into the City of San Juan Capistrano. Modifications to the other maps would be required to reflect the modifications to the Subarea Plans.

The California Subdivision Map Act, the Orange County Subdivision Code, and the Orange County Subdivision Manual regulate the processing and approval of vesting tentative tract maps. Two levels of tentative tract maps are generally submitted. The first maps are “A” maps, which depict large super pads that identify infrastructure improvements, mass grading, and open space areas. These maps do not provide specific information regarding the number of building pads, elevations, or street configurations. Densities would comply with the density allowed in the Area Plans.

Generally, “A” tentative tract maps are processed concurrently with the Subarea Plans. Subsequently, revisions to the “B” maps would be processed. These would identify building sites and provide more detail. It is anticipated that CEQA review for an “A” tentative tract map within the Ranch Plan Planned Community would also address each subsequent vesting “B” tentative tract map. At the time the “B” tentative tract maps are filed, the County would verify consistency with the information submitted with the “A” tentative tract map.

The changes in the tentative tract maps are expected to be minor but would include modifications to the map boundaries and grading footprint. The modifications to the Tentative Tract 17051 required a minor amendment to the Southern Subregion Habitat Conservation Plan (Southern HCP). This was approved by USFWS in December 2010. This is further discussed in Section 4.4, Biological Resources. The following tentative tract numbers and associated numbered (buildable) lots are assumed in Planning Area 1:

Subarea 1.1, "A" Tentative Tract (TT) Map 17051, Residential

Lots 1 and 2	“B” TT 17057	Conventional Single-Family Detached Dwellings
Lots 3 and 4	“B” TT 17058	Conventional Single-Family Detached Dwellings
Lot 5	“B” TT 17059	Conventional Single-Family Detached Dwellings
Lots 6 and 7	“B” TT 17060	Conventional Single-Family Detached Dwellings
Lots 8 and 9	“B” TT 17061	Conventional Single-Family Detached Dwellings
Lots 10 and 11	“B” TT 17062	Planned Concept Detached Dwellings
Lots 12–14	“B” TT 17063	Planned Concept Detached Dwellings
Lots 15–17	Future Site Development Permit	Multi-Family Dwellings
Lots 18 and 19	Future Site Development Permit	Multi-Family Dwellings (Home Based Business Enclave)
Lots 20–22	Future Site Development Permit	Multi-Family Dwellings
Lot 23	“B” TT 17064	Planned Concept Detached Dwellings
Lot 24	Future Site Development Permit	Multi-Family Dwellings

Lots 25–27	“B” TT 17065	Planned Concept Detached Dwellings
Lots 28 and 29	Future Site Development Permit	Multi-Family Dwellings
Lots 30 and 31	Future Site Development Permit	Multi-Family Dwellings
Lot 32	Future Site Development Permit	Community Facility (Fire Station)
Lot 33–35		Pressure Reducing Stations
Lots 36–43	Future Site Development Permit	Community Facility (Parks and Recreation Facility)
Lot 44		Entry Guard House
Lots 45–48		Future Estate Lots

Subarea 1.2, "A" Tentative Tract (TT) Map 17052, Residential

Lots 1–16		Future Estate Lots
Lots 17–36	Future Site Development Permit	Senior Living Facility

Subarea 1.4, "A" Tentative Tract (TT) Map 17054, Urban Activity Center

Lot 1	Future Site Development Permit	Urban Activity Center (Park)
Lots 2, 6 and 14	Future Site Development Permit	Urban Activity Center (Neighborhood Center)
Lots 3 and 5	Future Site Development Permit	Urban Activity Center (Office)
Lot 4	Future Site Development Permit	Urban Activity Center (Day Care)
Lots 7–9 and 11	Future Site Development Permit	Urban Activity Center (Multi-Family Dwellings)
Lot 13	Future Site Development Permit	Transit Center

3.3.4 SITE DEVELOPMENT PERMIT

As indicated above, the “A” maps, which depict large super pads that identify infrastructure improvements, mass grading, and open space areas. While "B" tentative tract maps are required to further subdivide "A" tentative maps in order to create legal building sites for single-family detached dwellings, the vesting tentative tract maps have already created legal building sites for multi-family housing, retail centers, community facilities and other non-residential uses. County approval of site development permits are then necessary prior to construction of these uses. This Addendum would provide the necessary CEQA clearances for any amended “A” or “B” vesting tract maps and future Site Development Permits. At the time that the site development applications are filed, the County would verify the consistency with the information submitted with the "A" tentative tract map. The listing of Subareas 1.1, 1.2 and 1.4 and subsequent "B" tentative tract map numbers also lists the "A" map lots that would be the site of future proposed site development permits.

3.3.5 REQUIRED INFRASTRUCTURE

FEIR 589 identified the infrastructure improvements that would be required to adequately serve the Ranch Plan project. Specifically, FEIR 589 included circulation improvements, schools, trails and bikeways, domestic and non-domestic water and sewer facilities, electrical substations, water quality facilities, emergency services, and other support facilities. Although precise locations for the infrastructure facilities were not always identified, the basic parameters for these facilities were identified. For facilities that were located within development areas, the impacts associated with implementation of the improvements were assumed as part of the larger development project impacts.⁶ Where improvements were identified as being outside of development areas (e.g., roadways, storm drain facilities and outlets, trails, and a few water storage facilities), the anticipated impacts of these facilities were calculated using conceptual plans. The full impact analysis for the Ranch Plan project, therefore, included both the development areas and impacts associated with the infrastructure overlay. As part of the Addendum prepared for the 2006 Master Area Plan and Subarea Plans, a reevaluation of the infrastructure assumptions for Planning Area 1 was provided.

There have been no substantial changes to the proposed infrastructure for Planning Area 1, other than those facilities located in Subareas 1.3 and 1.5 would not be provided as part of the Ranch Plan because it is no longer part of Planning Area 1. However, as noted in Section 2.7, City of San Juan Capistrano Annexation, the Purchase Agreement between the City and RMV allows RMV to install utilities and storm drain facilities on the property acquired by the City. In addition, the City has committed to construct the portion of the regional riding and hiking trails and Class I bikeways on the subject property. Therefore, from a physical and function perspective, there would be little or no change to the infrastructure improvements that get implemented. FEIR 589 and the Addendum prepared in 2006 for the Master Area Plan and Subarea Plans addressed the impacts associated with the infrastructure. No further analysis of the infrastructure improvements is required. It should be noted that the following improvements would not be constructed as part of Planning Area 1 because they are now located in the City of San Juan Capistrano.

- **La Pata Avenue.** A 900-foot segment of La Pata Avenue south of Ortega Highway would be widened to four general traffic lanes, consistent with the designation of the County General Plan and the MPAH. With the removal of Subarea 1.5, the length of La Pata Avenue improvements associated with Planning Area 1 is reduced. The County of Orange has prepared a Project Report and environmental document for La Pata Avenue from south of Ortega Highway to the San Clemente city limits. A portion of the funding for La Pata Avenue would be provided by the Ranch Plan as part of the South County Roadway Improvement Program (SCRIP). However, the improvements outside of the development area would be constructed by the County.
- **San Juan Creek Road.** The easterly extension of San Juan Creek Road into the Ranch Plan area would no longer be constructed as part of the Ranch Plan project.
- **San Juan Creek Regional Riding and Hiking Trail.** The Planning Area 1 project would implement that portion of the San Juan Creek Regional Riding and Hiking Trail located within the proposed Planning Area 1. This includes the segment of trail located on the south side of San Juan Creek, north of Ortega Highway. However, the extension of the

⁶ FEIR 589 assumed all resources within development areas would be removed. Therefore, the impacts associated with implementation of support facilities located within development areas would already be included in the impact analysis of the development areas.

trail south of Ortega Highway would not be implemented by the Ranch Plan, but would be an improvement provided by the City of San Juan Capistrano.

- **San Juan Creek Regional Bikeway Trail.** The Planning Area 1 project would implement that portion of the San Juan Creek Regional Bikeway Trail located within the proposed Planning Area 1. The trail is located on the north side of San Juan Creek. The extension of the trail south of Ortega Highway would not be implemented by the Ranch Plan, but would be an improvement provided by the City of San Juan Capistrano.
- **Prima Deshecha Regional Riding and Hiking Trail.** A small segment of the Prima Deshecha Trail was located within Planning Area 1. With the boundary modifications, this facility is now in the City of San Juan Capistrano. The Regional Riding and Hiking Trail Staging Area in the vicinity of the San Juan Creek Trail and the Prima Deshecha Trail are also within the City limits and would be implemented by the City of San Juan Capistrano.

As previously noted, improvements to Ortega Highway and Antonio Parkway were identified as improvements shown in Planning Area 1. The Ortega Highway improvements have recently been completed. Construction of the improvements to Antonio Parkway, which includes the Class II Bikeway, will be initiated in 2011.

3.3.6 INTENDED USES OF THIS ADDENDUM

FEIR 589 was a Program EIR, which was intended to address the overall program for implementing the Ranch Plan. This Addendum, when considered in conjunction with FEIR 589 and the 2006 Addendum for Planning Area 1, is intended to provide the necessary CEQA clearance for the following actions within Planning Area 1:

- Administrative amendment to the Master Area Plan for Planning Area 1
- Amendment to the Subarea Plans for Planning Area 1
- Revisions to the Local Park Implementation Plan
- Site Development Permits
- Revisions to Vesting Tentative Tract Maps (“A” maps) for Planning Area 1
- Approval of Tentative Tract Maps (“B” maps) that are found consistent with the approved “A” maps
- “Final” Subdivision Map Recordation
- Grading Permits
- Building Permits
- Project level WQMP

These approvals are consistent with the listing of approvals provided in Section 3.8 of FEIR 589.

SECTION 4.0 ENVIRONMENTAL ANALYSIS

As previously indicated, the project addressed in FEIR 589 included the entire 22,815-acre Ranch Plan Planned Community site; this was subsequently reduced to 22,683 acres after the annexation of the Riding Park and surrounding open space into the City of San Juan Capistrano. Addendum No. 1 to FEIR 589 was prepared to evaluate the potential for additional impacts associated with the more refined level of planning reflected in the Master Area Plan, the Subarea Plans, tentative tract maps, and site development permits for Planning Area 1. The focus of this Addendum to FEIR 589 is to evaluate the potential for changes to the impacts resulting from the proposed modifications and corrections to the Subarea Plans. This evaluation includes a determination as to whether the changes proposed for Planning Area 1 project would result any new significant impacts or a substantial increase in a previously identified significant impact.

The topical areas identified in the County of Orange Environmental Checklist (Checklist) were used as guidance for this Addendum. This comparative analysis provides the County of Orange with the factual basis for determining whether any changes in the project, any changes in circumstances, or any new information since FEIR 589 was certified required additional environmental review or preparation of a subsequent or supplemental EIR.

The mitigation program applicable to Planning Area 1 is contained in the Mitigation Regulation Compliance Matrix (MRCM) included in Appendix A.

4.1 AGRICULTURE AND FORESTRY RESOURCES

FEIR 589 identified the removal of 56.3 acres of Prime Farmland and 147.1 acres of Unique Farmland with the implementation of Planning Area 1. This would result in the loss of 203.4 acres of Important Farmland. Addendum No. 1 to FEIR 589 determined Planning Area 1 would result in the removal of 59.1 acres of Prime Farmland and 157.7 acres of Unique Farmland, for a total loss of 216.8 acres of Important Farmland. This reflected the updated 2004 Farmland Mapping by the California Department of Conservation (CDC), which was not available at the time FEIR 589 was prepared. The Addendum prepared in 2006 for Planning Area 1 determined that the level of impact was comparable and, consistent with the findings of FEIR 589, especially given that within the Ranch Plan Planned Community as a whole, the agricultural impacts of the project were overstated (specifically Planning Areas 6 and 7). Impacts to Important Farmland were included in the Statement of Overriding Considerations when FEIR 589 was certified. This Statement of Overriding Considerations would continue to apply to this Addendum.

Currently, 2008 mapping by the CDC is available. A review of the 2004 and the 2008 mapping do not identify any variance in the areas identified as Important Farmland. Subsequent to the approval of Addendum No. 1, the DM Color Express Nurseries (29001 and 29813 Ortega Highway) and the Miramar Wholesale Nurseries (29813 Ortega Highway) have ceased operation on the site; however, the 2008 Farmland Mapping still identifies these sites as Unique Farmland. The proposed revisions would result in an incremental reduction in the amount of Important Farmland impacted because the area of Prime Farmland south of Ortega Highway would not be disturbed. However, it should be noted that the orchards have been removed from this property. The sales agreement with the City provides for RMV to replant or provide funds for the City to replant the trees. The amount of agricultural land impacted by development of Planning Area 1 is in substantial conformance with the assumptions set forth in FEIR 589. Therefore, the modifications to the Subarea Plans for Planning Area 1 would not result in any

new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

Consistent with the findings set forth in FEIR 589, Planning Area 1 does not include acreage within the Williamson Act contract. No new significant impacts would occur with implementation of development in Planning Area 1 and no mitigation measures are required.

Forestry Resources were not a topic that required evaluation at the time FEIR 589 was prepared. However, there are no forestry resources within Planning Area 1.

4.2 AESTHETICS

Planning Area 1 contains commercial and agricultural businesses, the RMV headquarters, a limited number of residences, and open fields. Adjacent to Planning Area 1, existing residential development is predominately low density. Planning Area 1 proposes a combination of residential and urban activity center uses. The majority of the planning area would not be visible from the existing residential uses in the City of San Juan Capistrano because of an intervening minor ridgeline.

With respect to development in Planning Area 1, FEIR No 589 identified the following locations where views from these locations would result in significant impacts.

- Intersection of Ortega Highway at Antonio Parkway
- Covenant Hills Development in Ladera Ranch, Unincorporated Orange County
- Ortega Highway, East of Antonio Parkway
- San Juan Estates in the City of San Juan Capistrano

These impacts were associated with the change in land uses, landform alteration, and introduction of night lighting. Ridgelines expected to be significantly impacted by grading activities in Planning Area 1 are located at Ortega Highway at Antonio Parkway and Covenant Hills in Ladera Ranch. These impacts are discussed in more detail in FEIR 589, as well as the 2006 Addendum.

The uses currently proposed are the same as what was previously approved as part of the 2006 action on the Master Area Plans and Subarea Plans. The most notable change is the elimination of development southwest of the Ortega Highway and Antonio Parkway/La Pata Intersection (Subareas 1.3 and 1.5). Since this area is no longer within the Ranch Plan boundary, it would be retained as the Rancho Mission Viejo Riding Park at San Juan Capistrano. The existing park and surrounding open space area would maintain a prominent visual element to those in the immediate area. Though the retention of the park and open space use would reduce the change to the visual character of the area, it would not change the finding that the impacts at the intersection of Ortega Highway and Antonio Parkway would be considered a significant impact because there would still be a substantial change in character of the site from this public view and the introduction of night lighting.

The views from Covenant Hills in Ladera Ranch and Ortega Highway east of Antonio Parkway would not be substantially changed from what was addressed in FEIR 589 and the 2006 Addendum because the views of development from these locations would not be substantially changed. From both of these locations, undeveloped areas would be replaced with the urban uses approved as part of the Ranch Plan project. The modification of typical public views from Covenant Hills would be incrementally less than what was assumed in FEIR 589 and the 2006

Addendum because the Rancho Mission Viejo Riding Park at San Juan Capistrano would be retained rather than replaced with development.

The impacts to the San Juan Estates would be reduced. The typical public views would still be modified as a result of landform alteration and the introduction of development. However, FEIR 589 and the 2006 Addendum assumed urban development in Subareas 1.3 and 1.5, which would be adjacent to the residential uses in San Juan Capistrano. With the modification in the Planning Area boundary due to the annexation, the area south of Ortega Highway would remain in open space and park use. This would substantially reduce the change in visual character for close range views.

The change to the Planning Area 1 boundary does mean that an area previously assumed to be additional development will be retained as parkland and open space. Though the retention of parkland was not specifically addressed in FEIR 589, the 2006 Addendum did assume that a Community Park would be developed in Subarea 1.5. No significant visual impacts on the Community Park from surrounding development were identified. Views from the Rancho Mission Viejo Riding Park at San Juan Capistrano would change compared to existing conditions because there would be views of the development within Planning Area 1. Currently, the long-range views are still of natural hillsides, but short-range views have been disturbed both from the recent construction activities on Ortega Highway and from past agricultural activities. The northwestern and southeastern quadrants of the Ortega Highway/Antonio Parkway/La Pata Avenue intersection were previously leased by commercial nurseries. The leases expired and were not renewed. Therefore, the area is highly disturbed. Pads where the container plants were located have also been graded. The orientation of the uses in the Rancho Mission Viejo Riding Park at San Juan Capistrano is inward toward the polo/exhibition/play fields. However, the surrounding development of Planning Area 1 would be visible from most locations in the park since there is an approximate 300-foot elevation rise from the polo/exhibition/play fields to the northern limits of Planning Area 1.

When the City acquired the park property, it was understood that the Ranch Plan development would be implemented. FEIR 589 identified the change in visual character at the intersection of Ortega Highway at Antonio Parkway as one of the locations that would have a significant unavoidable impact due to the visibility of development in Planning Area 1. FEIR 589 found that the change in character and the introduction of night lighting would be considered a significant impact because of the extent of the change. Though identified as a significant impact, design measures would help to reduce the impacts. Both Antonio Parkway and Ortega Highway are designated on the County of Orange *Scenic Highway Plan* as Landscape Corridors and would be developed consistent with the County's Scenic Highway Implementation Planning Guidelines. The park use proposed in Subarea 1.4 would complement the existing park.

In conjunction with the certification of FEIR 589, the County Board of Supervisors made a finding that the aesthetic impacts associated with the Ranch Plan would be significant and unavoidable. A Statement of Overriding Considerations was made with regards to aesthetic and visual resources. This Statement of Overriding Considerations would continue to apply to this Addendum. The proposed modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

4.3 AIR QUALITY

FEIR 589 identified that construction of the Ranch Plan would result in a number of air quality related impacts, including:

- Maximum daily construction emissions during the highest phase of development is expected to generate carbon monoxide (CO), volatile organic compounds (VOC), and nitrogen oxides (NOx) in excess of the South Coast Air Quality Management District's (SCAQMD's) daily significance thresholds for these criteria pollutants.
- With respect to quarterly construction emissions, CO, VOC, NOx, and particulate matter (PM10) would be generated in excess of SCAQMD thresholds and would result in a significant cumulative air quality impact for CO, NOx, and reactive organic compounds (an ozone precursor).
- The EIR estimated that buildout of the Ranch Plan project would require approximately 288,461,000 cubic yards (cy) of cut and fill grading, which includes remedial grading; however, the reduced grading footprint associated with the settlement agreement is expected to reduce this amount of grading.
- Project operations would result in significant emissions of CO, VOC, NOx, and PM10 on a regional scale based on SCAQMD thresholds of significance.

Though the revised Subarea Plans would result in minor adjustments to the development levels assumed for Planning Area 1, the overall level of development for the Ranch Plan will not change. The amount of grading required for Planning Area 1 would be slightly less than what was assumed in FEIR 589 and the 2006 Addendum (FEIR 589 assumed 14,250,000 cubic yards (cy) of earthwork, inclusive of remedial grading. The 2006 Addendum assumed 15,494,000 cy earthwork, inclusive of remedial grading and Ortega Highway improvements.). The current grading concept for Planning Area 1 assumes approximately 15,025,000 cy of earthwork, inclusive of remedial grading. Since the amount of earthwork would be reduced, there would be an incremental decrease in the construction-related emissions. However, overall the air quality impacts associated with the project are not expected to change substantially from what was addressed in FEIR 589. When approving the Ranch Plan and certifying FEIR 589, the Board of Supervisors made a finding that air quality impacts, both construction and regional operational emissions, would be a significant, unavoidable impact associated with the Ranch Plan project and made a Statement of Overriding Considerations. This Statement of Overriding Considerations would continue to apply to this Addendum.

Since the certification of FEIR 589, the SCAQMD has adopted the *2007 Air Quality Management Plan (2007 AQMP)*. This plan addresses region-wide air quality and accounts for, and offsets, cumulative increases in emissions that are the result of anticipated growth throughout the region. The 2007 AQMP has incorporated the projected growth for the Ranch Plan which, in turn, has been included in the *2007 State Implementation Plan (SIP)*. The SIP was approved by the California Air Resources Board in September 2007. Therefore, the Ranch Plan is consistent with regional and state air quality planning programs. The modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

4.4 BIOLOGICAL RESOURCES

FEIR 589 assumed that all resources within the development areas would be removed. Significant impacts would be minimized due to the open space preservation and the Adaptive Management Plan adopted as part of the project (and ultimately incorporated into the Southern

HCP). In certifying FEIR 589 the Board of Supervisors made a finding that there would be unavoidable significant biological impacts to two slope wetlands in the Chiquita sub-basins, wildlife linkages K and G and impacts from fecal coliform pathogens. The impacts to the wildlife linkages and the slope wetlands are not associated with Planning Area 1. Though water quality measures would be implemented, development in Planning Area 1 would contribute to the pathogen levels, which were identified as a significant impact in FEIR 589. A Statement of Overriding Considerations was adopted by the County Board of Supervisors in conjunction with the certification of FEIR 589. This Statement of Overriding Considerations would continue to apply to this Addendum.

The 2006 Addendum found that consistent with the findings of FEIR 589, development of Planning Area 1 would impact sensitive species, including three California gnatcatcher locations, one Cooper's hawk historic nest location, one red-tailed hawk historic nest location, one barn owl's historic nest location, one grasshopper sparrow locations, one rufous-crowned sparrow location, three yellow-breasted chat locations, one red-diamond rattlesnake location, two western spadefoot toad locations. The previous addendum also identified permanent and temporary impacts to USACE and CDFG jurisdiction resulting from development of Planning Area 1

The development area, and therefore the impacts, associated with Planning Area 1 are generally consistent with the previous documents (FEIR 589 and the 2006 Addendum). As currently proposed, the Planning Area development boundary would be changed by eliminating Subareas 1.3 and 1.5 due to the annexation into the City of San Juan Capistrano and minor modifications within Subareas 1.1 and 1.2 associated with adjustments to Tentative Tract 17051.

The area annexed to the City would generally be retained in its current condition (mostly disturbed habitat with the some agricultural land and riparian habitat along San Juan Creek). The annexed area contained the historic location of the red-diamond rattlesnake identified in Planning Area 1. The removal of Subareas 1.3 and 1.5 from Planning Area 1 will not substantially change the level of impacts or findings in FEIR 589 and would not diminish the protection of land identified as part of the Southern HCP Habitat Reserve. The Purchase Agreement outlines restrictions on impacts to area of important vegetation/habitat. The open space area adjacent to San Juan Creek and the La Pata Open Space parcel will be subject to the Habitat Reserve Management Program. Therefore, the removal of the annexation area would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

The component of the project with the greatest potential for a change in impacts is the modifications to the development boundary for Tentative Tract 17051. This would result in disturbance of areas that were originally contained in the Southern HCP Habitat Reserve. To implement these changes, RMV processed a minor amendment to the Southern Subregion Habitat Conservation Plan (Southern HCP), which was approved by the USFWS on December 8, 2010. As part of the amendment process, the potential impacts on sensitive habitat and species were evaluated by USFWS. As approved, 6.1 acres have been removed from the Habitat Reserve and 17.2 acres have been added to the Habitat Reserve, for a net increase of 11.1 acres. No locations with documented occurrences of wildlife or plant Covered Species would be affected by the boundary change. Exhibit 17 shows the location of the additional take area, as well as the location of the additional habitat reserve. Table 3 provides a breakdown of the habitat types involved in the boundary change associated with the changes to Tentative Tract 17051. Appendix B provides the documentation in support of the Southern Subregional HCP Amendment, including the letter from USFWS approving the amendment. USFWS determined "the loss of 0.1 acre of CSS (coastal sage scrub) (as a result of the amendment)



Source: Dudek 2011

Modifications to the Southern Subregional Habitat Conservation Plan

Exhibit 17

*The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1*



Bonterra
CONSULTING

would have a negligible impact on Covered Species, including the coastal California gnatcatcher (*Polioptila californica californica*) and cactus wren (*Campylorhynchus brunneicapillus couesi*).” It should also be noted no documented occurrences of wildlife or plant Covered Species occur in the area removed from the Southern HCP Habitat Reserve. Therefore, the modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

**TABLE 3
PLANNING AREA 1 HCP RESERVE AMENDMENT VEGETATION
COMMUNITIES AND LAND COVERS**

Conserved Vegetation Community	Take Area (acres)	Give Area (acres)	Net Differences (acres)
Coastal Sage Scrub	0.1	0.0	-0.1
Grassland	5.7	17.1	+11.4
Riparian	0.0	0.1	+0.1
<i>Subtotal</i>	5.8	17.2	+11.4
Non-Native Land Covers			
Agriculture	0.1	0.0	-0.1
Development	0.2	0.0	-0.2
<i>Subtotal</i>	0.3	0.0	-0.3
TOTAL	6.1	17.2	+11.1
Source: Dudek 2010			

4.5 CULTURAL/SCIENTIFIC RESOURCES

4.5.1 ARCHAEOLOGICAL RESOURCES

Of the 18 prehistoric eligible or potentially eligible sites that would be impacted by implementation of the Ranch Plan project, only 1 site, CA-ORA-882, would be impacted as a part of the Planning Area 1 project. CA-ORA-882 would be impacted by the grading associated with Subarea 1.1. CA-ORA-882 is considered eligible for the National Register of Historic Places and the California Register of Historic Resources. However, with the mitigation program adopted as part of the Ranch Plan these impacts were found to be less than significant. Because FEIR 589 anticipated that CA-ORA-882 would be impacted as a part of the Ranch Plan project, the modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

4.5.2 PALEONTOLOGICAL RESOURCES

Planning Area 1 contains small areas of two of the noted sensitive formations: the Monterey Formation and Capistrano Formation. Because of the high sensitivity of these formations, impacts to these formations associated with ground-disturbing activities—including brush clearance and grading—are considered significant. However, with the mitigation program adopted as part of the Ranch Plan these impacts were found to be less than significant (See see Items 574 through 576 in the MRCM provided in Appendix A). The modifications to the Subarea Plans would not result in any new or more severe impacts than those assumed in FEIR 589 for Planning Area 1.

4.5.3 HISTORIC RESOURCES

Of the five historic sites that would be directly impacted through implementation of the Ranch Plan project, none of these sites are located in Planning Area 1. No significant historic resources impacts would occur with implementation of development in this planning area.

4.6 GEOLOGY AND SOILS

Twenty-two landslides in the Capistrano and Monterey formations have been mapped within the limits of development for Planning Area 1. These landslides range in size from 1 to 42 acres, and vary in depth from 25 feet to 157 feet. The amount of grading required for Planning Area 1 would be generally consistent with what was assumed in FEIR 589 and the 2006 Addendum (FEIR 589 assumed 14,250,000 cubic yards (cy) of earthwork, inclusive of remedial grading. The 2006 Addendum assumed 15,494,000 cy earthwork, inclusive of remedial grading). The current grading concept for Planning Area 1 assumes approximately 15,025,000 cy of earthwork, inclusive of remedial grading⁷. Based upon preliminary conceptual grading plans prepared for the Subarea Plans, the amount of grading would be less than what was originally anticipated. This is in part due to the reduction in the impact area as a result of the elimination of development of Subareas 1.3 and 1.5. It should be noted, the facilitate development activities, grading may involve the transfer of soil between subareas.

Geotechnical constraints for Planning Area 1 include:

- Unstable slopes during grading.
- The majority of the alluvial areas in Planning Area 1 are susceptible to liquefaction according to seismic hazard maps prepared by the California Geological Survey.
- All surficial units in Planning Area 1 are highly susceptible to erosion.

FEIR 589 identified these impacts as significant prior to mitigation. However, as part of the EIR process, a mitigation program that incorporated County standard conditions of approval and compliance with the *Orange County Grading Code and Manual* was developed that reduced the impacts to less than significant (see Items 6 through 12 in the MRCM provided in Appendix A). The applicant implemented the required measures to obtain the grading permits that have been issued for Planning Area 1 (GA 06-0037, GA 06-0045, and GA 06-0046). Since the area to be graded in Subareas 1.1, 1.2, and 1.4 are generally consistent with the areas evaluated in FEIR 589 and the 2006 Addendum, and the grading quantities are in substantial compliance with the earlier assumption, it can be concluded that the modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts, nor would it increase the severity of a impacts previously analyzed in FEIR 589.

4.7 GREENHOUSE GAS EMISSIONS

The proposed project has been approved based on a previously certified FEIR 589, which was certified on November 8, 2004. At the time of certification of the Program FEIR for Ranch Plan Planned Community, Greenhouse Gas (GHG) Emissions was not part of the required CEQA analysis. Effective March 18, 2010, the State has adopted amendments to the CEQA Guidelines requiring the analysis and mitigation of the effects of GHG emissions in draft CEQA documents.

⁷ FEIR 589 assumed 288,461,000 cy of cut and fill, inclusive of 153,235,000 cy of mass grading and 135,226,000 cy of remedial grading for implementation of the Ranch Plan.

The new CEQA Guidelines regarding GHG emissions do not specifically address situations involving subsequent implementing actions for a project with a previously certified EIR.

The Ranch Plan EIR is a “program EIR” as defined in CEQA and the CEQA Guidelines (see section 15168) in that it covers one large project with several phases or components that require a series of implementing actions. Pursuant to CEQA and the CEQA Guidelines, subsequent activities in implementing the Ranch Plan that are subject to further discretionary approvals by the County are to be examined by the County pursuant to the three part test set forth in the CEQA Guidelines Section 15162(a).⁸

GHG emissions and global climate change is not necessarily “new information” since these effects have been generally known for quite some time. Therefore, for this project, this would not be considered new information under CEQA Section 21166 for which an analysis of climate change is required because the revisions to Planning Area 1 Subarea Plans are simply implementing a component of a previously approved project (The Ranch Plan) and would not allow for any new development or uses beyond that previously authorized.

A recent decision by the Fourth District of the California Court of Appeals is also instructive and confirms that, after an initial EIR is certified, CEQA establishes a presumption against additional environmental review. See, *San Diego Navy Broadway Complex Coalition v. City of San Diego*, 185 Cal App 4th 924 (2010). In that case, the court held that the City of San Diego was not required to prepare a subsequent or supplemental EIR (SEIR) regarding the potential impact of a redevelopment project on global climate change because the City action did not constitute a discretionary approval that would provide it with the authority to address the project’s impact on that environmental issue. Opponents of the project had argued that an SEIR was required to address the project’s GHG emissions because that issue had not been examined in the project’s previously certified EIR.

The court in the Navy Broadway Complex case determined that the key question was whether the City had any remaining authority to shape the project in any way that could respond to any of the concerns that might be identified in an SEIR; that is, would it have the authority to require the project proponent to mitigate the environmental damage to some degree. The court ultimately found that the scope of the City’s remaining authority, which was principally related to an aesthetic issue, did not extend to potential impacts on global climate change; that is, the City did not have the authority to modify the project as so to reduce its impact on global climate change.

The circumstances related to the Ranch Plan project are similar to those presented in the Navy Broadway Complex case in that the County has limited discretion with regard to subsequent Ranch Plan approvals. Pursuant to the SEIR Regulations, the County’s discretion with regard to additional environmental review is limited to determining whether any of the three triggering conditions set forth in the SEIR Regulations have occurred.

Assuming that the first and second conditions have not occurred (i.e., that the project proponent is not requesting substantial changes to the Ranch Plan project, and that there have not been substantial changes in circumstances, such that new or more severe environmental impacts require major revisions to the Ranch Plan EIR), the issue is simply whether GHG emissions constitute “new information” under the SEIR Regulations. This approach has been used by the Orange County Planning Commission for the approval of the Tonner Hills Project. As noted

⁸ Section 1.0 of this Addendum provides the citation from CEQA Guidelines Section 15162(a), which explains the three part test for determining if a SEIR is required.

above, a factual finding can be made by the County that such emissions do not constitute new information. Therefore, no further analysis of this topic is required.

4.8 HAZARDOUS MATERIALS

As part of FEIR 589, Environmental Equalizers, Inc. (EEI) prepared Phase I Environmental Site Assessments (ESAs) for each of the development areas to assess the possible presence of recognized environmental conditions within the Ranch Plan development areas. The nature of the potential hazards impacts associated with Planning Area 1 included the following issues:

- Historical use of pesticides may result in residual levels in those areas previously used for agriculture. The FEIR recommended testing of the soils prior to grading and enacting appropriate remediation in compliance with State, federal, and local requirements.
- Structures constructed prior to 1980 contain asbestos-containing materials or lead based paint. The FEIR recommended testing prior to demolition of structures and compliance with applicable regulations for the removal of these materials.
- There were aboveground tanks (AGT) and underground storage tanks (USTs) within Planning Area 1, which have subsequently been removed. There were no indications that these tanks had leaked or that any contamination was present.
- As a result historic uses, there are several locations where surface soil staining has been noted. These are generally from minor oil or fuel spills that have occurred during operation of the ranching and/or commercial activities. None of the stained areas are extensive in size. There appears to be no immediate threat to soil and/or groundwater beneath the subject property. The possibility of contamination does exist, though given the limited nature of the stains, this is considered an insignificant adverse impact. Soil testing, and remediation if necessary, was recommended.
- Relocation of the Santa Fe Pipeline, which traverses Planning Area 1, could result in potential for leaks and/or spills that would result in soil contamination.

The mitigation program developed as part of FEIR 589 fully addressed these issues and determined that impacts would be mitigated to a level of less than significant (See see Items 178 through 200 in the MRCM provided in Appendix A). In conjunction with the actions taken to date within Planning Area 1 (i.e., areas of rough grading, certification of right-of-way for roadway improvements, and the transference of the park property), more detailed hazardous materials evaluations have been completed and no new hazardous materials have been identified. The following additional reports have been prepared by EEI:

- Phase I Environmental Site Assessment - Planning Area 1 (Ortega Gateway), dated May 1, 2003 (Revised February 2004).
- Soil Investigation Report, Rancho Mission Viejo - Planning Area 1 (Northern Portion), dated June 15, 2006.
- Addendum/Update to Phase I Environmental Site Assessment, Planning Area 1 (Ortega Gateway), dated 2006.
- Ortega Highway at Antonio Parkway, dated September 15, 2006.
- Soil Investigation Report and Mitigation Work Plan for Subarea 1.3 (T.T. 17053) and Subarea 1.4 (TT 17054), dated January 5, 2007.
- Soil Investigation Report and Mitigation Work Plan for Subarea 1.5 (T.T. 17055), dated February 5, 2007.

- Phase I Environmental Site Assessment Update - Planning Area 1 (Ortega Gateway), dated March 23, 2007.
- Update to Addendum to Phase I Environmental Site Assessment, Planning Area 1 (Ortega Gateway) Ortega Highway at Antonio Parkway, dated April 15, 2008.
- Phase I Environmental Site Assessment (ESA) and Initial Site Assessment for Hazardous Wastes (ISA), Antonio Parkway Improvements Project—Phase 2 and 3, dated March 30, 2009.
- Response to Caltrans Comments dated January 28, 2009, and Supplement to Addendum/Update to Phase I Environmental Site Assessment, Planning Area 1 (Ortega Gateway) dated September 15, 2006, dated April 21, 2009.
- Hazardous Materials Assessment (HMA), Antonio Parkway Widening Project, dated August 9, 2010.
- Results of Confirmation Soil Sampling - RMV Lemon Orchard (PA1), Subarea 1.3, Tentative Tract 17053, dated January 21, 2011.

Consistent with the requirements of FEIR 589, mitigation programs have been implemented to address the areas of concern. An area of chlordane-impacted surface soil is located over on property previously used as a nursery. The soil is being mitigated under Orange County Health Care Agency (OCHCA) oversight.⁹ Soil samples were collected in August 2006. Concentrations of chlordane in several samples were above the California Human Health Screening Levels (CHHSL) thresholds for residential uses. In January 2007, a mitigation plan was submitted to OCHCA for the excavation and relocation of approximately 34,644 cubic yards of impacted soil, based on a uniform depth of 3 feet. The clean-up has been completed for the areas associated with the area annexed to the City of San Juan Capistrano. Consistent with the OCHCA approved mitigation plan, clean-up of other locations in Planning Area 1 with elevated chlordane levels is ongoing. These issues were identified in FEIR 589 and do not constitute a new impacts. The level of impact is in substantial conformance with the findings of FEIR 589.

4.9 HYDROLOGY AND WATER QUALITY

Planning Area 1 is entirely within the San Juan Creek Watershed and predominately in the Cañada Chiquita and Narrow Canyon sub-basin. Cañada Chiquita is the downstream-most major tributary before the overcrossing of Ortega Highway by the southern boundary of Planning Area 1. Generally, infiltration in the San Juan Creek Watershed is relatively low due to the prominence of poorly infiltrating soils and the significant proportion of development in the western watershed. The nature and extent of development in Planning Area 1 is generally consistent with the assumptions in FEIR 589. FEIR 589 assumed 83 percent of the Ranch Plan development would occur in the San Juan Creek Watershed.

In conjunction with the previous approvals of the Subarea Plans, a Subarea Plan-level Water Quality Management Plan (WQMP) was prepared. The WQPM identifies proposed Best Management Practices (BMPs) and location of water quality facilities for the planning area. The WQMP for Planning Area 1 includes types of BMPs in each of the following categories:

⁹ The mitigation program is available for review at the County of Orange, OC Public Works/Planned Communities, 300 North Flower Street, Third Floor, Santa Ana, CA.

- Site Design BMPs;
- Source-control BMPs (routine non-structural BMPs, routine structural BMPs, and BMPs for individual categories/project features); and
- Project-based treatment-control BMPs and/or participation in an approved regional or watershed management program.

Potential treatment components for Planning Area 1 were selected by taking into account the pollutants of concern and identifying those BMPs that would effectively treat them. The WQMP recommends that Planning Area 1 use dry extended detention basins and/or retention basins (or lakes), vegetated swales, bioretention areas, and media filtration as treatment-control BMPs. These options are discussed in the WQMP. With the exception of the bioswales previously proposed for development in the area annexed by the City of San Juan Capistrano, the water quality features would remain unchanged. These bioswales previously proposed would not be required because development would not occur in this area. The WQMP does identify a potential water quality basin in the southwestern quadrant of the Ortega Highway and Antonio Parkway/La Pata Avenue intersection. Though this area is no longer part of Planning Area 1, this improvement, should it be needed, would be allowed pursuant to the Purchase Agreement between the City of San Juan Capistrano and RMV. As previously identified with the approval of the WQMP, the Homeowners Associations (HOAs) or another designated entity shall be responsible for the inspection and maintenance of the treatment-control BMPs.

The BMPs provided for in the WQMPs, when combined with the site design and source-control BMPs, would address all the pollutants of concern. However, development in Planning Area 1 would still contribute to the unavoidable significant impact associated with high levels of pathogen indicators. A Statement of Overriding Considerations was adopted by the County Board of Supervisors in conjunction with the certification of FEIR 589. This Statement of Overriding Considerations would continue to apply to this Addendum. Other impacts associated with development, such as increased surface runoff, reduced coarse sediment yields, streambed and stream bank stability, water quality, and water flow balance would be reduced to a level considered less than significant. No substantial changes to these plans are required as a result of the modifications of the Subarea Plans.

The proposed modifications would not result in any new impacts or substantial increase the severity of impacts previously identified in FEIR 589.

4.10 LAND USE AND PLANNING

FEIR 589 identified an inconsistency with regional planning programs, which are designed as tools to help the region achieve environmental standards in areas such as air quality and traffic. If the programs are not implemented, or appropriately revised to reflect modifications made by local jurisdictions, it may lead to a physical impact pursuant to CEQA. FEIR 589 identifies that the Ranch Plan would provide 14,000 dwelling units or approximately 68 percent of the development assumed for the area in local and regional planning documents in affect at the time of EIR certification. A Statement of Overriding Consideration was adopted by the Board of Supervisors for this impact. However, subsequently, this inconsistency was eliminated through updating of the socioeconomic projections for Orange County and the associated plans that are based on the adopted projections. FEIR 589 did not identify any other significant, unavoidable land use impacts.

The gross acreage for the modified Planning Area 1 Subarea Plans would be 704 acres, a reduction of approximately 106 acres from the Master Area Plan and Subarea Plans approved in 2006. The proposed development area for Planning Area 1 would decrease from the

572 acres approved in 2006 to 467 with the proposed Subarea Plans. However, the amount of open space would only decrease from 238 acres to 237 acres. Additionally, residential dwelling units would increase from 1,170 to 1,287 dwelling units, while Urban Activity Center (UAC) use would decrease from 84 to 64 acres within Planning Area 1. The additional units on a reduced footprint area would occur due to more intense clustering of units. The 10 percent increase is consistent with the administrative provisions of the *Ranch Plan Planned Community Program Text*.

From a land use and planning perspective, the proposed modifications would not result in any conflicts. The changes to the Subarea Plans are not changing the nature of the land uses being proposed. Though the development would be at a greater density, it is consistent with the General Plan designations and zoning. The uses would not divide an established community. Open space areas or roadways would serve as a buffer between the proposed development and the existing uses. The estate residential use proposed in the western portion of Subarea 1.2 is consistent with the previously approved Subarea Plan. The estates would serve as a transitional use from similar estate development in the City of San Juan Capistrano. Subarea 1.2 would also provide for the Senior Living Facility that was originally proposed in Subarea 1.3 (previously identified as a Wellness Center for age-qualified residents). This use is consistent with both a Residential and Urban Activity Center (UAC) designation. Based on the conceptual grading plans, it would not immediately abut other land uses. There would be an open space area between the Senior Living Facility and the nearby estate housing within Subarea 1.2 and the land uses within the City of San Juan Capistrano. Because the amount and type of development is in substantial conformance with the assumptions set forth in FEIR 589, proposed development levels for Planning Area 1 would not result in any new impacts or increase the severity of a previously identified land use impact analyzed in FEIR 589.

4.11 MINERAL RESOURCES

As indicated in FEIR 589, the California Geological Survey identifies the sand and gravel deposits in San Juan Creek as a locally important mineral resource recovery site. Because of the expected resource quantities in the creek, the State of California designated this area as a Mineral Resource Zone. A portion of this area extends through Planning Area 1. The project would preclude sand and gravel extraction. FEIR 589 identified this as a significant unavoidable impact. A Statement of Overriding Considerations was adopted by the County Board of Supervisors in conjunction with the certification of FEIR 589. This Statement of Overriding Considerations would continue to apply to this Addendum. Therefore, the modifications to the Subarea Plans for Planning Area 1 would not result in any new impacts or increase the severity of a previously identified significant impact as previously analyzed in FEIR 589.

4.12 NOISE

FEIR 589 addressed both short-term construction noise and the long-term operational impacts associated with the Ranch Plan. The noise conditions would not change substantially from what was addressed in FEIR 589 because the overall level of development allowed for the Ranch Plan has not change. The development would be distributed to the same arterial highway network that was evaluated in the previous noise studies. Short-term impact on existing uses would be limited because most of the development within Planning Area 1 would be located away from existing noise-sensitive uses except at the western edge of the Planning Area 1 and area adjacent to Ortega Highway. The revised boundary does not move development activities substantially closer to existing uses. Therefore, the magnitude of construction noise on surrounding land uses would be consistent with the findings in FEIR 589. Because the County requires compliance with the *Noise Ordinance*, the use of mufflers, and location of stockpiles

away from residential areas, construction would not result in significant short-term noise impacts.

4.13 POPULATION AND HOUSING

As evaluated in FEIR 589, the project would allow for the development of a maximum of 14,000 residential units. Of those 14,000 units, 6,000 would be age-qualified housing units (including both single-family units and apartments). At the time FEIR 589 was certified, the Regional Housing Needs Assessment (RHNA), which addressed the period from 1998 to 2005), did not assume that any units would be provided on the Ranch. Provision of affordable housing for the Ranch Plan has been addressed in the Affordable Housing Agreement between the County of Orange and RMV. The Agreement was approved on July 31, 2006. Items 364 through 369 in the MRCM address the affordable housing requirements for the Ranch Plan project.

Based on an adjusted jobs-to-housing calculation because of the large age-qualified component of the project, there would be approximately 1.7 jobs per household. This jobs-to-housing ratio would exceed SCAG's regional jobs/housing ratio of 1.33 for the Orange County Subregion projected for 2025. Because the South County Subarea is currently housing rich, FEIR 589 determined that the Ranch Plan project would be consistent with the jobs/housing balance goal. Therefore, no significant jobs/housing balance impacts are anticipated.

Implementation of development within Planning Area 1 would result in a maximum of 1,287 residential units, which is slightly higher than what was assumed in FEIR 589 for Planning Area 1. However, the total 14,000 dwelling units approved for the Ranch Plan project in its entirety would not be exceeded. The amount and type of residential units assumed for Planning Area 1 is in substantial conformance with the assumptions set forth in FEIR 589. Therefore, the modified Subarea Plans would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as analyzed in FEIR 589.

The jobs-housing balance is most appropriately evaluated on a Ranch-wide basis, rather than planning area-by-planning area. The development proposed within Planning Area 1 is consistent with land uses assumed in FEIR 589. Therefore, the project would contribute the housing and jobs base evaluated in FEIR 589 and implementation of development in Planning Area 1 would not result in any new impacts. No new land use impacts would occur. The modified Subarea Plans are in substantial conformance with the assumptions set forth in FEIR 589. Therefore, the project would not result in any new impacts, nor would it increase the severity of a previously identified significant impact as analyzed in FEIR 589.

The current RHNA period, which covers the period from 2008 to 2014, has projected 6,952 dwelling units for the Ranch Plan (nearly 50 percent of the total 14,000 units approved for the site). The total Ranch RHNA projection for low and very low income dwelling units is 1,800. The projected number of low and very low income dwelling units is 792 for the current RHNA period. At this time, no affordable site under the Development Agreement obligation has been identified for Planning Area 1. The County and RMV are currently (February 2011) reviewing a rental buy down program to facilitate the potential for approximately 100 low and very low rental units within Planning Area 1. The development in Planning Area 1 would help facilitate the County meeting their RHNA obligations.

4.14 PUBLIC SERVICES

Construction within Planning Area 1, which includes the proposed increase in dwelling units and decrease in UAC uses, would not result in any new significant impacts associated with public services. Consistent with the Master Area Plan and The Ranch Plan Fire Protection Program (July 2007), a fire station is being provided near the Antonio Parkway and Cow Camp Road intersection. This facility is reflected on the Master Area Plan in Subarea 1.1. This would provide adequate fire protection for development in Planning Area 1.

Law enforcement would continue to be provided by the Orange County Sheriff's Department. The overall level of development proposed for the Ranch Plan has not changed. The minor modification in the distribution of uses would not impair the ability of the Sheriff's Department to serve the area.

No impacts were identified for library services. The Ladera Ranch Public Library would serve Planning Area 1. Developer fees are used to provide for future demand.

FEIR 589 did not identify the need for a school in Planning Area 1. Given the high percentage of age-qualified housing in Planning Area 1, there would be sufficient capacity at the existing schools to serve the development.¹⁰ This has been reviewed to confirm that conditions have not substantially changed from the approval of FEIR 589.

4.15 RECREATION

A Local Parks Implementation Plan (LPIP) was approved by the Subdivision Committee on March 14, 2007. The LPIP identified two community parks in Planning Area 1. The first was a 27-acre community park proposed in Subarea 1.5 (the location of the Rancho Mission Viejo Riding Park at San Juan Capistrano) and the second is a proposed 11-acre community park in Subarea 1.4, immediately across the street from the park in Subarea 1.5. The modification to the Subarea Plans would delete the 27-acre community park because this area is no longer part of the Ranch Plan.¹¹ Though this would reduce the amount of parkland in Planning Area 1, the Ranch Plan would still exceed the County local park requirement of 8.2 acres of parkland in Planning Area 1.¹² Since the parkland would be developed within the Development Area, the impacts on the environment have been addressed as part of the development impacts in FEIR 589.

Proposed development would also provide for the implementation of designated trails and bikeways within Planning Area 1. As discussed in Section 3.3, Project Description, the project provides for construction of portions of the San Juan Creek Trail, the San Juan Creek Riding and Hiking Trail, the Antonio Parkway Class II bikeway, and a community trail. The location of these facilities was depicted in the 2006 Addendum prepared for the Master Area Plan and Subarea Plans. The facilities would be designed to County of Orange standards and would traverse both open space and development areas. All of these facilities were addressed in FEIR 589. The Community Trail, which would connect to the trail in Ladera Ranch, would be located in Subarea 1.1. The previous Master Area Plan depicted two options. Both options were

¹⁰ FEIR 589 identified sufficient capacity at the elementary and middle school level. At the time the FEIR was prepared, construction of San Juan High School had just been initiated. The high school opened in fall 2007.

¹¹ Although no longer associated with the Ranch Plan, this area, the Rancho Mission Viejo Riding Park at San Juan Capistrano will remain a recreational facility.

¹² This estimate is based on a requirement of 0.006 acre of parkland for each of the 958 dwelling units proposed at a gross density of ≥ 6.5 units per acre and 0.008 acre of parkland for each of the 312 single-family detached units proposed at a gross density of ≤ 6.5 units per acre.

located in Subarea 1.1; however, one alignment veered to the west in the area that is now included in Subarea 1.2 (in the vicinity of the temporary domestic water reservoir shown on Exhibit 10, Master Area Plan Conceptual Domestic Water System). The option shown on the Trails and Bikeways Concept Plan (see Exhibit 15) reflects the alignment shown on VTTM 17051.

The revision to the Planning Area 1 boundary shortens the segment of both the San Juan Creek Regional Riding and Hiking Trail and the San Juan Creek Class I bikeway that would get constructed as part of the Ranch Plan project because the area south of Ortega Highway would no longer be within the Planned Community. Similarly, prior to the sale of the property, a small segment of the Prima Deshecha Regional Riding and Hiking Trail and a riding and hiking staging area were within Planning Area 1. These facilities are no longer within the project limits. However, the boundary change does not preclude the implementation of these facilities. As part of the sale of the Mission Viejo Riding Park at San Juan Capistrano, the City has agreed to implement the regional riding and hiking trails and the Class I bikeway within one year of RMV's completion of constructing the trails and bikeway within and across Planning Area 1.

Planning Area 1, with the proposed modifications to the Subarea Plans, is in substantial conformance with the assumptions set forth in FEIR 589. Therefore, development of Planning Area 1 would not result in any new impacts of a previously identified impact as analyzed in FEIR 589.

4.16 TRANSPORTATION AND TRAFFIC

Consistent with the requirements of the *Ranch Plan Planned Community Program Text* and FEIR 589, a traffic report was submitted to the County in conjunction with the approval of the Master Area Plan for Planning Area 1. The purpose of the report was to supplement the initial (May 2004) *Ranch Plan EIR Traffic Report* by (1) showing the cumulative impacts of development of the planning on the adjacent arterial roadway system and (2) verifying that any proposed transportation improvements (e.g., mitigation measures) are substantially consistent with the adopted South County Roadway Improvement Program (SCRIP).

The analysis for Planning Area 1 has been updated to reflect the current baseline traffic conditions (2010) and evaluate the redistribution of development within the Planning Area. This updated traffic analysis report, prepared by Austin Foust Associates, is provided in its entirety in Appendix C.

The study area for this analysis is shown in Exhibit 18 together with recent average daily traffic (ADT) volumes (the counts are representative of December 2010). Intersection counts used in this analysis are also representative of 2010 (counts were taken in September and December).

Intersections within the study area were selected for analysis based on the project traffic contribution (the general criterion used when deciding whether to analyze an intersection is if the project increases peak hour trips at an intersection by more than one percent). Existing peak hour intersection capacity utilization (ICU) and level of service (LOS) values are provided in Table 4.

**TABLE 4
ICU AND LOS SUMMARY – EXISTING CONDITIONS (2010)**

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of Mission Viejo				
7. Puerta Real and Crown Valley Pkwy	0.56	A	0.59	A
8. El Regateo/Medical Center and Crown Valley Pkwy ^a	0.46	A	0.58	A
9. Los Altos and Crown Valley Pkwy ^a	0.42	A	0.40	A
10. Bellogente and Crown Valley Pkwy ^a	0.45	A	0.41	A
11. Marguerite Pkwy and Crown Valley Pkwy ^a	0.65	B	0.70	B
46. I-5 SB Ramps and Crown Valley Pkwy ^a	0.59	A	0.65	B
47. I-5 NB Ramps and Crown Valley Pkwy ^a	0.57	A	0.51	A
City of Rancho Santa Margarita				
60. SR-241 SB Ramps and Oso Pkwy	0.35	A	0.33	A
61. SR-241 NB Ramps and Oso Pkwy	0.66	B	0.29	A
City of San Juan Capistrano				
25. Camino Capistrano and Ortega Hwy	0.41	A	0.50	A
26. Del Obispo and Ortega Hwy	0.48	A	0.52	A
27. Rancho Viejo Rd and Ortega Hwy	0.59	A	0.66	B
28. La Novia Rd and Ortega Hwy	0.59	A	0.56	A
30. Camino Capistrano and Del Obispo	0.61	B	0.68	B
50. I-5 SB Ramps and Ortega Hwy ^a	0.75	C	0.87	D
51. I-5 NB Ramps and Ortega Hwy ^a	0.92	E	0.84	D
County of Orange				
5. Antonio Pkwy and Oso Pkwy	0.62	B	0.64	B
12. Antonio Pkwy and Crown Valley Pkwy	0.48	A	0.59	A
29. La Pata Ave and Ortega Hwy	0.67	B	0.47	A
ICU: intersection capacity utilization; LOS: level of service; SB: southbound; NB: northbound. ^a LOS "E" is acceptable at this location (Congestion Management Program [CMP] intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS "D" is the adopted performance standard for all other intersection locations that are analyzed. Level of service ranges: <ul style="list-style-type: none"> 0.00–0.60 A 0.61–0.70 B 0.71–0.80 C 0.81–0.90 D 0.91–1.00 E Above 1.00 F 				
Source: Austin Foust Associates 2010.				

A statistical summary of land uses and trip generation is given in Table 5. Also listed in this table is the corresponding trip generation derived for this planning area in FEIR 589. Apart from a slight increase in the AM peak hour outbound trips (112 trips) and in the PM peak hour inbound trips (204 trips), the proposed land uses result in lower trip generation (1,813 fewer trips) than the trip generation for Planning Area 1, as estimated in the *Ranch Plan EIR Traffic Study*.

**TABLE 5
PLANNING AREA 1 LAND USE AND TRIP GENERATION SUMMARY¹³**

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single-Family Detached	384 du	73	215	288	246	142	388	3,675
Single-Family Attached	303 du	45	148	193	158	91	249	2,457
Senior Detached Housing	116 du	9	16	25	19	13	32	430
Senior Attached Housing	284 du	14	23	37	28	17	45	988
Apartments	200 du	20	82	102	80	44	124	1,330
General Commercial	95 tsf	58	37	95	174	181	355	4,079
Office	40 tsf	54	8	62	10	50	60	440
Park	11 acres	–	–	–	–	–	–	25
CCRC Facilities	480 units	67	34	101	82	77	159	1,800
Community Facilities	5 tsf	16	14	30	15	17	32	198
	<i>Subtotal</i>	356	577	933	812	632	1,444	15,422
City Property								
Equestrian Facilities	250 Stalls	23	10	33	33	38	71	570
Soccer Complex	6 Fields	4	4	8	86	38	124	428
	<i>Subtotal</i>	27	14	41	119	76	195	998
	Grand Total	1,287 du	383	591	974	931	708	1,639
Planning Area 1 Ranch Plan EIR		948	479	1,427	727	1,139	1,866	18,233
Difference		(565)	112	(453)	204	(431)	(227)	(1,813)
ADT: average daily traffic; du: dwelling unit; tsf: thousand square feet, CCRC: Continuing Care Retirement Community facilities. Note: Clubhouses, Recreational Centers, and Fire Stations are considered non-traffic generating and, while included in the future development plans, are not included in the trip generation summary.								
Source: Austin-Foust Associates 2010.								

A 2015 time frame was used to evaluate potential future traffic impacts with implementation of Planning Area 1. Using this time frame is consistent with the County Growth Management Plan which requires that the evaluation provide an analysis of existing, plus a three- to five-year time frame. This is also in keeping with the requirements of individual Planning Area submittals. The 2015 network assumes roadway and intersection improvements that have been recently completed within the study area along Ortega Highway and Crown Valley Parkway, as well as the construction of improvements on Antonio Parkway within the Ranch Plan, which are

¹³ The Senior Living Facility would include a mix of uses permitted under the Orange County Zoning Code (Section 7-9-40). The precise mix of skilled nursing care beds, and assisted living, memory care living, CCRC, and independent living facilities would be determined when a specific project is proposed and would be evaluated as part of the site development permit process. The traffic report uses 480 units (rather than 300,000 sf of care facility use) to quantify the trips that would be generated to provide for consistency with the traffic manual. The 480 units are not subtracted from the 14,000 units permitted by the Ranch Plan project total but the square footage is subtracted from the 5.2 million square feet for the project as a care facility use. It is fully accounted for as an specific use and impact in the project analysis.

scheduled for 2011. Appendix C of the Traffic Report summarizes the long-range improvement program (2025) from FEIR 589.

The land use and development growth projections applied in this analysis for south Orange County are the Orange County Projections (OCP) 2004, which cover five-year intervals from 2005 to 2035. The OCP-2004 Year 2015 projections provide the primary set of demographic data that is applied in the traffic analysis.

Exhibit 19 shows the housing and employment growth for cities and communities in the traffic analysis study area. By year 2015, this part of south Orange County is projected to experience a less than one percent increase in housing and a five percent increase in employment, when compared to 2010. Based on this information, a growth factor of four percent was applied to the year 2010 data to derive year 2015 (No Project) traffic forecasts.

Exhibit 20 illustrates the 2015 No Project average daily traffic (ADT) volumes. The increase in growth over the next five years is largely due to the buildout of Ladera Ranch and some increases in enrollment at San Juan Hills High School, just south of Planning Area 1 off La Pata Avenue.

Exhibit 21 illustrates the 2015 With Project ADT volumes. The corresponding peak hour intersection capacity utilization (ICU) values can be found in Table 6. An intersection is impacted by the project if the intersection is forecasted to operate deficiently (i.e., worse than the performance standard), and the project contribution to the ICU is as follows:

- 0.01 or greater at County of Orange, City of Mission Viejo, City of Rancho Santa Margarita, and City of San Juan Capistrano intersections (the impact threshold adopted by the Cities of Mission Viejo, Rancho Santa Margarita, and San Juan Capistrano).
- Greater than 0.01 at City of Laguna Niguel intersections (the impact threshold adopted by this City).
- Greater than 0.03 at Congestion Management Program (CMP) intersections (the impact threshold specified in the CMP).

As shown, there are no project impacts and all intersections are forecasted to operate at an acceptable LOS.

The conclusion from this analysis is that recent improvements to intersections in the study area have added sufficient capacity to serve traffic growth through 2015, including buildout of Planning Area 1. The proposed modifications to the Subarea Plans are in substantial conformance with the assumptions set forth in FEIR 589. Therefore, development of Planning Area 1 would not result in any new impacts not previously analyzed in FEIR 589.

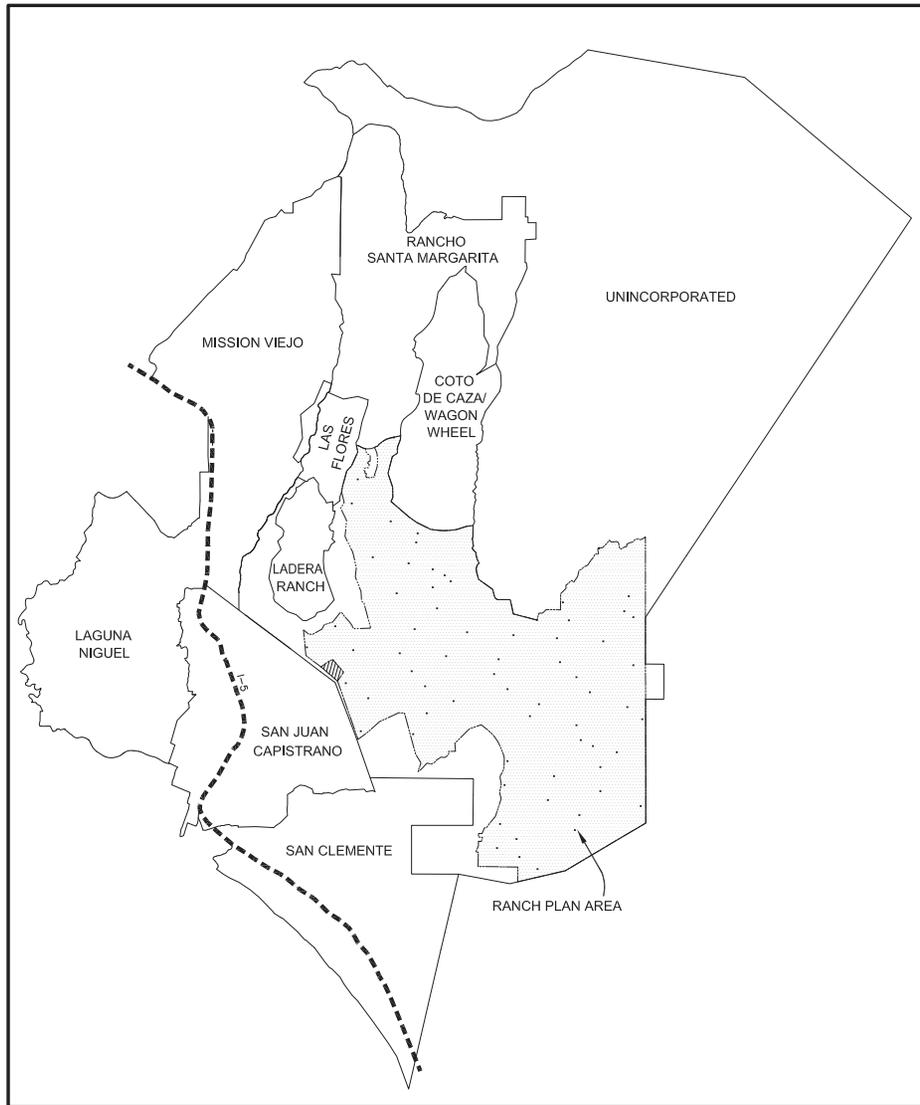
**TABLE 6
ICU AND LOS SUMMARY – 2015 NO PROJECT AND 2015
WITH PROJECT COMPARISON**

Intersection	2015 No Project				2015 With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Mission Viejo								
7. Puerta Real and Crown Valley Pkwy ^a	0.57	A	0.61	B	0.57	A	0.62	B
8. El Regateo/Medical Center and Crown Valley Pkwy ^a	0.48	A	0.59	A	0.49	A	0.60	A
9. Los Altos and Crown Valley Pkwy ^a	0.44	A	0.41	A	0.45	A	0.42	A
10. Bellogente and Crown Valley Pkwy ^a	0.47	A	0.42	A	0.48	A	0.43	A
11. Marguerite Pkwy and Crown Valley Pkwy ^a	0.67	B	0.71	C	0.68	B	0.76	C
46. I-5 SB Ramps and Crown Valley Pkwy ^a	0.61	B	0.68	B	0.61	B	0.68	B
47. I-5 NB Ramps and Crown Valley Pkwy ^a	0.59	A	0.52	A	0.59	A	0.53	A
City of Rancho Santa Margarita								
60. SR-241 SB Ramps and Oso Pkwy	0.36	A	0.34	A	0.36	A	0.35	A
61. SR-241 NB Ramps and Oso Pkwy	0.68	B	0.30	A	0.69	B	0.30	A
City of San Juan Capistrano								
25. Camino Capistrano and Ortega Hwy	0.60	A	0.71	C	0.61	B	0.72	C
26. Del Obispo and Ortega Hwy	0.50	A	0.53	A	0.51	A	0.54	A
27. Rancho Viejo Rd and Ortega Hwy	0.62	B	0.68	B	0.65	B	0.75	C
28. La Novia Rd and Ortega Hwy	0.61	B	0.57	A	0.65	B	0.67	B
30. Camino Capistrano and Del Obispo	0.63	B	0.71	C	0.63	B	0.71	C
50. I-5 SB Ramps and Ortega Hwy ^a	0.77	C	0.90	D	0.82	D	0.98	E
51. I-5 NB Ramps and Ortega Hwy ^a	0.95	E	0.87	D	1.00	E	0.94	E
County of Orange								
5. Antonio Pkwy and Oso Pkwy	0.66	B	0.67	B	0.69	B	0.74	C
12. Antonio Pkwy and Crown Valley Pkwy	0.49	A	0.60	A	0.53	A	0.73	C
29. La Pata and Ortega Hwy	0.70	B	0.49	A	0.70	B	0.66	B
ICU: intersection capacity utilization; LOS: level of service ^a LOS "E" is acceptable at this location (Congestion Management Program [CMP] intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS "D" is the adopted performance standard for all other intersection locations that are analyzed. Source: Austin Foust Associates 2010.								

4.17 UTILITIES AND SERVICE SYSTEMS

There have been no substantial changes to the proposed infrastructure for Planning Area 1. As previously discussed, the Purchase Agreement between the City and RMV allows RMV to install utilities and storm drain facilities on the property acquired by the City. Therefore, from a physical and function perspective, there would be little or no change to the infrastructure improvements that get implemented. The utility and service systems infrastructure plans are depicted in Exhibits 10 through 14.

The amount of residential development in Planning Area 1 is slightly greater than what was assumed in FEIR 589 and the *Plan of Works* prepared by SMWD; however, the amount of UAC development is substantially reduced from the previous assumptions. Though there is an intensification of residential development in Planning Area 1, Ranch Plan-wide, the level of development would be the same. This incremental shift would not result in any substantial



City of Mission Viejo			
	2010	2015	Growth
Dwelling Units	34,602	34,602	—
Employment	35,738	35,934	<1%

City of San Juan Capistrano			
	2010	2015	Growth
Dwelling Units	13,528	13,598	<1%
Employment	17,169	17,881	4%

City of Laguna Niguel			
	2010	2015	Growth
Dwelling Units	25,246	25,246	—
Employment	22,886	24,088	5%

City of San Clemente			
	2010	2015	Growth
Dwelling Units	25,189	25,468	1%
Employment	28,271	31,139	10%

City of Rancho Santa Margarita			
	2010	2015	Growth
Dwelling Units	17,192	17,227	<1%
Employment	10,558	10,854	3%

Unincorporated (excluding Ranch Plan)			
	2010	2015	Growth
Dwelling Units	290	294	1%
Employment	91	90	--

Las Flores			
	2010	2015	Growth
Dwelling Units	1,844	1,844	--
Employment	479	482	<1%

Coto De Caza/Wagon Wheel			
	2010	2015	Growth
Dwelling Units	5,290	5,290	—
Employment	1,010	1,025	1%

Ladera Ranch			
	2010	2015	Growth
Dwelling Units	7,900	8,100	3%
Employment	1,848	2,011	9%

Grand Total			
	2010	2015	Growth
Dwelling Units	131,081	131,669	<1%
Employment	118,050	123,504	5%

Source: Austin Foust Associates 2010

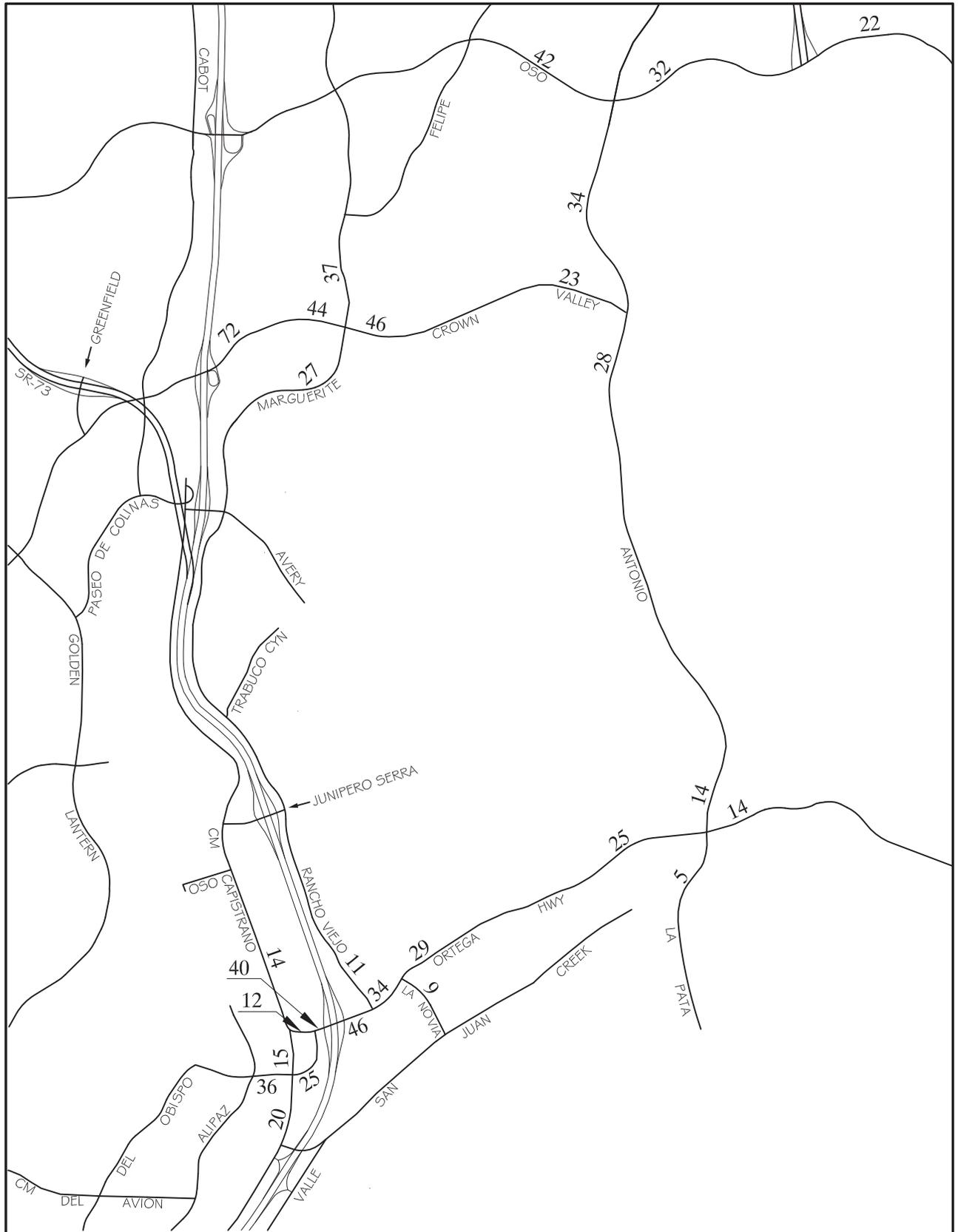
Projected Housing and Employment Growth in the Study Area

Exhibit 19

The Ranch Plan
 Revised Master and Subarea Plans for Planning Area 1



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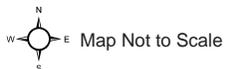


Source: Austin Foust Associates 2011

2015 No-Project ADT Volumes

Exhibit 20

The Ranch Plan
Revised Master and Subarea Plans for Planning Area 1



Bonterra
CONSULTING

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impacts related to provision of water and wastewater services. The *Plan of Works* proposed to divert approximately 52 percent of the flows from Planning Area 1 (approximately 209 gallons per minute [gpm]) to the existing San Juan Creek Lift Station for pumped conveyance to the Chiquita Water Reclamation Plant (CWRP). The remaining 48 percent of flows (approximately 192 gpm) would flow to the City of San Juan Capistrano's sewer system (via an 8-inch sewer in Ortega Highway and an 8-inch sewer in San Juan Creek Road). The SMWD is currently amending the *Plan of Works* to reflect the proposed changes to Planning Area 1.

The development of Planning Area 1 will require the relocation of a portion of the Santa Fe Pacific Petroleum (SFPP) pipeline. The relocation has been coordinated with Kinder Morgan, the owner of the pipeline. The relocation will occur prior to mass grading of the site. The impacts of the pipeline relocation were fully discussed in FEIR 589. No new impacts are anticipated. The relocation of the pipelines will be processed by Kinder Morgan with a Categorical Exemption.

There have been no changes to the development concept for Planning Area 1 that would alter the findings of FEIR 589 as it pertains to solid waste.

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APPENDIX A

PLANNING AREA 1 MITIGATION REGULATION COMPLIANCE MATRIX

RANCH PLAN PA1 ADDENDUM REGULATION COMPLIANCE MATRIX

Background:

On November 8, 2004, the Orange County Board of Supervisors approved the Ranch Plan project subject to 599 requirements and provisions. These requirements and provisions were detailed in several approving documents, agreements and instruments used to implement the project over time. Subsequent OC Board of Supervisor actions and other agency actions have also been approved that supersede or superimpose the original OC Board of Supervisor action. These include settlement agreements, OC Board of Supervisor actions, as well as Federal, State and local agency actions that add specific requirements and provisions for project implementation.

Summary:

The Ranch Plan Regulation Compliance Matrix (Matrix) is a compendium of all of the regulations, conditions, provisions, mitigation measures, project design features and standard conditions applicable to the Ranch Plan project since its original approval in November of 2004 by action of the Orange County Board of Supervisors and subsequently by other applicable agencies. It is intended to be used in an electronic format as an official common and on-going record to assist staff and applicants in project review and implementation. The matrix format provides a variety of information about each item such as original source documents, timing, approving authority, form of compliance and area of application. The items are also cross-referenced when duplicated and listed elsewhere in the matrix.

Vesting:

The Ranch Plan Planned Community approvals are vested by virtue of the Development Agreement (DA) and vesting tentative tract maps. Among other things, the Development Agreement establishes with certainty the scope of benefits to the public and the exactions to be contributed by the project proponent. Other ancillary approved programs and agreements such as (but not limited to) the Affordable Housing Agreement, Open Space Agreement, Fire Protection Program, Alternative Development Standards, the Guidance Documents for the PC zoning, and this Regulation Compliance Matrix, all further define the vested project entitlements and help ensure the orderly and timely development of the project in accordance with the project's vested rights. Additional federal and state programmatic environmental agency permits that have been obtained for the Ranch Plan further help to define the Ranch-wide conditions and administrative protocols for subsequent permit processing.

The following list of items are included in the Matrix and defined below:

- **Mitigation Measure (MM)** – Project specific mitigating measure identified where a potentially significant environmental effect has been identified and is not reduced to a level considered less than significant through the application of other regulations, project design features or standard conditions.
- **General Regulation (Gen. Reg.)** – Either a condition or entitlement provision applied to the project.
- **Condition (Cond.)** – An applied requirement of the project based on local, state or federal regulations or laws.
- **Entitlement Provision** – An approved project-enabling feature providing program explanation for the purpose of organization, operation or guidance.
- **Public Benefit** – Provision identifying a certain public facility improvement from the adopted Development Agreement (DA) between the County and Rancho Mission Viejo (effective December 8, 2004) that is to be provided in connection with implementation of the project.
- **Project Design Feature (PDF)** – Specific design elements intended to prevent the occurrence of, or reduce the significance of, potential environmental effects. Because PDF's have been incorporated into the project, they do not constitute mitigation measures as defined by CEQA and may be expressed as a condition or provision, providing explanation for how implementation of the approved project reduces potential impacts.
- **Standard Condition (SC)** – An applied requirement of the project based on local, state, or federal regulations or laws that are frequently required independently of CEQA review and also serve to offset or prevent specific impacts. OC Planning retains a "library" of standard conditions that are applied to all development applications. The Standard Conditions wording included in EIR 589 are circa 2004, and while the intent of each condition must be met, the interpretation, timing and responsible party information may change with time, except as provided in the Development Agreement.

RANCH PLAN REGULATION COMPLIANCE MATRIX (continued)

Guidance Annotations:

Throughout the Matrix guidance annotations have been added to provide updates, explanation and guidance. Since the original Ranch Plan approvals, a number of OC Board of Supervisors and other agency actions have occurred which supersede or superimpose the Ranch Plan requirements and provisions as adopted by the Board of Supervisors November 8, 2004. These actions are listed below and annotations (also see ANNOTATIONS LEGEND below) are used to reflect changes in the matrix items. This list may be updated as new County or other agency-adopted actions affect Ranch Plan implementation, to the extent allowed under the Development Agreement.

- (1) **Settlement Agreement** between the County of Orange, Rancho Mission Viejo and Endangered Habitats League, et al. (“Resource Organization Settlement Agreement”, or “ROSA”) approved by Board of Supervisors on August 16, 2005,
- (2) **Southern Subregion NCCP/MsAA/HCP** (“Southern HCP”) approved by Board of Supervisors by Resolution No. 06-202 on October 24, 2006, and by U.S. Fish & Wildlife Service on January 10, 2007 – including associated Implementation Agreement and Incidental Take Permit
- (3) **Special Area Management Plan** (“SAMP”) for the San Juan Creek and Western San Mateo Creek Watersheds approved by U.S. Army Corps of Engineers on March 16, 2007
- (4) **Ranch Plan Fire Protection Program** approved by Board of Supervisors on July 31, 2007
- (5) **Zoning Code Amendments** CA04-01, CA-05-01 and CA 08-01, as approved by Board of Supervisors (most recently on August 12, 2008)
- (6) **County Reorganization and Department Name Changes** approved by Board of Supervisors on March 18, 2008 (Resolution 08-023)
- (7) **Annexation of 132 acres of PA1 to the City of San Juan Capistrano** approved by LAFCO Resolution CA 09-19 on December 9, 2009

Notes:

- Project Design Features are listed in EIR 589, but are not listed in this matrix, as they are not specific PA1 requirements.
- Project-enabling features providing program explanation for the purpose of organization, operation or guidance are listed in EIR 589, but are not listed in this matrix, as they are not specific PA1 requirements.

The following legend identifies five forms of supplemental annotation and their application within the Guidance Document:

LEGEND

- | | |
|-------------------------|--|
| Red Bold Text | Supersedes as the result of (1) through (7) listed above. |
| Shaded Box | Text from the approved PC Text that has been superseded as the result of (1) through (6) listed above. |
| Blue Text | Clarifying inserts intended to aid staff and applicants in their understanding and interpretation of certain requirements, provisions and supporting information are based upon staff review and adopted actions (1) through (6) listed above. |
| Italic Blue Text | Guidance previously approved as part of the PC Text Guidance Document approved February 5, 2009. |
| Orange Text | Reference to “Hyperlinks” whereby original clearance documents will eventually be available on OC Planning website. |

Note: These are intended for reference purposes to aid staff and applicants in their understanding and interpretation pursuant to Ranch Plan Development Agreement Section 9.6. The matrix also contains the original approved language from the applicable source documents for all project requirements and provisions.

Item No.	Cross Reference Column	Source	Condition, Mitigation, Public Benefit or Entitlement Provision	Timing	Subject	Keywords	Title	Requirements or Entitlement Provisions	Reviewing / Approving Authority (Advisory Agency in Parentheses)	Form of Compliance	Guidance for Compliance (In Process, On-Going)
5	463, (ROSA section 3.7)	EIR 589	MM 4.3-1	In conjunction with approval of an Subarea Plan for portions of PA 1 and PA 3 where existing residential units would be displaced	Population and Housing	Existing Residential Units	Relocation of Existing Residential Units	In conjunction with approval of an Area Plan for those portions of Planning Areas 1 and 3 where existing residential units would be displaced, the applicant shall provide evidence of relocation of any remaining residents.	Director, PDS Director, OC Planning	Submittal of evidence of relocation of any remaining residents	Complete for PA1: employee housing in PA1 were demolished (DM060125, DM070014-DM070018 and DM070021) and employee housing in PA3 was constructed (RS070456-RS070459)
6	7-12 (MM 4.4-1)	EIR 589	MM 4.4-1	Prior to the approval of <u>each the first</u> tentative tract map in each Planning Area	Geology and Soils	Geotechnical Report, Grading Code, Grading Manual	Preliminary Geotechnical Report Submittal Requirements	Prior to the approval of <u>each the first</u> tentative tract map in each Planning Area, the applicant shall submit a geotechnical report to the Director, OC Planning Deputy Director, Planning and Development Services , for approval. The report shall meet the requirements outlined in the County of Orange Grading Code and Manual, and as appropriate, shall adequately address each of the following issues to the satisfaction of the Deputy Director, Planning and Development Services:	Director, PDS Director, OC Planning	Preparation and submittal of satisfactory geotechnical report addressing required elements	This TT Map geotechnical report is to be qualitative, not quantitative, providing an overview of the site's geologic conditions, demonstrating understanding of geotechnical issues, and how they are to be remediated. A more complete subsurface investigation is to be performed prior to issuance of a grading permit (Item No. 521, SC 4.4-1).
7	6 and 8-12 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, active faults, structural setbacks	Define and Map Active Faults	a. Locate, define and map the activity status of any faults within the development area of the project site, and if any active faults are encountered, determine the appropriate structural setbacks.	Director, PDS Director, OC Planning	The purpose of the TT Map study is to identify fault locations per published maps and literature. The Grading Permit study will define limits and activity as necessary.	See Above

Item No.	Cross Reference Column	Source	Condition, Mitigation, Public Benefit or Entitlement Provision	Timing	Subject	Keywords	Title	Requirements or Entitlement Provisions	Reviewing / Approving Authority (Advisory Agency in Parentheses)	Form of Compliance	Guidance for Compliance (In Process, On-Going)
8	6-7 and 9-12 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, unconsolidated soils	Identify and Map Unconsolidated Soils	b. Identify and map areas where grading activities may encounter unconsolidated soils (e.g., alluvial deposits, colluvium, native soil, debris flow deposits, etc.) susceptible to soil creep, liquefaction, landslides, or settlement. Define specific measures to be taken when such soils are encountered during grading (i.e., removal and replacement with compacted fill, slope stabilization, etc.).	Director, PDS Director, OC Planning	The purpose of the TT Map study is to identify soil types and boundaries. The Grading Permit study will further define soil types and boundaries as necessary.	See Above
9	6-8 and 10-12 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, Fill on top of unconsolidated soils	Fills on Top of Unconsolidated Soils	c. Identify and map areas where fill is to be placed on top of unconsolidated soils (e.g., alluvium, colluvium, landslide debris, etc.). Define specific measures to be taken when such fills are anticipated during grading (i.e., removal and re-compaction of unconsolidated soils, settlement monitoring in deep canyon areas, etc.).	Manager of Flood Control and Manager of Watershed and Coastal Resources Director, OC Planning	The purpose of the TT Map study is to identify where fill is to be placed on top of unconsolidated soils. The Grading Permit study will further define these areas as necessary.	See Above
10	6-9 and 11-12 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, landslides	Locate and Map Landslides	d. Locate and map all landslides within the development area of the project site and evaluate the lateral extent, depth and potential instability as a result of grading and the potential effects of settlement due to fill loads. Define specific measures to be taken during grading (i.e., bury under proposed fills, complete or partial removal, slope stabilization, avoidance, etc.).	Director, PDS Director, OC Planning	The purpose of the TT Map study is to identify landslides per published maps, preliminary exploration, surface mapping & observations, and anticipated limits of remediation. The Grading Permit study will further define the extent and limits of the landslides as necessary.	See Above

Item No.	Cross Reference Column	Source	Condition, Mitigation, Public Benefit or Entitlement Provision	Timing	Subject	Keywords	Title	Requirements or Entitlement Provisions	Reviewing / Approving Authority (Advisory Agency in Parentheses)	Form of Compliance	Guidance for Compliance (In Process, On-Going)
11	6-10 and 12 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, slumping, debris flow, debris basin	Debris Flows and Slumping Areas	e. Identify and map areas susceptible to debris flows and surficial slumping, including potential debris flow volumes. Define specific measures to be taken during grading (i.e., removal during mass grading, containment within a debris basin, etc.).	Director, PDS Director, OC Planning	The purpose of the TT Map study is to identify areas of potential debris flows. The Grading Permit study will further define quantities and remedial measures as necessary.	See Above
12	6-11 (MM 4.4-1)	EIR 589	MM 4.4-1 (cont.)	See above	Geology and Soils	Geotechnical Report, expansive soils	Expansive Soils Areas	f. Identify and map areas susceptible to expansive soils. Define specific measures to be taken during grading (i.e., pre-saturation of expansive soils during construction, reinforcement of building foundations and concrete slabs, removal and replacement with non-expansive granular soil beneath structures, etc.).	Director, PDS Director, OC Planning	The purpose of the TT Map study is to identify and map areas susceptible to expansive soils. It should be understood that expansive soils could end up throughout the site as a result of grading.	See Above

Item No.	Cross Reference Column	Source	Condition, Mitigation, Public Benefit or Entitlement Provision	Timing	Subject	Keywords	Title	Requirements or Entitlement Provisions	Reviewing / Approving Authority (Advisory Agency in Parentheses)	Form of Compliance	Guidance for Compliance (In Process, On-Going)
31		EIR 589	MM 4.5-3	Prior to the approval of a Master Area Plan for each Planning Area	Water Resources:	WQMP, Master Area Plan, Level 2	Master Area Plan-Level 2 WQMP	Prior to the approval of a Master Area Plan for each Planning Area, the applicant shall prepare a Master Area Plan WQMP that (i) is consistent with the terms and content of the Draft WQMP (see PDF 4.5-3) and (ii) provides more particularized information and detail concerning how the provisions of the Draft WQMP will be implemented within the area covered by the individual Master Area Plan. At a minimum, each Master Area Plan WQMP will provide supplemental and refined information concerning (i) how site-design, source-control and treatment control BMPs will be implemented at the Master Area Plan level for the area in question, (ii) potential facility sizing and location within the subject Master Area Plan area, and (iii) monitoring, operation and maintenance of stormwater BMPs within the relevant Master Area Plan area.	*Manager of Flood Control and Manager of Watershed and Coastal Resources Director, OC Planning	Approval of Level 2 WQMP	WQMP for San Juan Creek Watershed (PA-2 through 5) and San Mateo Watershed are pending; see definition of Level 2 WQMP in 2011 WQMP Process memo from Director OCPW [Hyperlink #3] . In addition, Planning Area 1 details were reviewed and authorized by RWQCB, San Diego region letter dated October 16, 2006 [Hyperlink #4] (pg. 6, #12 and pg. 13, #3 and #4) and approved per the PA-1 ROMP clearance letter dated Oct. 25, 2006 [Hyperlink #2]
32	33-35 (MM 4.5-4)	EIR 589	MM 4.5-4	Prior to approval of Subarea Plan for any portion of the project area and after approval of Master Area Plan	Water Resources	WQMP, Sub-Area Plan, Level 3	Sub-Area Plan-Level 3 WQMP Criteria	Prior to the approval of a Sub-Area Plan for any portion of the project area that is the subject of an approved Master Area Plan, the applicant shall prepare a Sub-Area Plan WQMP that (i) is consistent with the terms and content of the Draft WQMP (see PDF 4.5-3), (ii) is consistent with the terms and content of the relevant Master Area Plan WQMP (see MM 4.5-3) and (iii) provides more particularized information and detail concerning how the provisions of the Draft WQMP and the relevant Master Area Plan WQMP will be implemented within the area covered by the individual Sub-Area Plan. At a minimum, each Sub-Area Plan WQMP will provide supplemental and refined information concerning:	*Manager of Flood Control and Manager of Watershed and Coastal Resources Director, OC Planning	Appropriate Level 2 Chapter of ROMP satisfies Master Planning level	See guidance above related to Item No. 31.

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33	32 and 34-35 (MM 4.5-4)	EIR 589	MM 4.5-4 (cont.)	See above	Water Resources	WQMP, site-design, source control, BMPs	Level 3 WQMP Implementation	(i) How site-design, source-control and treatment control BMPs will be implemented at the Sub-Area Plan level for the area in question,	*Manager of Flood Control and Manager-of-Watershed-and-Coastal-Resources- Director, OC Planning	See above	See guidance above related to Item No. 31.
34	32-33 and 35 (MM 4.5-4)	EIR 589	MM 4.5-4 (cont.)	See above	Water Resources	WQMP, design features	Level 3 WQMP Design Details	(ii) The size, location and design features of the individual water resource facilities to be developed within the subject Sub-Area Plan area, and	*Manager of Flood Control and Manager-of-Watershed-and-Coastal-Resources- Director, OC Planning	See above	See guidance above related to Item No. 31.
35	32-34 (MM 4.5-4)	EIR 589	MM 4.5-4 (cont.)	See above	Water Resources	WQMP, monitoring, operation, maintenance, BMPs	Level 3 WQMP Monitoring, Operation and Maintenance	(iii) Monitoring, operation and maintenance of the stormwater BMPs within the relevant Sub-Area Plan area.	*Manager of Flood Control and Manager-of-Watershed-and-Coastal-Resources- Director, OC Planning	See above	See guidance above related to Item No. 31.
50	51-64 (MM 4.5-6)	EIR 589	MM 4.5-6	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, flow duration matching, water balance	Combined Flow and Water Quality Control System	All developments will be designed in order to achieve flow duration matching, address the water balance, and provide for water quality treatment through a combined flow and water quality control system (termed combined control system).	*Manager of Flood Control and Manager-of-Watershed-and-Coastal-Resources- Director, OC Planning	Combined Flow and Water Quality System as set forth in the Master WQMP and Subarea Plan WQMPs	Pending; also see definition of Level 2 & 3 in 2011 WQMP Process Memo from Director of OCPW [Hyperlink #3]
51	51 and 57-64 (MM 4.5-6) Item Nos. 52-55 were integrated into 51 (the five bullet points under "a" were originally separate items)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, flow duration control, infiltration basin, recycled water, non-domestic supply	Combined Control System Components	a. The proposed combined control system will include one or more of the following components (see Exhibits 4.5-14, 15 and 16), each of which provides an important function to the system: <ul style="list-style-type: none"> • Flow Duration Control and Water Quality Treatment (FD/WQ) Basin • Infiltration Basin • Bioinfiltration Swale • Storage Facility for Recycling Water for Non-Domestic Supply • Diversion Conduit to Export Excess Flows out of the Sub-basin 	*Manager of Flood Control and Manager-of-Watershed-and-Coastal-Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.

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57	50-51 and 58-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, water quality treatment control	Combined Control System Components (continued)	a. (cont.) The flow duration control and water quality treatment basin provides the initial flow and water quality treatment control functions to the system. The remaining components address the excess flows, alone or in combination with each other, generated during wet weather. Additional water quality treatment control is also provided in the infiltration basin and bioinfiltration swale. The following sub-sections describe each combined control system component in more detail.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
58	50-57 and 59-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, low duration control, water quality treatment, detention capacity	Flow Duration Control and Water Quality Treatment (FD/WQ) Basin	1) The flow duration control and water quality treatment (FD/WQ) basin will provide both flow control and water quality treatment in the same basin. Detention basins are the most common means of meeting flow control requirements. The concept of detention is to collect runoff from a developed area and release it at a slower rate than it enters the collection system. The reduced release rate requires temporary storage of the excess amounts in a basin with release occurring over a few hours or days. The volume of storage needed is dependent on 1) the size of the drainage area; 2) the extent of disturbance of the natural vegetation, topography and soils, and creation of impervious surfaces that drain to the stormwater collection system; 3) the desired detention capacity/time for water quality treatment purposes; and 4) how rapidly the water is allowed to leave the FD/WQ basin, i.e., the target release rates.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
59	50-58 and 60-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, detention, treatment, vegetation, dry weather flows	Flow Duration Control and Water Quality Treatment (FD/WQ) Basin (continued)	1) (cont.) The FD/WQ basin shall incorporate extended detention to provide water quality treatment for storm flows. The FD/WQ basin shall also incorporate wetland vegetation in a low flow channel along the bottom of the basin for the treatment of dry weather flows and small storm events.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
60	50-59 and 61-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system,	Flow Duration Control and Water Quality Treatment (FD/WQ) Basin (continued)	1) (cont.) To the extent feasible depending on the topography and grade, the FD/WQ basin will be located in areas where there is a larger depth to groundwater and more infiltrative soils. The FD/WQ basin shall be designed to have two active volumes, a low flow volume and a high flow volume. The low flow volume is designed to capture small to moderate size storms, the initial portions of larger storms, and dry weather flows. The high flow volume is designed to store and release higher flows to maintain, to the extent possible, the pre-development runoff conditions.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.

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61	50-60 and 62-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, infiltration, pretreatment	Infiltration Basin	2) The second element in the combined control system shall consist of a separate downstream, shallow basin designed to infiltrate stormwater where soils have a high infiltration capacity. The infiltration basin is sized to infiltrate all the flows released from the lower volume in the FD/WQ basin; nonetheless, an overflow system would convey excess flows that may occur during very wet years to the bioinfiltration swale discussed below. Features of the proposed combined control system that shall guard against groundwater contamination include: (1) pretreatment of all runoff in a FD/WQ basin before it enters the infiltration basin, and (2) locating infiltration basins where there is at least 10 feet of separation to the groundwater.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
62	50-61 and 63-64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, bioinfiltration swale, pre-development runoff	Bioinfiltration Swale	3) The third element of the combined control system shall be a bio-infiltration swale that leads from the FD/WQ basin to the stream channel. A bio-infiltration swale is a relatively flat, shallow vegetated conveyance channel that removes pollutants through infiltration, soil adsorption, and uptake by the vegetation. In areas characterized by terrains with good infiltration capabilities, flows released from the FD/WQ basin and carried in the bio-infiltration swale will mimic pre-development conditions, in which low flows infiltrate in the soils and only high flows reach the main stem of the stream channel. In catchments where development is located on less pervious soils and therefore pre-development runoff is higher, the swale may be lined to better mimic pre-development hydrology or flows may be piped to the stream.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
63	50-62 and 64 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, surface storage, recycling	Storage Facility for Recycling Water for Non-Domestic Supply	4) The fourth possible element of the combined control system shall be storage of surface water flows for recycling where there is opportunity for reuse of water for irrigation, such as a golf course, residential common area, or local park. All elements of the combined flow and water quality control system shall be reviewed with the SMWD for determination of feasibility of reuse and connection to non-domestic irrigation facilities. Diversion of outflows from the FD/WQ basin to non-domestic water supply reservoirs will be conducted if feasible and cost effective.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.

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64	50-63 (MM 4.5-6)	EIR 589	MM 4.5-6 (cont.)	In conjunction with Master and Subarea Plans (WQMP Level 2 & 3)	Water Resources	Combined control system, export flows, diversion, San Juan Creek, Lower Cristianitos Creek, Cañada Chiquita	Diversion Conduit to Export Flows out of the Sub-basin	5) The fifth possible element of the combined control system shall be the provision to export flows out of the sub-basin. This element provides an additional option that may be employed to better preserve the pre-development water balance within the sub-basin. Such diversions may be desirable where excess runoff could result in increased stormwater flows or increased base flows in sensitive streams. However, all diversions of drainage area are subject to approval by the County of Orange. The diversions would be for excess runoff only and would only be feasible for development bubbles that adjoin other sub-basins having less sensitive stream channels, or are close to San Juan Creek or Lower Cristianitos Creek, which have characteristics that allow them to handle additional flows without causing damage to the stream channel. In some locations, such as Cañada Chiquita, it may also be feasible to divert flows to the wastewater treatment plant for reclamation.	*Manager of Flood Control and Manager of Watershed and Coastal Resources- Director, OC Planning	See above	See guidance above related to Item No. 50.
65	66-76 (MM 4.5-7)	EIR 589	MM 4.5-7	Prior to recordation of a subdivision map	Water Resources	Stream stabilization, ROMP, HOA responsibility	Stream Stabilization Program Components	Prior to the recordation of a subdivision map, unless otherwise specified by the provisions of the applicable master area or planning area-specific ROMPs (as appropriate), the development applicant shall prepare a stream stabilization program, including funding, that will be implemented by the HOA or other responsible entity to mitigate anticipated limited local effects of erosion associated with drainage system outlets from the development or downstream of detention basins. These effects from erosion are to be addressed with non-structural biotechnical and geomorphic approaches aggressively at the first phase and if not effective then limited structural measures would be implemented. These approaches vary by terrain and the character of the channels:	Director, OC Planning, Manager of Watershed & Coastal Resources	Submit stream stabilization program, including funding, that will be implemented by the master maintenance association or other responsible entity	See guidance above related to item nos. 27-28. PA-1 is approved with applicable requirements of the March 27, 2007 approved Streambank Monitoring Program [Hyperlink #6] , and the latest Annual Stream Monitoring Data Inventory Report [Hyperlink #7] . PA-2 through 5 will modify the Mar. 27, 2007 Monitoring Program to extend creek reach monitoring stations further upstream to eventually cover the entire Ranch Development from La Novia to the upstream Ranch boundary. Updates to the Stream Monitoring Program and Annual Monitoring Data Inventory Report need to be provided by RMV for review, comment and approval as new PAs are added to the program/report.

*Coordination with OC Planning Manager

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66	65 and 67-76 (MM 4.5-7)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, sandy and silty-sandy terrain, infiltration basins and ponds	Stream Stabilization Program - Sandy and Silty-Sandy Terrain	(1) Sandy and Silty-sandy terrain: Water quality and infiltration basins and ponds <u>will be are designed to be</u> constructed (or provide evidence of financial security, such as bonding) along unnamed tributary channels and channel-less valleys. Appropriate energy dissipation <u>will be are designed to be</u> installed downstream of each structure or control point. 'Hungry water' or potential downcutting will be controlled by a progressive sequence of:	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.
67	65-66 and 70-76 (MM 4.5-7) Item Nos. 68 and 69 were integrated into 67 (originally a, b and c were separate items)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, hydrophytic vegetation, turf-reinforced mats (TRM), erosion control fabric	Stream Stabilization Program - Progressive Sequence of "Downcutting" Control	a. Establishment of hydrophytic vegetation, either turf-forming (such as salt grass or sedges) or with interpenetrating roots (such as willows); then b. Placement of turf-reinforced mats (TRM) or other flexible and biodegradable membrane to abet vegetative growth to stabilizes the small drainages downstream of controls; then, c. Conventional erosion control fabrics and structures using techniques developed over the years to control gully- or small-channel incision.	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.
70	65-67 and 71-76 (MM 4.5-7)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, sandy and silty-sandy terrain, incision	Stream Stabilization Program - Sandy and Silty-Sandy Terrain (cont.)	1) (cont.) In through-flowing named stream corridors, the potential scale of incision is larger, and is most reasonably addressed by a progressive sequence to include:	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.
71	65-70 and 74-76 (MM 4.5-7) Item Nos. 72 and 73 were integrated into 71 (originally a, b and c were separate items)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, Gobernadora Creek, sediment yields, avulsion, riparian vegetation, thalweg	Stream Stabilization Program - Incision Control	a. Attempting to reduce runoff volumes and peaks from the watershed, by a combination of additional retarding of flow and use of (reconnecting, where needed) floodplains for flows of moderate to high recurrence. b. Reducing sediment yields from disturbed watershed upstream, such that avulsion (sudden channel changes, such as recently seen in Gobernadora Creek) can be minimized. c. Where the bed remains within the root zone of riparian vegetation, widening the riparian corridor, and managing its vegetation to promote dense interpenetrating roots, such as naturally occurs along many reaches of these streams, perhaps in combination with reconfiguring the channel pattern to increase sinuosity to a stable thalweg length-to-channel slope value.	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.

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74	65-71 and 76 (MM 4.5-7) Item No. 75 was were integrated into 74 (originally a, b and c were separate items)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, clayey terrain, biotechnical stabilization	Stream Stabilization Program - Clayey Terrain	(2) Clayey Terrain: Differences between existing and future conditions will be the least in this terrain. Clayey terrains are also most resistant to incision, in most cases. Hence, biotechnical stabilization is most favored in this setting, especially for the smaller unnamed channels downstream from the small retarding and infiltration basins proposed at many locations. A progressive sequence of:	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.
76	65-74 (MM 4.5-7) Item Nos. 77-79 were integrated into 76 (originally a, b, c and d were separate items)	EIR 589	MM 4.5-7 (cont.)	See above	Water Resources	Stream stabilization, hydrophytic or woody riparian vegetation, turf-reinforcing mats, engineered slopes	Stream Stabilization Program - Biotechnical Stabilization	a. Establishing hydrophytic or woody riparian vegetation, especially along the bases and crests of banks; b. Installing turf-reinforcing mats and other shear-resistant soft structures; c. Slight widening of channels where feasible without diminishing bank strength imparted by riparian vegetation, if significant; and d. Engineering slopes using fabrics, or placing thoroughly-keyed structural controls, usually in combination with a., b., and c., above.	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 65.
80	81-97 (MM 4.5-8)	EIR 589	MM 4.5-8	Prior to issuance of a grading permit	Water Resources	Stream monitoring, funding, reporting	Stream Monitoring Program Submittal Requirements	Consistent with the provisions of the applicable master area or planning area-specific ROMPs (as appropriate), a stream monitoring program shall be developed, with assured funding source, by the applicant, and at no cost to County/OCFCD, prior to the construction within the watershed which will include reporting requirements in order to observe changes in the natural alluvial stream system. The minimum program will include and address the following items:	Director, OC Planning, Manager Manager of Watershed & Coastal Resources	Submit stream stabilization program, including funding, that will be implemented by the master maintenance association or other responsible entity	See guidance related to item nos. 27-28 and 65 above. Satisfied for PA 1 per the February 2007 Streambank Monitoring Program approved March 27, 2007 by Harry Persaud [Hyperlink #6] , and the latest Annual Stream Monitoring Data Inventory Report. [Hyperlink #7] Funding program to be reviewed and approved by the County.

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81	80 and 82-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, geomorphology, flood conveyance	Stream Monitoring Program - Stream Walks	1) A geomorphologist or engineer familiar with both (a) flood conveyance estimation and (b) the bed conditions required to meet habitat needs and conditions for species of concern will walk critical reaches of named channels within the project each year in late April. The stream-walker will note bed conditions, measure high-water marks, note new sources of sediment or bank distress along the channels, estimate Manning's 'n' (roughness) at key locations, and assess whether bed and bank vegetation is suitable to meet conveyance and habitat objectives.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
82	80-81 and 83-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, rainfall intensity, Chiquita watershed	Stream Monitoring Program - Stream Walks (continued)	1) (cont.) Stream walks will occur during years 1, 2, 3, 4, 5, and 10 following substantial grading in a named-stream basin, and during any year within the first 10 seasons when 6-hour rainfall intensities exceed the 5-year recurrence at a nearby pre-selected recording rainfall gauge. The stream-walker will also similarly canvass the lower 2 miles of Bell Canyon and the upper Chiquita watershed north of Oso Parkway, two stream segments with largely-intact and formally-preserved watersheds, which can serve as control. Photographs showing key sites or problems will be taken. The individual conducting the walks shall be sufficiently senior and knowledgeable as to be registered as a geologist or engineer with the state. This individual will prepare an annual report by June 20 of the relevant year(s) specifying maintenance or repair measures needed to maintain suitable sediment transport and bed conditions	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
83	80-82 and 92-97 (MM 4.5-8) Item Nos. 84-91 were integrated into 83 (originally a-h were separate items)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, Lower Narrow Creek, Chiquita Creek, Gobernadora Creek, Bell Creek, Upper Cristianitos Canyon, Lower Gabino Creek, La Paz Creek	Stream Monitoring Program - Surveys	2) Monumented cross sections will be established and surveyed on: a. Lower Narrow Creek b. Chiquita Creek (4 locations) c. Gobernadora Creek (4 locations) d. Bell Creek (2 locations) e. Upper Cristianitos Canyon (3 locations) f. Lower Gabino Creek (3 locations) g. Gabino Creek within 0.5 miles of La Paz Creek h. La Paz Creek within 0.6 miles of Gabino Creek	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.

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92	80-83 and 92-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, San Juan Creek, geomorphic conventions	Stream Monitoring Program - Surveys (cont.)	2) (cont.) Additional monitoring sections will also be provided on San Juan Creek and all monitoring locations will first be approved by the County of Orange before implementation. The cross sections will be spaced approximately 0.6 to 1.2 miles apart and approved by the County. They will be surveyed to the nearest 0.05 feet vertical, and include notations of bed material encountered and qualitative descriptions of vegetation, and other observations conforming to geomorphic conventions, such as the International Hydrologic Vigil Network standards.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
93	80-92 and 94-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, stream walk, rainfall intensity	Stream Monitoring Program - Surveys (cont.)	2) (cont.) The initial surveys will be conducted prior to grading, with resurveys during years 1, 3, 5 and 10 following initial grading or at frequencies determined by the County of Orange. Re-surveys will also be conducted during years when 6-hour rainfall intensities exceed the 5-year recurrence at a nearby pre-selected recording rainfall gauge or selected occurrences by the County of Orange. Results will be analyzed by the stream-walker, and included in the related report, recommending maintenance and restorative measures. The report will be submitted by May 20 of each year, to allow design and implementation (where needed) prior to the next winter.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
94	80-93 and 95-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, San Juan Creek	Stream Monitoring Program, Periodic Aerial Photography	3) Aerial photographs of the entire project area will be taken during May or June following project approval, and during each subsequent May or June of years ending in a '5' or '0', until the project has been completed as defined by the County of Orange. Resolution of the photographs will be sufficient to prepare 200-foot scale maps with 2-foot (or 0.5-meter) contours. Contour maps will be prepared for the San Juan Creek channel corridor from the Verdugo Canyon confluence to 0.5 miles downstream of Antonio Parkway showing the topography of the bed and of the banks to elevations 15 feet above the adjoining bed.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
95	80-94 and 96-97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, LIDAR, photogrammetric, geomorphology	Stream Monitoring Program, LIDAR: (Light Detection and Ranging)	3) (cont.) LIDAR: (Light Detection and Ranging) or other technologies can be substituted for non-conventional photogrammetric methods. A qualified geomorphologist shall review the aerial photographs of the entire project area, identifying new upland sources of sediment, event-related or land-use disturbance, or evidence of channel change and instability. The geomorphologist will also assess discontinuities in sand transport throughout the project area, and will present an assessment of changes, if any, in the San Juan Creek corridor. Results will be presented in a report to be prepared by July 15 of each year, including recommendations for maintenance, repair, or other actions.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.

*Coordination with OC Planning Manager

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96	80-95 and 97 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, geomorphology	Stream Monitoring Program, Evaluation of changes downstream of ponds and basins	4) Longitudinal profiles and channel or drainage-way cross sections will be established downstream of basins or ponds with capacities exceeding 1 acre foot, or which create a 4-foot elevation change in the energy grade line. Resurveys will occur whenever the stream-walker and/or the geomorphologist reviewing the aerial photos identify actual or incipient incision or erosion. Resurveys will be completed prior to July 1 when and where the need is identified in the May 20 report discussed above.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
97	80-96 (MM 4.5-8)	EIR 589	MM 4.5-8 (cont.)	See above	Water Resources	Stream stabilization, bank conditions	Stream Monitoring Program, Supplemental assessments	5) Adaptive management of channels means changing with the flow of time. Nothing in the program above precludes problem- or condition-related investigations. Additional assessments may be conducted as deemed needed by the applicant to achieve the bed and bank conditions sought.	Director, OC Planning, Manager of Watershed & Coastal Resources	See above	See guidance above related to Item No. 80.
99		EIR 589	MM 4.6-1	As specified in the Transportation Improvement Phasing Plan component of SCRIP (Upon Initiation of Development)	Transportation and Circulation	Transportation improvement program, fair share basis, SCRIP	Transportation Improvement Program	Table 4.6-26 and Table 4.6-27 identify the transportation improvement program proposed as mitigation for the Ranch Plan project for year 2025 and year 2010, respectively. The improvements differ depending on whether the SR-241 southerly extension is assumed. The project applicant shall participate on a fair share basis for improvements associated with cumulative impacts. Funds shall be paid to the County of Orange pursuant to the SCRIP.	Director, RDMD Director, OC Public Works	Proof of project applicant's payment of funds demonstrating participation on a fair share basis for improvements as a part of the SCRIP Fee Program	See July 30, 2007 "Funding Criteria and Guidelines Relating to SCRIP" prepared by County of Orange (Harris & Associates) [Hyperlink #8]
100	101-102 (MM 4.6.2)	EIR 589	MM 4.6-2	Approval of each Master Area Plan	Transportation and Circulation	SCRIP, EIR Traffic Analysis	Master Area Plan Traffic Analysis Criteria	The mitigation program is based on the buildout of land uses in the surrounding area and may change based on the effects of the future land development and future changes to regional transportation patterns. The intersection and freeway ramp improvements shall be implemented and/or pro-rata payment shall be made in accordance with the transportation improvement phasing plan of the SCRIP. Prior to the approval of each Master Area Plan, a traffic analysis which supplements The Ranch Plan EIR Traffic Report (Austin-Foust Associates, Inc., May 2004) shall be submitted for review and approval to the County, Director of Planning and Development Services. The traffic study shall include:	Director, PDS Director, OC Planning (Area Plans are reviewed by Planning Commission)	Submittal of supplemental traffic study	To be addressed by the Planning Area-wide Traffic Analysis included as part of the environmental documentation addressing each Master Area Plan
101	100 and 102 (MM 4.6.2)	EIR 589	MM 4.6-2 (cont.)	See above	Transportation and Circulation	SCRIP, Development Agreement, EIR Traffic Analysis	Evaluation of Compliance with EIR Mitigation Measures	a. An evaluation of how any proposed refinements to the circulation system and/or milestones remain in substantial compliance with appropriate Development Agreement obligations and Program EIR mitigation measures.	See above	See above	See above

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102	100-101 (MM 4.6.2)	EIR 589	MM 4.6-2 (cont.)	See above	Transportation and Circulation	SCRIP, Development Agreement, EIR Traffic Analysis, peak hour ADT	Evaluation of Peak Hour ADT	b. Average Daily Trips generated by uses proposed within the planning area, as distributed onto the surrounding circulation system (both within the Ranch Plan PC Area, and in the surrounding vicinity) including the peak hour characteristics of those trips.	See above	See above	See above
103		EIR 589	MM 4.6-3	If County, CalTrans, et al, establish a cumulative mitigation program for I-5 mainline	Transportation and Circulation	I-5 Mainline	Assessment of I-5 Mainline Cumulative Impacts and Mitigations	No improvements are proposed herein to address the cumulative impacts of the project on I-5 mainline. Improvements to the I-5 mainline are a part of regional transportation improvement programs with associated timing and funding sources. If the responsible agencies establish a cumulative mitigation program, the project applicant shall participate on a fair share basis.	Director, PDS Director, OC Planning (in consideration with Caltrans)	If the responsible agencies establish a cumulative mitigation program, the project applicant shall participate on a fair share basis.	South County Roadway Improvement Program (SCRIP) [Hyperlink #9] is the appropriate program. There is no applicable CalTrans program.
104	105-107 (MM 4.7-1)	EIR 589	MM 4.7-1	Prior to the issuance of a grading permit	Air Quality	Diesel fuel engine emissions	Diesel Fuel Reduction Plan Criteria:	In order to reduce diesel fuel engine emissions, the project applicant shall require that all construction bid packages include a separate "Diesel Fuel Reduction Plan." This plan shall identify the actions to be taken to reduce diesel fuel emissions during construction activities (inclusive of grading and excavation activities). Reductions in diesel fuel emissions can be achieved by measures including, but not limited to, the following: a) use of alternative energy sources, such as compressed natural gas or liquefied petroleum gas, in mobile equipment and vehicles; b) use of "retrofit technology," including diesel particulate traps, on existing diesel engines and vehicles; and c) other appropriate measures. Prior to the issuance of a grading permit, the Diesel Fuel Reduction Plan shall be filed with the County of Orange. The Diesel Fuel Reduction Plan shall include the following provisions:	Director, OC Planning Director, PDS (AQMP)	Preparation and submittal of a Diesel Fuel Reduction Plan identifying actions to reduce diesel fuel emissions during construction (with specified provisions)	

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105	104 and 106-107 (MM 4.7-1)	EIR 589	MM 4.7-1 (cont.)	See above	Air Quality	Diesel fuel engine emissions, CARB	Construction Diesel Emissions - CARB Certified Equipment	a. All diesel fueled off-road construction equipment shall be California Air Resources Board (CARB) certified or use post-combustion controls that reduce pollutant emissions to the same level as CARB certified equipment. CARB certified off-road engines are engines that are three years old or less and comply with lower emission standards. Post-combustion controls are devices that are installed downstream of the engine on the tailpipe to treat the exhaust. These devices are now widely used on construction equipment and are capable of removing over 90 percent of the PM10, carbon monoxide, and volatile organic compounds from engine exhaust, depending on the specific device, sulfur content of the fuel, and specific engine. The most common and widely used post-combustion control devices are particulate traps (i.e., soot filters), oxidation catalysts, and combinations thereof.	Director, OC Planning Director, PDS (AQMP)	See above	
106	104-105 and 107 (MM 4.7-1)	EIR 589	MM 4.7-1 (cont.)	See above	Air Quality	Diesel fuel engine emissions, pollutant emissions	Construction Diesel Emissions - Current Year Standards	b. All diesel fueled on-road construction vehicles shall meet the emission standards applicable to the most current year to the greatest extent possible. To achieve this standard, new vehicles shall be used or older vehicles shall use post-combustion controls that reduce pollutant emissions to the greatest extent feasible.	Director, OC Planning Director, PDS (AQMP)	See above	
107	104-106 (MM 4.7-1)	EIR 589	MM 4.7-1 (cont.)	See above	Air Quality	Diesel fuel engine emissions, sulfur content of fuel	Construction Diesel Emissions - Low Sulfur Fuel	c. The effectiveness of the latest diesel emission controls is highly dependent on the sulfur content of the fuel. Therefore, diesel fuel used by on-road and off-road construction equipment shall be low sulfur (>15 ppm) or other alternative low polluting diesel fuel formulation such as PuriNOXTM or Amber363. Low sulfur diesel fuel shall be required by existing regulations after the year 2007 and it is already being produced and sold as the regulation is phased in.	Director, OC Planning Director, PDS (AQMP)	See above	
108		EIR 589	MM 4.7-2	Prior to approval of Master Area Plan or Subarea Plan Site Development Permit	Air Quality	Alternative fueling facilities	Identify Alternative Fueling Facility Locations	With the submittal of each Master Area Plan, the project applicant shall identify locations where alternative fueling facilities could be sited. [Note: for the purposes of clarification, the timing of this requirement should be interpreted to read as follows: Prior to approval of each applicable Site Development permit, the project applicant shall ...]	Director, PDS Director, OC Planning (Area Plans are reviewed by Planning Commission)	Show alternative fueling facilities on Master Area Plan or Subarea Plan Site Development Permit	Not applicable in Planning Areas where no service stations are proposed (PA1)

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109		EIR 589	MM 4.7-3	Prior to approval of Master Area-Plan or Subarea-Plan Site Development Permit	Air Quality	Shade trees, evaporative emissions	Incorporate Shade Trees into Parking Lot Design	With the submittal of each Master Area Plan, the project applicant shall identify how shade trees can be incorporated into parking lot designs (to reduce evaporative emissions from parked vehicles); where shade trees can be sited (to reduce summer cooling needs); and how shade trees would be incorporated into bicycle and pedestrian path design. [Note: for the purposes of clarification, the timing of this requirement should be interpreted to read as follows: Prior to approval of each applicable Site Development permit, the project applicant shall ...]	Director, PDS Director, OC Planning	Submittal of satisfactory landscape plans (precise, not general landscape plan at SDP level)	
110	111 (MM 4.7-3)	EIR 589	MM 4.7-3 (cont.)	Prior to approval of Master Area-Plan or Subarea-Plan Site Development Permit	Air Quality	Light-colored roof materials	Use Light-Colored Roof Materials to Reflect Heat (Item Nos. 110-111)	As a part of each Master Area Plan, the applicant shall identify how the use of light-colored roof materials and paint to reflect heat to the extent feasible has been incorporated into the design plans. [Note: for the purposes of clarification, the timing of this requirement should be interpreted to read as follows: Prior to approval of each applicable Site Development permit, the project applicant shall ...]	Director, PDS Director, OC Planning	Issuance of Building Permit (Evidence of reflection of materials)	
111	110 (MM 4.7-3)	EIR 589	MM 4.7-3 (cont.)	Prior to issuance of building permits	Air Quality	Light-colored roof materials	Use Light-Colored Roof Materials to Reflect Heat (Item Nos. 110-111)	Prior to issuance of building permits, the applicant shall identify how the use of light-colored roof materials and paint to reflect heat to the extent feasible has been incorporated into the design plans.	Director, PDS Director, OC Planning	Issuance of Building Permit (Evidence of reflection of heat through home design)	Sustainability Issue
112		EIR 589	MM 4.7-4	Prior to issuance of grading permit	Air Quality	Construction staging areas, stockpile sites	Location of Construction Staging	All construction staging areas and stockpile sites will be located as far as feasible from residential areas. This provision will apply to currently existing residential areas and to future residential developments that are completed prior to later development stages.	Director, PDS Director, OC Planning	Preparation and approval of construction staging area plan	These locations will change throughout the grading process. OCFA must be kept abreast of the most current access information
113		EIR 589	MM 4.7-4 (cont.)	See above	Air Quality	Vegetative buffers, sensitive receptors	Vegetative Buffer of Sensitive Receptors:	A vegetative buffer zone, including trees and shrubs, will be placed between grading sites and residential areas or other locations where sensitive receptors can be reasonably expected.	Director, PDS Director, OC Planning	Preparation and approval of a grading plan showing a vegetative buffer zone (if applicable) **Handbook should define sensitive receptors**	Currently no sensitive receptors located within Ranch Plan planned community

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133	122-123 (MM 4.9-22) 135 (MM 4.9-25) Also, Item No. 134 has been integrated into 133 (originally two parts)	EIR 589	MM 4.9-24	In conjunction with siting and design of proposed ground tanks	Biological Resources	Wildlife corridor linkages G and K	SMWD Siting Criteria for Ground Tank Locations	Prior to design of the proposed ground tanks, project applicant shall coordinate with SMWD to review potential alternative locations for these tanks that would avoid impacts to Wildlife Corridor linkages G and K, while still meeting SMWD siting criteria for ground tanks.	Director, PDS SMWD	Memo from SMWD (as the lead agency per CEQA) verifying that potential alternative locations were considered.	Location of tanks shall meet SMWD siting criteria while avoiding impacts to Wildlife Corridor linkages G and K (per EIR 589 Exhibit 4.9-8) [Hyperlink #11], or Mitigation Measure 4.9-25 (Item #135) shall apply
135	122-123 (MM 4.9-22) 133 (EIR 589, MM 4.9-24)	EIR 589	MM 4.9-25	In conjunction with siting and design of proposed ground tanks	Biological Resources	Tank construction impacts, sensitive habitats, fencing, manufactured slopes, lighting	Reduce Biological Impacts of SMWD Ground Tanks	In conjunction with construction of these tanks, SMWD shall employ measures to reduce construction impacts, including fencing sensitive habitats and implementing of erosion control. Post construction all temporary disturbance areas shall be restored with native species. All manufactured slopes associated with the ground tanks shall be restored with native species. Lighting shall be restricted to necessary safety lighting and shall be shielded to reduce spill-over into native habitats.	Director, PDS SMWD	Memo from SMWD (as the lead agency per CEQA) verifying that measures to reduce construction impacts are to be implemented in conjunction with construction of tanks.	This Mitigation Measure is only applicable if alternative sites cannot be identified (per MM 4.9-22 or MM 4.9-24)
136	144-150 (MM 4.9-30)	EIR 589	MM 4.9-26	Prior to issuance of grading permit	Biological Resources	Construction monitoring program, nesting raptors	Monitor Construction Noise Impacts on Raptor Nests	During construction, a construction monitoring program shall be implemented to mitigate for short-term noise impacts to nesting raptors, to the satisfaction of the County of Orange, Manager, Subdivision and Grading. Indirect impacts shall be mitigated by limiting heavy construction (i.e., mass grading) within 300 feet of occupied raptor nests. Occupied raptors nests shall be marked as "Environmentally Sensitive Areas" on grading/construction plans and shall be protected with fencing consisting of T-bar posts and yellow rope. Signs noting the area as an "Environmentally Sensitive Area" will be attached to the rope at regular intervals.	Director, PDS Director, OC Planning	Preparation and submittal approval of a Construction Monitoring Program with subsequent implementation	<u>Only Construction Monitoring Program submittal documentation is required:</u> [Hyperlink #12] No copy of USFWS approval is required (often no formal written approval granted by USFWS)
137	138-139 (EIR 589, MM 4.9-27)	EIR 589	MM 4.9-27	Prior to the approval of Precise Fuel Modification Plans	Biological Resources	California Exotic Pest Plant Council, OCFA Fuel Modification Plant List	Invasive Plants Prohibited Adjacent to Open Space	All plants identified by the California Exotic Pest Plant Council as an invasive risk in southern California shall be prohibited from development and fuel management zones adjacent to the RMV Open Space. The plant palette for fuel management zones adjacent to the RMV Open Space shall be limited to those species listed on the Orange County Fire Authority Fuel Modification Plant List. Plants native to Rancho Mission Viejo shall be given preference in the plant palette.	Director, PDS (OCFA Fire Chief) Director, OC Planning (OCFA Fire Chief)	Approved Precise Fuel Modification landscape-Plans	Submitted plan shall have a certification that palette will not include invasive species.

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138	137 and 139 (EIR 589, MM 4.9-27) 514 (ROSA Exhibit G)	EIR 589	MM 4.9-27 (cont.)	Prior to the approval of Precise Fuel Modification Plans	Biological Resources	California Exotic Pest Plant Council, OCFA Fuel Modification Plant List	Invasive Plants and Fuel Modification	a. Prior to issuance of fuel modification plan approvals, the County of Orange shall verify that: 1) plants identified by the California Exotic Pest Plant Council as an invasive risk in Southern California are not included in plans for fuel management zones adjacent to the RMV Open Space and, 2) the plant palette for fuel management zones adjacent to RMV Open Space is limited to those species listed on the Orange County Fire Authority Fuel Modification Plant List.	Director, PDS- Director, OC Planning (OCFA)	Verification of authorized plant materials	Signature of Landscape Architect on approved Precise Fuel Modification Plan certifying plant palette: (a) complies with current OCFA plant list, and (b) does not include plants listed on the current invasive species list.
139	137-138 (EIR 589, MM 4.9-27)	EIR 589	MM 4.9-27 (cont.)	Prior to the recordation of a map for tract adjacent to the RMV Open Space	Biological Resources	CC&Rs, California Exotic Pest Plant Council	Invasive Plants CC&R Prohibition	b. Prior to the recordation of a map for a tract adjacent to the RMV Open Space, the County of Orange shall verify that the CC&Rs contain language prohibiting the planting of plants identified by the California Exotic Pest Plant Council as an invasive risk in Southern California in private landscaped areas.	Director, PDS- Director, OC Planning	Provide letter stating that CC&Rs contain language prohibiting the planting of plants on most current California Invasive Plant Inventory	To be cleared for the entire Planned Community, upon providing RMV CC&R summary letter [Hyperlink #13] stating that CC&Rs contain language prohibiting the planting of plants on most current California Invasive Plant Inventory (www.cal-ipc.org) in private landscape areas. Only applies to the recordation of tract maps that include lots located immediately adjacent to RMV Open Space
140	141 (MM 4.9-28) 515 (ROSA Exhibit G)	EIR 589	MM 4.9-28	Prior to the issuance of building permits on streets for tracts with public street lighting adjacent to RMV Open Space habitat areas	Biological Resources	Open Space habitat, light shields	Streetlight Shielding Adjacent to Open Space	Lighting shall be shielded or directed away from RMV Open Space habitat areas through the use of low-sodium or similar intensity lights, light shields, native shrubs, berms or other shielding methods.	Director, PDS- Director, OC Planning	Preparation of a lighting plan	Preparation of street improvement plans for public streets that detail how street lighting is to be directed away from RMV Open Space areas

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141	140 (EIR 589, MM 4.9-28)	EIR 589	MM 4.9-28 (cont.)	See above	Biological Resources	Light shields, street improvement plans	Streetlight Shielding Verification	a. Prior to the issuance of building permits for a tract with public street lighting adjacent to RMV Open Space habitat areas, the County of Orange shall verify that measures to shield such lighting have been incorporated in the <u>street improvement building plans</u> .	Director, PDS Director, OC Planning	Preparation of building plans in compliance with lighting measures	
144	136 (MM 4.9-26) 145-150 (EIR 589, MM 4.9-30)	EIR 589	MM 4.9-30	Prior to issuance of grading (GA) permits	Biological Resources	Biological Resources Construction Plan	Biological Resources Construction Plan Criteria (BRCP)	Biological resources outside of the Proposed Project impact area shall be protected during construction. To ensure this protection, the Project Applicant shall prepare and implement a Biological Resources Construction Plan (BRCP) that provides for the protection of the resource and established the monitoring requirements. The BRCP shall contain at a minimum the following:	Director, PDS Director, OC Planning	Preparation and approval of a Biological Resources Construction Plan (BRCP)	
145	144 and 148-150 (EIR 589, MM 4.9-30) Item Nos. 146 and 147 have been integrated into 145 (originally three bullet points were separate items)	EIR 589	MM 4.9-30 (cont.)	Prior to issuance of grading (GA) permits	Biological Resources	Biological Resources Construction Plan, species protection, protective fencing	BRCP Design Measures	<ul style="list-style-type: none"> • Specific measures for the protection of sensitive amphibian, mammal, bird, and plant species during construction. • Identification and qualification of habitats to be removed. • Design of protective fencing around conserved habitat areas and the construction staging areas. 	Director, PDS Director, OC Planning	See above	
148	144-145 and 149-150 (EIR 589, MM 4.9-30)	EIR 589	MM 4.9-30 (cont.)	Prior to issuance of grading (GA) permits	Biological Resources	Biological Resources Construction Plan, Section 7 consultation, 1600 agreements, Arroyo Trabuco Golf Course	BRCP Wildlife Agency Requirements	• Specific construction monitoring programs for sensitive species required by Wildlife Agencies including, but not limited to, programs for the arroyo southwestern toad, western spadefoot toad, southwestern pond turtle, cactus wren, and coastal California gnatcatcher. Such measures shall be consistent with prior Section 7 consultations and 1600 agreements e.g., Arroyo Trabuco Golf Course.	Director, PDS Director, OC Planning	See above	
149	144-148 and 150 (EIR 589, MM 4.9-30)	EIR 589	MM 4.9-30 (cont.)	Prior to issuance of grading (GA) permits	Biological Resources	Biological Resources Construction Plan, Wildlife Agencies, Arroyo Trabuco Golf Course	BRCP Protection Measures	• Specific measures required by Wildlife Agencies (e.g., Arroyo Trabuco Golf Course) for the protection of sensitive habitats including, but are not limited to, erosion and siltation control measures, protective fencing guidelines, dust control measures, grading techniques, construction area limits, and biological monitoring requirements.	Director, PDS Director, OC Planning	See above	

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150	144-149 (EIR 589, MM 4.9-30)	EIR 589	MM 4.9-30 (cont.)	Prior to issuance of grading (GA) permits	Biological Resources	Biological Resources Construction Plan, biological monitoring	BRCP Monitoring	Provisions for biological monitoring during construction activities to ensure compliance and success of each protective measure. The monitoring procedures will (1) identify specific locations of wildlife habitat and sensitive species to be monitored; (2) identify the frequency of monitoring, monitoring methodology (for each habitat and sensitive species to be monitored); (3) list required qualifications of biological monitor(s); and (4) identify reporting requirements.	Director, PDS Director, OC Planning	See above	
157	158 (EIR 589, MM 4.9-37)	EIR 589	MM 4.9-37	Prior to issuance of grading permit as monitored by the County Biological Monitor	Biological Resources	Catalina mariposa lily, coastal sage scrub/native grassland restoration areas	Protection of Catalina mariposa lily	Catalina mariposa lily shall be salvaged and relocated to the coastal sage scrub/native grassland restoration and enhancement areas by the Project Applicant; or seed can be collected prior to project impacts for use in the seed mix for coastal sage scrub/native grassland restoration areas. The receiver sites shall support clay soils and other conditions suitable for Catalina mariposa lily.	Director, PDS Director, OC Planning	Preparation and approval of Final Plant Species Translocation, Propagation and Management Plan	
158	157 (EIR 589, MM 4.9-37)	EIR 589	MM 4.9-37 (cont.)	Prior to initiation of grading as monitored by the County Biological Monitor	Biological Resources	Catalina mariposa lily	Protection of Catalina mariposa lily (cont.)	In addition, where feasible, clay soils shall be salvaged from development areas and appropriately transported to restoration areas to provide a seed bank. Implementation details of the salvage and relocation program shall be identified in the Final Plant Species Translocation, Propagation and Management Plan, outlined in Appendix J-1.	Director, PDS Director, OC Planning	Verification of Catalina mariposa lily salvage/ relocation	
163	164 (EIR 589, MM 4.9-40)	EIR 589	MM 4.9-40	Prior to issuance of a grading permit as monitored by the County Biological Monitor	Biological Resources	Mud nama inoculum	Protection of Mud nama inoculum	Mud nama inoculum (topsoil and dried plants to obtain seed) shall be collected prior to project impacts for use in the relocation of this species. The receiver sites shall support appropriate soils and other conditions suitable for mud nama.	Director, PDS Director, OC Planning	Preparation and approval of Final Plant Species Translocation, Propagation and Management Plan	
164	163 (EIR 589, MM 4.9-40)	EIR 589	MM 4.9-40 (cont.)	Prior to initiation of grading as monitored by the County Biological Monitor	Biological Resources	Mud nama inoculum	Protection of Mud nama inoculum (cont.)	Implementation details of the salvage and relocation program shall be identified in the Final Plant Species Translocation, Propagation and Management Plan.	Director, PDS Director, OC Planning	Verification of Mud nama inoculum seed collection	

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166		EIR 589	MM 4.9-42	Prior to issuance of grading permit for those areas with federal or state endangered species, or jurisdictional land	Biological Resources	Section 404, 1600, and federal and state Endangered Species Act permits	Federal/State Endangered Species Act Permits	The project applicant shall obtain Section 404, 1600, and federal and state Endangered Species Act permits, as applicable.	Director, PDS- Director, OC Planning (CDFG, USFWS, ACOE)	Provide evidence of Section 404, 1600, and federal and state Endangered Species Act permits from the regulatory agencies	Regulatory agency permit summary letter from RMV [Hyperlink #15] , accompanied by diagram identifying proposed development footprint and overlay of federal or state endangered species, or jurisdictional land location.
170		EIR 589	MM 4.11-1	Prior to the approval of each Master Area Subarea Plan	Cultural and Paleontological Resources		Cultural Resources Management Plan (CRMP) Preparation	Prior to the approval of each Master Area Plan final plans and specifications for the development of Area Plans , the project applicant shall prepare a Cultural Resources Management (CRM) Plan to address the presence of cultural resources, evaluate the significance of any resource finds, provide final mitigation and monitoring program recommendations, and determine proper retention or disposal of resources. The CRM Plan shall be reviewed and approved by the County Director of Planning in Consultation with the County Manager, Harbors, Beaches & Parks HBP/Coastal and Historical Facilities.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	Preparation and approval of Cultural Resources Management Plans	PA1 and PA8 Cultural Resources Plans [Hyperlink #18] have been approved, consistent with EIR 589 Cultural Resources chapter.
171		EIR 589	MM 4.11-2	Prior to the approval of applicable Master Area Subarea Plan	Cultural and Paleontological Resources	CEQA Guidelines §15126.4(b) and Public Resources Code §21083.2	CRMP Area Plan Level Review	Based on the mitigation standards set forth in the California Environmental Act (CEQA) Guidelines §15126.4(b) and Public Resources Code §21083.2, prior to the approval Area Plans for the applicable planning areas, the applicant shall provide the County of Orange with evidence regarding the determination of eligibility of prehistoric sites CA-ORA-753, -754, -1137, -1144 and -1185, and historic sites 30-176631, -176633, -176634, and -176635. Should a site(s) be deemed ineligible for listing on the National Register of Historic Places (NRHP) or California Register of Historic Places (CRHR), no further mitigation is required. Should a site(s) be deemed eligible, the County of Orange standard conditions and requirements and subsequent Mitigation Measure 4.11-3 shall apply. (Revised per Bonterra, 8/25/06)	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	Provide evidence regarding the determination of eligibility of prehistoric sites CA-ORA-753, -754, -1137, -1144 [Where is this located?] and -1185, and historic sites 30-176631, -176633, -176634, and -176635 (Revised per Bonterra, 8/25/06)	Resource Organization Settlement Agreement eliminated development in areas which contain prehistoric sites CA-ORA-1137 & 1185 and historic sites CA-ORA-30-1776631 Approved Planning Area 8 report addresses prehistoric sites CA-ORA-753 & 754 and historic sites 30-176633, -176634, and -176635

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172	173-176 (EIR 589, MM 4.11-3) 571 (SC 4.11-1)	EIR 589	MM 4.11-3	Prior to issuance of grading permit in vicinity of identified resources	Cultural and Paleontological Resources	CEQA Guidelines §15126.4(b) and Public Resources Code §21083.3	CRMP Mitigation Options	As applicable, the following archaeological sites shall be mitigated to a less than significant level: CA-ORA-656, -753, -754, -882, -1043, -1048, -1121, -1122, -1125, -1137, 1144, -1185, -1449, -1556, -1559, -1560, and -1565, and historic sites CA-ORA-29, 30-176631, 30-176633, 30-176634, and 30-176635. Based on the mitigation standards set forth in the California Environmental Act (CEQA) Guidelines §15126.4(b) and Public Resources Code §21083.2, mitigation shall be accomplished through implementation of one of the following mitigation options consistent with the Cultural Resources Management Plan: <i>(Revised per Bonterra, 8/25/06)</i>	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks - HBP/Coastal and Historical Facilities Director, OC Planning	Mitigate impacts to archaeological sites through implementation of options set forth in Cultural Resources Management Plan (see below)	Only Pre-historic sites CA-ORA - 1043 (Cow Camp Road), -1048 (PA2), -1121 (PA3), -1122 (PA3), -1559 (PA2), -1560 (PA2), and -1565 (PA3) and historic sites CA-ORA-29 (PA2) still need to be addressed. Resource Organization Settlement Agreement eliminated development in areas which contain prehistoric sites CA-ORA-1125, -1137, 1144, -1185, -1449, -1556, and historic sites CA-ORA-30-176631.
173	172 and 174-176 (EIR 589, MM 4.11-3) 571 (SC 4.11-1)	EIR 589	MM 4.11-3 (cont.)	Prior to issuance of grading permit in vicinity of identified resources; during grading activities	Cultural and Paleontological Resources	Fuel modification, avoidance, archaeological monitor	CRMP Verification and Avoidance	a. Relocation of grading boundaries/fuel modification zones to completely avoid disturbance to the site(s). Should the boundary relocation be infeasible, an archaeological monitor shall be present during grading and fuel modification brush clearance in the vicinity of archaeological resources. Fencing or stakes shall be erected outside of the sites to visually depict the areas to be avoided during construction.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks - HBP/Coastal and Historical Facilities Director, OC Planning	Verify archaeological sites have been avoided or the presence of a county certified archaeologist during grading and brush removal	Approved Planning Area 1 Archaeology report [Hyperlink #19] addresses prehistoric site CA-ORA-882. Approved Planning Area 8 Archaeology report [Hyperlink] addresses prehistoric sites CA-ORA-753 & 754 and historic sites 30-176633, -176634, and -176635. Prehistoric site CA-ORA-656 is not a development area, but rather a utility area (not applicable to Ranch Plan development).

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174	172-173 and 175-176 (EIR 589, MM 4.11-3) 571 (SC 4.11-1)	EIR 589	MM 4.11-3 (cont.)	Prior to issuance of grading permit in vicinity of identified resources	Cultural and Paleontological Resources	Phase III Data Recovery	CRMP Phase III Data Recovery	b. Prior to grading in the vicinity of archaeological resources (note: confidential archaeological mapping is on file at the County of Orange), Phase III data recovery (salvage excavations) shall be conducted for these archaeological sites or any other sites within the potential impact area of development that cannot be avoided. The Phase III work shall provide sufficient scientific information to fully mitigate the impacts of development on these sites and be performed in accordance with standards of the State Office of Historic Preservation.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	Conduct Phase III data recovery for archaeological sites	
175	172-174 and 176 (EIR 589, MM 4.11-3) 571 (SC 4.11-1)	EIR 589	MM 4.11-3 (cont.)	During performance of grading activities	Cultural and Paleontological Resources	California Health and Safety Code Section 7050.5, human remains, County Coroner	Human Remains Encountered During Construction	In accordance with California Health and Safety Code Section 7050.5, if human remains are found, no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains shall occur until the County Coroner has determined the appropriate treatment and disposition of the human remains. The County Coroner shall make such determination within two working days of notification of discovery. The County Coroner shall be notified within 24 hours of the discovery. If the County Coroner determines that the remains are or believed to be Native American, the County Coroner shall notify the Native American Heritage Commission in Sacramento within 24 hours.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	If human remains found, stop work and follow identified procedures	
176	172-175 (EIR 589, MM 4.11-3) 571 (SC 4.11-1)	EIR 589	MM 4.11-3 (cont.)	During performance of grading activities	Cultural and Paleontological Resources	Native American Heritage Commission, California Public Resources Code Section 5097.98, human remains	Native American Human Remains Encountered During Construction	In accordance with California Public Resources Code Section 5097.98, the Native American Heritage Commission must immediately notify those persons it believes to be the most likely descended from the deceased Native American. The descendants shall complete their inspection within 24 hours of notification. The designated Native American representative would then determine, in consultation with the property owner, the disposition of the human remains.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	If Native American remains found, stop work and follow identified procedures	
177		EIR 589	MM 4.12-1	Prior to approval of the first Master Area Plan	Recreation	Regional Riding and Hiking Trails, Bikeways Implementation Plan,, community trails,	Master Trail And Bikeways Implementation Plan:	In conjunction with approval of the first Master Area Plan, the applicant shall develop a Master Trail and Bikeways Implementation Plan for the Ranch Plan that would establish viable routes for trails and bikeways to provide connectivity to community trails and bikeways in adjacent developments and with existing and proposed recreational facilities. The Master Trail and Bikeways Implementation Plan shall meet with the approval by the Director of PSD in consultation with the Manager, OC Parks-Harbors, Beaches & Parks Program-Management.	Director, PDS in conjunction with the Manager of Harbors, Beaches & Parks HBP/Coastal and Historical Facilities Director, OC Planning	Completed: Preparation and approval Master Trail and Bikeways Implementation Plan	Approved July 18, 2006 Master Trail and Bikeways Implementation Plan [Hyperlink #21]

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178	179-182 (EIR 589, MM 4.14-1)	EIR 589	MM 4.14-1	Prior to issuance of a GA grading permit	Hazards and Hazardous Materials	Environmental contaminants, Title 8	Health and Safety Contingency Plan (HSCP) Criteria	Prior to the issuance of a grading permit, the contractor shall develop an approved Health and Safety Contingency Plan (HSCP) in the event that unanticipated/ unknown environmental contaminants are encountered during construction. The plan shall be developed to protect workers, safeguard the environment, and meet the requirements of the California Code of Regulations (CCR), Title 8, General Industry Safety Orders—Control of Hazardous Substances. The HSCP should be prepared as a supplement to the Contractor's Site-Specific Health and Safety Plan, which should be prepared to meet the requirements of CCR Title 8, Construction Safety Orders. Specifically, the HSCP must:	Director, PDS—(OCFA) — Director, OC Planning	Preparation and approval of a Health and Safety Contingency Plan (with subsequent implementation)	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]
179	178 and 180-182 (EIR 589, MM 4.14-1)	EIR 589	MM 4.14-1 (cont.)	See above	Hazards and Hazardous Materials	Soil contamination, groundwater contamination, air contamination	HSCP Process	1) Describe the methods, procedures, and processes necessary to identify, evaluate, control, or mitigate all safety and health hazards associated with any soil, groundwater and/or air contamination that may be encountered during field construction activities.	See above	See above	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]
180	178-179 and 181-182 (EIR 589, MM 4.14-1)	EIR 589	MM 4.14-1 (cont.)	See above	Hazards and Hazardous Materials		HSCP Application	2) Apply to all site construction workers, on-site subcontractors, site visitors, and other authorized personnel who are involved in construction operations.	See above	See above	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]
181	178-180 and 182 (EIR 589, MM 4.14-1)	EIR 589	MM 4.14-1 (cont.)	See above	Hazards and Hazardous Materials		HSCP Approval	3) Be approved by the Manager of Subdivision and Grading Services (PDS) in consultation with the Manager of Environmental Resources (PFRD) and/or their appointed consultant team.	See above	See above	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]
182	178-181 (EIR 589, MM 4.14-1)	EIR 589	MM 4.14-1 (cont.)	See above	Hazards and Hazardous Materials	Environmental contaminants	HSCP Trigger	The HSCP will take effect only if materials affected by environmental contaminants are exposed during construction. This includes undocumented waste materials, contaminated soils, affected groundwater, and related substances that may be classified as hazardous or regulated materials, and/or materials that could endanger worker or public health. If affected materials are encountered, the HSCP will be implemented to reduce the potential exposure to the environment and workers at the site. All site workers will be required to perform work in a prescribed manner to reduce the potential that they will endanger themselves, others, or the general public.	See above	See above	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]

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183		EIR 589	MM 4.14-2	Prior to issuance of GA grading permits	Hazards and Hazardous Materials	SCAQMD Rule 1166	HSCP Implementation	During construction, if environmentally affected soil, groundwater, or other materials are encountered on-site, the project engineer shall be quickly mobilized to evaluate, assess the extent of, and mitigate the affected materials. The contractor or owner's consultant shall be responsible for implementing all applicable sampling and monitoring of the project. At present, applicable sampling and monitoring activities are expected to include air monitoring (both for personal protection and SCAQMD Rule 1166 compliance), collecting soil and groundwater samples for analysis, and documenting mitigation activities. Specific applicable sampling and monitoring requirements will vary, depending upon the nature, concentration, and extent of affected materials encountered.	Director, PDS- (Orange County Health Care Agency) Director, OC Planning	Show condition wording as notes on approved GA grading plans	PA1 approved Health and Safety Contingency Plan HSCP [Hyperlink #22]
184		EIR 589	MM 4.14-3	Prior to approval of Subarea Plans for areas within Planning Areas 1, 2, 3 and 4 and 7, that have been used for agricultural activities where pesticides or herbicides have been used	Hazards and Hazardous Materials	Agricultural activities, pesticides, herbicides, Department of Toxic Substance Control (DTSC)	Pesticides and Herbicides	Prior to approval of Area Plan for areas within Planning Areas 1, 2, 3 and 4 and 7, that have been used for agricultural activities where pesticides or herbicides have been used, the applicant shall conduct an investigation to assess the possible presence of residual pesticides and herbicides in accordance with applicable Department of Toxic Substance Control (DTSC) Guidance for Sampling Agricultural Soils. If necessary, a remediation program shall be developed and implemented for those areas where the soils testing program has identified that residual pesticides and herbicides exceed DTSC Guidance, to ensure soils meet standards for proposed uses within previous agricultural areas. If significant contamination is encountered, the results of the testing/ investigation, etc. will be provided to OCHCA, or other appropriate agency, for direction and oversight.	Director, PDS- (Orange County Health Care Agency) Director, OC Planning	Approved site investigation to assess the possible presence of residual pesticides and herbicides in accordance with applicable Department of Toxic Substance Control (DTSC) Guidance for Sampling Agricultural Soils. Implementation of remediation program, if required.	PA1 Completed: Subareas 1.1, 1.2 and 1.5; Testing determined that area not contaminated. Subareas 1.3 and 1.4; EEI Soil Investigation Report and Mitigation Work Plan (Hyperlink #23) PA-7 portion no longer applicable, per Resource Organization Settlement Agreement
185		EIR 589	MM 4.14-4	Prior to issuance of a grading permit or a demolition permit for any on-site building constructed prior to 1973	Hazards and Hazardous Materials	Lead-based paint, buildings constructed prior to 1973	Lead Based Paint	Prior to issuance of a grading permit or a demolition permit for any on-site building constructed prior to 1973, the building shall be screened for lead-based paint prior to demolition. If lead-based paint is identified, it shall be mitigated in accordance with all applicable federal, state and local regulatory requirements.	Director, PDS- (Orange County Health Care Agency) Director, OC Planning	Verification of screening for lead based paint; mitigation, if required	
186		EIR 589	MM 4.14-5	Prior to issuance of a demolition permit for any structure constructed before 1980	Hazards and Hazardous Materials	Asbestos, buildings constructed prior to 1980	Asbestos	Prior to issuance of a demolition permit for any structure constructed before 1980, the applicant shall test for asbestos containing materials. Should the building being demolished contain asbestos, the applicant shall comply with notification and asbestos removal procedures outlined in SCAQMD Rule 1403 to reduce asbestos related health risks.	Director, PDS- (Orange County Health Care Agency, SCAQMD) Director, OC Planning	Verification of testing for asbestos; mitigation if required	

*Coordination with OC Planning Manager

February 24, 2011

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187		EIR 589	MM 4.14-6	Prior to issuance of a grading permit for Planning Areas 1,3,4,5 and 8	Hazards and Hazardous Materials	Underground storage tanks (USTs, fuel dispensers, clarifiers and crushing operations, maintenance areas, petroleum hydrocarbons, heavy metals	Storage Tanks	Prior to issuance of grading permits for Planning Areas 1, 3, 4, 5, and 8, respectively, the applicant shall remove, or require the leaseholder to remove, all storage tanks (underground storage tanks, or USTs, and above ground storage tanks, or AGTs), fuel dispensers, clarifiers and crushing equipment in compliance with OCHCA regulations. This shall include soil and groundwater sampling in and around any existing UST's, dispensers, clarifiers, crushing operations, and maintenance areas, with analysis for petroleum hydrocarbons, heavy metals, and PAHs to determine if any contaminants exist in the tank pit area or in surrounding areas. If contaminants exist, the level of impact shall be assessed and a remediation plan shall be developed, if required pursuant to applicable laws and regulations. If significant contamination is encountered, the results of the testing/investigation, etc. will be provided to OCHCA, or other appropriate agency, for direction and oversight.	Director, PDS- (Orange County Health Care Agency) — SCAQMD) — Director, OC Planning	Verification of removal of UST and AGT, fuel dispensers, clarifiers, and crushing equipment	
188		EIR 589	MM 4.14-7	Prior to approval of Subarea Plans for areas within Planning Areas 1, 3, and 5, respectively, where soil staining has been identified	Hazards and Hazardous Materials	Contaminated soils, remediation	Soil Remediation	Prior to approval of Area Plan for areas within Planning Areas 1, 3, and 5, respectively, where soil staining has been identified, the applicant or leaseholder shall test the contaminated soils to assess their level of impact and a remediation plan shall be developed, if required pursuant to applicable laws and regulations. If significant contamination is encountered, the results of the testing/investigation shall be provided to OCHCA, or other appropriate agency, for direction and oversight of the remediation.	Director, PDS- (Orange County Health Care Agency) — Director, OC Planning	Verification of testing of soils, with subsequent remediation, if required.	
196	197 (EIR 589, MM 4.14-13)	EIR 589	MM 4.14-13	Prior to issuance of grading permits	Hazards and Hazardous Materials	Environmental Site Assessments (ESA) , Phase I Update, Phase II Update	Environmental Site Assessments (ESA) Update	Prior to issuance of grading permits within each Planning Area, the Environmental Site Assessments (ESAs) will be updated for that grading permit area. If the Phase I Update identifies new actual or potential impacts, a Phase II ESA will be completed as necessary for the grading area by the landowner or subsequent project applicant. During the Phase II ESA, samples from potential areas of concern will be collected and submitted for laboratory analysis to confirm the nature and extent of potential impacts. If hazardous materials are identified during the site assessments, the appropriate response/remedial measures will be implemented including directives of the OCHCA and/or Regional Water Quality Control Board (RWQCB), as appropriate.	Director, PDS- (Orange County Health Care Agency and Regional Water Quality Control Board) — Director, OC Planning	Updated Environmental Site Assessment and, if required, prepare Phase II (with subsequent remediation, if necessary)	

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197	196 (EIR 589, MM 4.14-13)	EIR 589	MM 4.14-13 (cont.)	During construction	Hazards and Hazardous Materials	Remedial measures	ESA Remedial Measures	If soil is encountered during site development that is suspected of being impacted by hazardous materials, work will be halted and site conditions will be evaluated by a qualified environmental professional. If requested by the qualified environmental professional, the results of the evaluation will be submitted to OCHCA and/or RWQCB, and the appropriate remedial measures will be implemented, as directed by OCHCA, RWQCB, or other applicable oversight agency, until all specified requirements of the oversight agencies are satisfied and a no-further-action status is attained.	Director, PDS- (Orange County Health Care Agency) and Regional Water Quality Control Board, as appropriate Director, OC Planning	Stop work upon encountering condition; prepare evaluation and submit to OCHCA and/or RWQCB (as directed)	
200		EIR 589	MM 4.14-15	Prior to the approval of tentative subdivision maps	Hazards and Hazardous Materials		Wildland Fire Hazard	Prior to approval of tentative subdivision maps and site-specific development projects within the project area, the landowner or subsequent project applicant shall submit evidence demonstrating compliance with all applicable OCFA conditions for development projects	Director, PDS- and Orange County Fire Authority Director, OC Planning	Preparation and approval Ranch Plan Fire Protection Program	Approved Fire Protection Program dated July 31, 2007 (Hyperlink #24)
201	202 & 204 (EIR 589, MM 4.15-1 cont. & MM 4.15-3) 253 (PC Text, Cond. 8)	EIR 589	MM 4.15-1	Prior to approval of first Master Area Plan	Public Services and Facilities	Ranch Plan Fire Protection Program, Wildland Management Plan	Fire Protection Program	The Ranch Plan Fire Protection Program shall be approved prior to the approval of the first Area Plan. The Ranch Plan project shall conform to the Orange County Fire Authority (OCFA) Special Fire Protection Area (SFPA) Guidelines and exclusions shall be applied to the project by application on a subarea basis in conformance with the Ranch Plan Fire Protection Program. The project applicant shall participate in, and maintain, an approved OCFA Wildland Management Plan for all wildland interface areas and designed open spaces.	Director, PDS- and Orange County Fire Authority Director, OC Planning	Preparation and approval Ranch Plan Fire Protection Program	Approved Fire Protection Program dated July 31, 2007 (Hyperlink #24)
202	201 & 204 (EIR 589, MM 4.15-1 cont. & MM 4.15-3) 253 (PC Text, Cond. 8)	EIR 589	MM 4.15-1 (cont.)	Prior to approval of first tentative tract map subdivision (as modified by PC Text, Condition 7)	Public Services and Facilities	Fire service, emergency service, medical service	Secured Fire Protection Agreement	a. Prior to approval of the first subdivision, the developer shall enter into a Secured Fire Protection Agreement with OCFA for the provision of necessary approved street improvement plans facilities, apparatus, and fire and rescue supplies and equipment for the Ranch Plan. This comprehensive plan will address fire and emergency medical service delivery within the project site, and will specify the timeframes and trigger points for initiation of services within the project by geographic area. The Secured Fire Protection Agreement shall ensure that OCFA fire protection and emergency medical performance objectives can be achieved for the Ranch Plan area. The applicant will ensure that development is phased in a matter that allows the maximum use of existing fire protection resources before new resources are required to be established.	Director, PDS- and Orange County Fire Authority Director, OC Planning	Preparation and approval Secured Fire Protection Agreement	Secured Fire Protection Agreement [Hyperlink #25] approved in two increments: PA1 and the remainder of the Planned Community

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204	201-202 (EIR 589, MM 4.15-1) 253 (PC Text, Cond. 8)	EIR 589	MM 4.15-3	Prior to approval of the first Master Area Plan	Public Services and Facilities	Adaptive management tools, fuel modeling, defensible space	Fire Protection Program - Fuel Modification	Prior to approval of the first Master Area Plan, applicant shall gain Orange County Fire Authority (OCFA) approval of a Ranch Plan Fire Protection Program, per the requirements of Section II.D, including a Planned Community-wide Fuel Modification Plan. If adaptive management tools (grazing, prescribed fires, etc.) for controlling the growth of vegetation surrounding Ranch Plan development are not successful and vegetation transitions from Fuel Model 2 (FM2) to Fuel Model 4 (FM4), as classified by the BEHAVE Fire Behavior Fuel Modeling System, the OCFA may choose a total Fuel Modification zone width based on the BEHAVE model anticipated flame lengths plus 20-feet for defensible space.	Director, PDS, Director, OC Planning and Orange County Fire Authority	Preparation and approval Ranch Plan Fire Protection Program	Approved Fire Protection Program dated July 31, 2007 (Hyperlink #24)
205		EIR 589	MM 4.15-4	Prior to approval of the first "A" tentative tract map	Public Services and Facilities	Level of Sheriff services	Sheriff's Agreement	Prior to approval of the first tentative tract map, except for financing purposes, the Orange County Sheriff's Department and the project applicant shall enter into an agreement specifying the level of service and supporting facilities needed to adequately serve the project area, and the amount of funding to be provided by the project applicant. The agreement will specify the timeframes and trigger points for initiation of services within the project by geographic area.	Orange County Sheriff's Department	Negotiation and execution of an agreement for Sheriff's service and support facilities	
206		EIR 589	MM 4.15-5	Prior to issuance of residential building permits (excluding age-qualified units)	Public Services and Facilities	California Government Code Section 65995	CUSD Agreement	Prior to issuance of any residential building permit, excluding senior housing, the applicant shall enter into an agreement with CUSD regarding the development of future facilities and payment of costs. The agreement shall, at a minimum, provide for the payment of fees pursuant to California Government Code Section 65995. If fees are paid, the amount of fees to be paid will be determined based on the established State formula for determining construction costs. Applicable fees shall be paid prior to the issuance of each building permit.	Capistrano Unified School District (CUSD)	Negotiate and execute Mitigation Agreement regarding future school facilities and payment of costs	
207		EIR 589	MM 4.15-6	Prior to recordation of final tract maps where the relocation of the Santa Fe Pipeline is required	Public Services and Facilities	Kinder-Morgan, fuel pipeline	Santa Fe Pipeline	Prior to recordation of final tract maps where the relocation of the Santa Fe Pipeline is required, except for financing purposes, the project applicant shall coordinate with the pipeline owner, Kinder-Morgan, to ensure that no notable disruptions to the fuel pipeline that extends through the project site would occur as a result of project implementation. Should an alignment for the SR-241 alignment be selected at the time of recordation of the final tract maps, the relocation will not place the pipeline within the right-of-way for the SR-241 extension, nor preclude the relocation of any portion of the pipeline currently within the right-of-way for the SR-241 alignment.	County of Orange Director of Planning & Development Services Director, OC Planning	Applicant shall coordinate with the pipeline owner, Kinder-Morgan, to ensure that no notable disruptions to the fuel pipeline that extends through the project site would occur as a result of project implementation	Not applicable: The February 2006 FTC alignment allows the pipeline to cross the SR-241 alignment within the Donna O'Neill open space reserve area, which contradicts the requirement stating "Pipeline shall not be placed within the right-of-way for the SR-241 extension." February 24, 2011

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208		PC Text	Gen. Reg. 11	Annually	Annual Monitoring Report	Infrastructure, Growth Management Program, Development Monitoring Program,	Annual Monitoring Report	An Annual Monitoring Report (AMR) shall be prepared and submitted in the fall of each year to the Director, PDS for forwarding to the County Chief Executive Officer (CEO). The submittal of an AMR is required for conformance with the Growth Management Program of the Land Use Element of the Orange County General Plan and the County's Annual Development Monitoring Program. The Board of Supervisors, in the annual adoption of the Development Monitoring Program, may identify a significant imbalance between development projections and planned infrastructure or in the proportionate development of residential, commercial and employment land uses. The Board of Supervisors may then defer subdivision approval within the Ranch Plan PC until approaches capable of resolving imbalances are proposed to and approved by the Board of Supervisors. The AMR will be the project proponent's opportunity to demonstrate mitigation measures and implementation strategies, which will ensure adequate infrastructure for the community. <i>[Note: the first Annual Monitoring Report was approved on February 8, 2008.]</i>	Director, PDS- Director, OC Planning for forwarding to the County Chief Executive Officer (CEO)	Preparation of an Annual Monitoring Report	First AMR (Template) was approved February 8, 2008 [Hyperlink #26] . Subsequently there has been no development activity, hence no AMRs for 2009 and 2010.
214		PC Text	Gen. Reg. 15.a.	Prior to Approval of a Master Area Plan or Subarea Plan	Planning Area Boundaries		Measure PA Boundaries from Street Centerline	Except as otherwise indicated, dimensions are measured from the centerlines of streets.	Planning-Commission- Director of PDS Director, OC Planning	Amend Statistical Table & Development Map	
215		PC Text	Gen. Reg. 15.b.	Prior to Approval of an Area Plan	PA Boundaries, Acreages, Densities		Master Area Plan to Establish PA Boundaries, Acreages and Densities	Boundaries, acreage and densities not dimensioned on the PC Development Map (see Exhibit 6) shall be established during the Area Plan submittal and approval process. If not in compliance with the PC Development Map, the procedures in Section II.A.4 shall be followed.	Planning-Commission- Director of PDS Director, OC Planning	Amend Statistical Table & Development Map	
216		PC Text	Gen. Reg. 15.c.	Prior to Approval of an Area Plan	PA Boundaries Revisions		Reallocate Acreage from PA to PA	Any revision to reallocate acreage from one Planning Area to another Planning Area by more than ten percent (10%) shall require an amended Statistical Table, and an Area Plan to be approved by the Planning Commission. Changes of ten percent (10%) or less shall require approval of the Director, PDS, subject to Section II.A.4.	Planning-Commission- Director of PDS Director, OC Planning	Amend Statistical Table & Development Map	
222		PC Text	Gen. Reg. 18	Prior to approval of first tentative tract map	Compliance with OC Local Park Code	Local park sites, Quimby Act,	Local Park Implementation Plan	Local park sites will be identified provided in accordance with the provisions of the Orange County Local Park Code as contained in the Park Implementation Plan for the Ranch Plan PC Area. Park sites will also be identified at the Master Area Plan level per Section II.B.3.a.6. <i>[Note: The Ranch Plan Local Park Implementation Plan was approved on March 14, 2007.]</i>	Subdivision Committee	Completed (Hyperlink)	Establish consistency with approved March 14, 2007 Ranch Plan Local Park Implementation Plan [Hyperlink #27]

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223		PC Text	Gen. Reg. 19	Prior to each Temporary Event	Temporary Uses		Temporary Special Community Events	Temporary Special Community Events shall be allowed per Section III.J.8 of this Ranch Plan PC Text.	Director-PDS Director, OC Planning	Compliance with PC Program Text Section III.J.8	
224	397 (EIR 589, PDF 4.15-5)	PC Text	Gen. Reg. 20	Prior to approval of the first tentative tract map in each Planning Area	Electrical Lines	SDG&E	Subsurface Electric Transmission Lines	Unless otherwise waived by the Director, PDS, (or determined not to be feasible by SDG&E per Final Program EIR 589, Project Design Feature 4.15-5) all permanent electric transmission lines less than 66 K.V. shall be subsurface within those portions of the Ranch Plan PC Area approved for development.	Director-PDS Director, OC Planning	Evidence of SDG&E approval of plans for subsurface lines	Undergrounding is only required within areas designated for development, not within open space areas. If a waiver is requested (as referenced in Gen. Reg. 20), OC Planning may consider financial hardship as a criteria.
227		PC Text	Gen. Reg. 23	Prior to approval of the first tentative tract map in each Planning Area containing FP-2 Floodplain District	Floodplain	FEMA, LOMR, FIRM, Floodplain zoning Sections 7-9-48 and 7-9-113, flooding hazards	Flooding District Regulations	The Floodplain category, as indicated on the Ranch Plan PC Zoning Map (Exhibit 3), is intended to recognize the Floodplain District regulations per Sections 7-9-48 and 7-9-113 of the Orange County Zoning Code as pertain to areas of the County which, under present conditions, are subject to periodic flooding and accompanying hazards.	Director-PDS Director, OC Planning	Each subdivision map to appropriately identify the FP-2 Floodplain District	The intent of this condition is to ensure that all habitable structures comply with OC Zoning Code Sections 7-9-48 and 7-9-113. OC Public Works defers to the Federal Emergency Management Agency (FEMA) regarding any approved Letter of Map Revision (LOMR) regarding the location of the FP-2 Floodplain District boundaries or Flood Insurance Rate Maps (FIRM).

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241		PC Text	Gen. Reg. 27	Each Master Area Plan	Senior Housing	Development table, Senior Housing dwelling units	Provision of Senior Housing	Of the 14,000 dwelling units proposed within the Ranch Plan PC Area, the Final Program EIR 589 has analyzed the provision of approximately 6,000 senior citizen housing dwelling units. Each Master Area Plan shall provide a statistical table estimating the proposed senior citizen housing dwelling units by Planning Subarea. [Note: for the purposes of clarification, the beginning of the second sentence of this requirement should be interpreted to read as follows: Each Master Area Plan shall provide a Master Development Table estimating the proposed ...]	Planning Commission	Inclusion in Master Area Plan of a development statistical table estimating the proposed senior citizen housing dwelling units by Planning Subarea	Senior citizen (age qualified) housing units are not tracked as part of the Statistical Table (Exhibit 7 of the PC Program Text). These units are actually to be tracked as part of the Master Development Table, as described on Page 10 of the Ranch Plan Planning Handbook [Hyperlink #29]
242		PC Text	Gen. Reg. 27 (cont.)	Each Master Area Plan	Senior Housing	Senior Housing dwelling units, Annual Monitoring Report	Location of Senior Housing	Each subsequent Subarea Plan shall then specify the location and number of Senior Housing dwelling units as regulated by Section III.A.5 of this Ranch Plan PC Text. An Annual Monitoring Report (per General Note 11) will be prepared each year as an inventory of dwelling units.	Planning Commission	Preparation of a development table specifying the Subarea location and number of Senior Housing dwelling units	
243	244 (PC Text Cond. 1 cont.) 376 (EIR 589, PDF 4.1-2)	PC Text	Cond. 1	First Area Plan for each Planning Area	Master Area Plans		Master Area Plan Submittal Criteria	An Area Plan is required to be prepared for each of the Ranch Plan PC Planning Areas proposed as development areas (i.e., Planning Areas 1 through 9), but not required for Planning Area 10. The first Area Plan filed within each Planning Area must be filed as a Master Area Plan covering the entire Planning Area addressing the requirements listed in Section II.B.3.a of this Ranch Plan PC Text. Prior to approval of any subdivision, a Subarea Plan shall address the requirements of Section II.B.3.b of this Ranch Plan PC Text. [Note: The end of the first sentence of this Condition of Approval shall be interpreted as: "... (i.e., Planning Areas 1 through 5 and 8). An Area Plan is not required for Planning Area 6, 7, 9 and 10." This clarification brings the text into conformance with Section 4 of the Resource Organization Settlement Agreement (ROSA) approved by the Orange County Board of Supervisors on August 16, 2005, which eliminates Development Area designations in PA6, PA7 and PA9. No Area Plans are required for PA6, PA7, PA9 or PA10]	Planning Commission	Preparation of a Master Area Plan covering the entire Planning Area in accordance with requirements / contents specified in PC Text Section II.B.3.a	

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244	243 (PC Text Cond. 1 cont.) 377 (EIR 589, PDF 4.1-2)	PC Text	Cond. 1 (cont.)	Prior to approval of any tentative tract subdivision map	Subarea Plans		Subarea Plan Submittal Criteria	Prior to approval of any subdivision, a Subarea Plan shall address the requirements of Section II.B.3.b of this Ranch Plan PC.	Planning Commission	Preparation and submittal by applicant	Compliance with Checklist III-2
245		PC Text	Cond. 2	Prior to recordation of each Final Tract Map, except for financing purposes	Master Area Plan Monitoring	Ranch Plan Monitoring Program, AMR	Master Area Plan Monitoring Summary Report	Prior to recordation of each Final Tract Map, except for financing purposes, applicant shall submit a summary report to assist the Director, PDS in monitoring approvals within the framework of each Master Area Plan. Information to be provided shall include, but not be limited to, each tentative tract map and Site Development Permit number and approval date, fuel modification plans and park implementation plans.	Director PDS Director, OC Planning	Ranch Plan Monitoring Program Prepare and submit summary report (containing identified information)	Accomplished with annual submittal along with AMR; does not require separate submittal of information.
250	14-30 (MM 4.5-1), 247-249 (PC Text Conds. 4 & 5)	PC Text	Cond. 5	Prior to recordation of each applicable first Final Tract Map, except for financing purposes, within each Planning Area	Runoff Management Plan (ROMP) & Master Plan of Drainage (MPD)	Dedication of acreage	Land Necessary to Implement ROMP and MPD	Prior to the recordation of the each applicable first Final Tract Map (except for financing purposes) within each Planning Area, the applicant shall set aside all land necessary to implement the ROMP and MPD in a manner satisfactory to Manager Flood Control Division and Manager, Watershed and Coastal Resources Division.	*Manager of Flood Control and Manager of Watershed and Coastal Resources Director, OC Planning	Provide evidence that all land necessary to implement the ROMP and MPD has been set aside	Dedication requirements (in fee or easement) shall be limited to land necessary to implement all applicable Ranch-wide ROMP and MPD facilities. County of Orange acceptance of improvements as identified by separate agreement.

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251		PC Text	Cond. 6	Prior to approval of final design of facilities that are to be County or OCFCD operated and maintained	Flood Control	OCFCD, regulatory agency maintenance permit conditions	Flood Control Maintenance Permits	Prior to approval of final design of facilities per Orange County Flood Control District (OCFCD) criteria that are to be County or OCFCD operated and maintained, the applicant shall obtain regulatory agency maintenance permit conditions and receive approval from Manager, Flood Control Division and Manager, Watershed and Coastal Resources Division.	*Manager of Flood Control and Manager of Watershed and Coastal Resources Director, OC Planning	Provide evidence that all regulatory agency maintenance permits have been obtained	Pending. Prior to acceptance of any regulatory permit, the draft of all regulatory permit applications as well as any required mitigation shall be provided to OCFCD/County for review and approval to determine if regulatory permit conditions are consistent with OCFCD/County standards and do not contain obligations which are unusual, excessive and cost prohibitive. Procurement of all regulatory permits shall be at no cost to OCFCD/County.
253	201-202 and 204 (EIR 589, MM 4.15-1 & 4.15-3)	PC Text	Cond. 8	Prior to approval of the first Master Area Plan	Fire Protection	Fuel, modification, adaptive management tools,	Ranch Plan Fire Protection Program	Prior to the approval of the first Master Area Plan, the applicant shall obtain Orange County Fire Authority approval of a Ranch Plan Fire Protection Program, per the requirements of Section II.D hereof, including a Planned Community-wide Fuel Modification Plan. If adaptive management tools (grazing, prescribed fires, etc.) for controlling the growth of vegetation surrounding Ranch Plan development are not successful and vegetation transitions from Fuel Model 2 (FM2) to Fuel Model 4 (FM4), as classified by the BEHAVE Fire Behavior Fuel Modeling System, OCFA may opt to require Fuel Modification zone widths based on the BEHAVE model anticipated flame lengths plus 20-feet for defensible space. [Note: Ranch Plan Fire Protection Program was approved by Board of Supervisors on July 31, 2007.]	Board of Supervisors Orange County Fire Authority	Preparation of a Ranch Plan Fire Protection Program, per requirements of PC Text Section II.D, including a PC-wide Fuel Modification Plan	Approved Fire Protection Program dated July 31, 2007 (Hyperlink #24)

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254	255-259 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9	Prior to approval of first Master Area Plan	Open Space		Open Space Agreement	Prior to the approval of the first Master Area Plan, the landowner shall enter into an agreement with the County regarding the 15,132-acre RMV Open Space. The agreement shall address: [Note: Open Space Agreement was approved July 25, 2006 by the Board of Supervisors.]	Director RDMD Director, OC Public Works	Preparation and execution of an Open Space Agreement	Approved Open Space Agreement dated July 25, 2006 (Hyperlink #14)
255	254 & 256-259 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9.a.	See above	Open Space	Conservation easement	Open Space Preservation	a. Method of preservation for this open space (i.e., conservation easement or similar mechanism)	See above	See above	See Above
256	254-255 & 257-259 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9.b.	See above	Open Space		Open Space Agreement Definitions	b. Permitted uses within the Open Space, as defined in Section IV, "Definitions" and as regulated by Section III.I Open Space.	See above	See above	See Above
257	254-256 & 258-259 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9.c.	See above	Open Space	Non-permitted uses	Open Space Agreement Prohibited Uses	c. Non-permitted (prohibited) uses as regulated by Section III.I, "Open Space".	See above	See above	See Above
258	254-257 & 259 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9.d.	See above	Open Space	Open space preservations areas, development phasing	Open Space Agreement Phasing	d. Phasing of Open Space preservation areas, consistent with development phasing.	See above	See above	See Above

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259	254-258 (PC Text Cond. 9), 370-375 & 402-407 (EIR 589, PDF 4.1-1 & 4.9-1)	PC Text	Cond. 9.e.	See above	Open Space	Adaptive Management Program (AMP)	Open Space Agreement Funding	e. Funding mechanism for implementation of the Adaptive Management Program (AMP) as described in Final Program EIR 589.	See above	See above	See Above
260	261-266 (PC Text Cond. 10 cont.) 408-413 (EIR 589, PDF 4.9-2)	PC Text	Cond. 10	Upon dedication of land to the RMV Open Space	Open Space	EIR 589 Appendix J	Adaptive Management Program (AMP) Implementation	Upon dedication of land to the RMV Open Space in accordance with Condition 9 above, the project applicant shall implement the Adaptive Management Program (AMP) contained in Final Program EIR 589 Appendix J, including the following sub-plans: [Note: the approved AMP was adopted and is contained in the Southern Subregion NCCP/MSAA/HCP ("Southern HCP") approved by Board of Supervisors by Resolution No. 06-202 on October 24, 2006, and by U.S. Fish & Wildlife Service on January 10, 2007. Therefore, because the following AMP subplans are already being implemented by the applicant and monitored by USFWS in the context of the HCP, they are not required to be tracked by OC Planning.]	US Fish & Wildlife Service Director-PDS	Verification of implementation of AMP, including the following sub-plans	Completed for entire Planned Community, per approved Chapter 7 of HCP [Hyperlink #30] AMP subplans are not required to be tracked by OC Planning; They are already being implemented by the applicant and monitored by USFWS in the context of the HCP
261	259-265 (PC Text Conditions 9 & 10), 408-413 (EIR 589, PDF 4.9-2) Also, Item Nos. 262-265 have been integrated into 261 (originally a-e were separate items)	PC Text	Cond. 10.a-e.	See above	Open Space	Plant Species Translocation, Propagation and Management Plan, Habitat Restoration Plan, Invasive Species Control Plan, Grazing Management Plan, Wildland Fire Management Plan	Adaptive Management Program Sub-plans	a. Plant Species Translocation, Propagation and Management Plan, b. Habitat Restoration Plan, c. Invasive Species Control Plan, d. Grazing Management Plan, e. Wildland Fire Management Plan,	See above	See above	Completed for entire Planned Community, per approved Chapter 7 of HCP [Hyperlink #30] AMP subplans are not required to be tracked by OC Planning; They are already being implemented by the applicant and monitored by USFWS in the context of the HCP
266	259-266 (PC Text Conditions 9 & 10), 408-413 (EIR 589, PDF 4.9-2)	PC Text	Cond. 10 (cont.)	See above	Open Space	Increased net habitat value	Adaptive Management Program Goals	The AMP shall maintain and, where feasible, increase net habitat value of the RMV Open Space over the long-term in compliance with the goals identified in Final Program EIR 589 Appendix J.	See above	See above	Completed for entire Planned Community, per approved Chapter 7 of HCP [Hyperlink #30]

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267	268 (DA Public Benefit 1)	DA	Public Benefit 1	Prior to recordation of the first final tract map (except for financing purposes) within Planning Area 1 in the Project (with the exception of model homes)	Transportation	Avenida La Pata, La Pata Avenue, construction easement	La Pata ROW Easement Dedication Agreement	OWNERS shall enter into an agreement with COUNTY to provide a construction easement and fee dedication right of way, within the Project ownership, relative to the Extension Area. The agreement shall provide that the offer of dedication shall be made prior to the issuance of a building permit for the first (1st) EDU for the Project and shall be irrevocable.	Director, RDMD Director, OC Public Works	OWNERS shall enter into an agreement with COUNTY to make an irrevocable offer of dedication	County is administering agency. Project fair share is 100%. Project Report to be prepared and completed by the County of Orange
268	267 (DA Public Benefit 1)	DA	Public Benefit 1 (cont.)	Prior to Issuance of Building Permit for 1st Equivalent Dwelling Unit (EDU) (with the exception of model homes)	Transportation	Avenida La Pata, La Pata Avenue, offer of dedication	Dedication of La Pata ROW	Offer of dedication for Avenida La Pata right-of-way (extending from Ortega Highway to Prima Deshecha Landfill)	Director, RDMD Director, OC Public Works	Prepare and deliver Irrevocable offer of dedication for Avenida La Pata right-of-way extension	Applicable portions of responsibility for dedication of La Pata right-of-way is now the responsibility of the City of San Juan Capistrano per the 2010 purchase of 132-acres (Planning Subareas 1.3 and 1.5) from RMV.
269		DA	Public Benefit 2	Prior to Issuance of Building Permit for 1st Equivalent Dwelling Unit (EDU) (with the exception of model homes)	Transportation	SCRIP, financial contribution	Fund Preliminary Designs, Environmental Studies for selected projects. (25% of Administration/Contingency Amount)	Payment of defined financial contribution to offset costs incurred in the preparation of preliminary designs and environmental studies for traffic improvement projects (Part I)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of all agencies)	Payment of \$7,320,000 into South County Roadway Improvement Program (SCRIP)	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$5,320,000 per the Mission Viejo Settlement Agreement. RMV to obtain credit for Ortega Mitigation and potential additional design.

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270	440 (City of MV Settlement Agreement Item 4.1)	DA	Public Benefit 3	Prior to (a) the first date following 12 months after approval of the Ranch Plan project by the Board of Supervisors, or (b) 30 days following the final order/judgment issued by the courts in a successful defense of all litigation brought against the Ranch Plan GPA/ZC, EIR No. 589 and/or the Development Agreement, whichever occurs last (Prior to Issuance of Building Permit for 1st EDU, with the exception of model homes)	Transportation	SCRIP, Oso Parkway widening	Oso Parkway Widening in unincorporated County (exclusive of Las Flores Planned Community)	Accelerated payment of Owner's Fair Share contribution for construction of Oso Parkway widening in unincorporated Orange County (east of Las Flores). OWNERS shall post financial security (e.g., bond, letter of credit, cash, etc.) acceptable to the County of Orange in the full amount of the above-stated obligation, in a manner meeting the approval of the Director, RDMD. Said financial security shall be accompanied by an agreement that allows for phased payment of the obligation consistent with the construction payment requirements for the contract and/or reimbursement to the County for the Ranch Plan Project's Fair Share if the County has already completed the work.	Director, RDMD Director, OC Public Works	Payment into SCRIP and/or posting financial security (e.g., bond, letter of credit, cash, etc.)	Revised SCRIP Table 4 lists a Total Cost is approximately \$2,500,000; final amount pending. 50% (\$1,250,000) to be paid by RMV per the Mission Viejo Settlement Agreement. The Ladera CFD is funding all of RMV's portion.
271		DA	Public Benefit 4	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, Avenida Pico	Pico / I-5 Interchange Improvements	Accelerated payment of Owner's Fair Share contribution for Avenida Pico / I-5 interchange improvements	Director, RDMD Director, OC Public Works SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of San Clemente)	Complete Payment of \$571,000 into SCRIP	Total Cost Share by RMV of \$571,000. This project is fully funded by OCTA/Caltrans. Project's Fair Share assumed to be available for reallocation to other State Highway projects.

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272		DA	Public Benefit 5	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, I-5 South Bound Ramps, Oso Parkway	I-5 South Bound Ramps at Oso Parkway	Accelerated payment of Owner's Fair Share contribution for freeway ramp improvements at southbound I-5 / Oso Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of Mission Viejo)	Complete Payment of \$4,126,000 into SCRIP	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$3,068,000 per the Mission Viejo Settlement Agreement. The I-5 SB Ramps at Oso Parkway improvements are fully funded by OCTA/Caltrans. The Total Project Share is allocated to Mission Viejo Local Improvements.
273	306-308 (DA Public Benefit 21) 315-317 (DA Public Benefit 24)	DA	Public Benefit 6	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, Ortega Highway	Widen Ortega Highway - Antonio Parkway to west of San Juan Creek, including bridge	Accelerated payment of Owner's Fair Share contribution for widening portions of Ortega Highway to 4-lanes within unincorporated County (westerly of Antonio Parkway)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans)	Complete Payment of \$6,000,000 into SCRIP	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$6,000,000 per the Mission Viejo Settlement Agreement. \$1.5 Million Ladera DA Funds. \$5 Million Ladera Ranch JCFA/CFD Funds available (No SCRIP Credit) * RMV has invested \$5.5 million in design, pending \$2.5 million in construction and County has reimbursed 1.5 million from Ladera DA funds and pending \$2.5 million from JCFA funds. Net 4.0 million by RMV for reimbursement.

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274	440 (City of MV Settlement Agreement Item 4.1)	DA	Public Benefit 7	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, Crown Valley Parkway, Marguerite Parkway Analysis	Crown Valley Parkway and Marguerite Parkway	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Crown Valley & Marguerite in Mission Viejo. In addition to OWNERS' Fair Share obligation, OWNERS shall contribute an extra \$724,000 toward the cost of accomplishing the intersection improvements described above.	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Complete payment of the aggregate obligation of \$894,000 into SCRIP	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$1,078,000 per the Mission Viejo Settlement Agreement. \$106,000 Credit from letter dated 3/7/06. Pre-Fund Ladera CFD at 1 Million.
275	440 (City of MV Settlement Agreement Item 4.6)	DA	Public Benefit 8	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, Oso Parkway and Felipe	Oso Parkway and Felipe	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Felipe & Oso in Mission Viejo. In addition to OWNERS' Fair Share obligation, OWNERS shall contribute an extra \$552,000 toward the cost of accomplishing the intersection improvements described above.	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Complete payment of the aggregate obligation of \$876,000 into SCRIP	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$1,750,000 per the Mission Viejo Settlement Agreement.
276		DA	Public Benefit 9	Prior to Issuance of Building Permit for 1,000th EDU	Transportation	SCRIP, Flex Funds Part I	Flex Funds Part I: Roadway Improvements	Payment of defined financial contribution to assist in implementation of local and regional transportation improvements (i.e., "Flex Funds Part I")	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Complete Payment of \$5,000,000 into SCRIP	
277	278 (DA Public Benefit 10) 440 City of MV Settlement Agreement Item 4.1)	DA	Public Benefit 10	Following Issuance of Building Permit for 1,001st EDU, But Not Later than Issuance of Building Permit for 2,000th EDU	Transportation	SCRIP, I-5, Crown Valley Parkway	I-5 Crown Valley Parkway (ramp improvements for SB off-ramp)	Accelerated payment of Owner's Fair Share obligation for construction of southbound off-ramp improvements at I-5 and Crown Valley Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of Laguna Niguel)	Payment into SCRIP of \$160,000	Total Cost Share by RMV of \$240,000, paid in phases, per timing column.
278	277 (DA Public Benefit 10) 440 City of MV Settlement Agreement Item 4.1)	DA	Public Benefit 10 (cont.)	Following Issuance of Building Permit for 2,001st EDU, But Not Later than Issuance of Building Permit for 2,500th EDU	Transportation	SCRIP, I-5, Crown Valley Parkway	I-5 Crown Valley Parkway (ramp improvements for SB off-ramp) (cont.)	Accelerated payment of Owner's Fair Share obligation for construction of southbound off-ramp improvements at I-5 and Crown Valley Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of Laguna Niguel)	Payment into SCRIP of \$80,000	Total Cost Share by RMV of \$240,000, paid in phases, per timing column.

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279	280 (DA Public Benefit 11) 443 City of MV Settlement Agreement Item 4.4)	DA	Public Benefit 11	Following Issuance of Building Permit for 1,001st EDU, But Not Later than Issuance of Building Permit for 2,000th EDU	Transportation	SCRIP, Crown Valley Parkway I-5 Bridge Widening	Crown Valley Parkway I-5 Bridge Widening	Accelerated payment of Owner's Fair Share contribution for widening of Crown Valley Parkway Bridge at I-5	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of Mission Viejo)	Payment into SCRIP of \$73,000	Total Cost Share by RMV of \$109,000, paid in phases, per timing column.
280	281 (DA Public Benefit 11) 443 City of MV Settlement Agreement Item 4.4)	DA	Public Benefit 11 (cont.)	Following Issuance of Building Permit for 2,001st EDU, But Not Later than Issuance of Building Permit for 2,500th EDU	Transportation	SCRIP, Crown Valley Parkway I-5 Bridge Widening	Crown Valley Parkway I-5 Bridge Widening (cont.)	Accelerated payment of Owner's Fair Share contribution for widening of Crown Valley Parkway Bridge at I-5	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and City of Mission Viejo)	Payment into SCRIP of \$36,000	Total Cost Share by RMV of \$109,000, paid in phases, per timing column.
281	282 (DA Public Benefit 12)	DA	Public Benefit 12	Following Issuance of Building Permit for 1,001st EDU, But Not Later than Issuance of Building Permit for 2,000th EDU	Transportation	SCRIP, I-5/Ortega Interchange	I-5/Ortega Interchange (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of interchange improvements at I-5 and Ortega Highway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Payment into SCRIP of \$9,100,000	Total Cost Share by RMV of \$13,600,000. A Ladera CFD obligation prior to SCRIP. Caltrans Support Costs/ Overhead (including design) is not included and is assumed to be the total responsibility of CalTrans as Administrator of State Highway system. (Paid in phases, per timing column)

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282	281 (DA Public Benefit 12)	DA	Public Benefit 12 (cont.)	Following Issuance of Building Permit for 2,001st EDU, But Not Later than Issuance of Building Permit for 2,500th EDU	Transportation	SCRIP, I-5/Ortega Interchange	I-5/Ortega Interchange	Accelerated payment of Owner's Fair Share contribution for construction of interchange improvements at I-5 and Ortega Highway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Payment into SCRIP of \$4,500,000	Total Cost Share by RMV of \$13,600,000. A Ladera CFD obligation prior to SCRIP. Caltrans Support Costs/ Overhead (including design) is not included and is assumed to be the total responsibility of CalTrans as Administrator of State Highway system. (Paid in phases, per timing column)
283	443 City of MV Settlement Agreement (Item 4.4)	DA	Public Benefit 13	Prior to Issuance of Building Permit for 2,500th EDU	Transportation	SCRIP, Flex Funds	Flex Funds for Roadway Improvements (Part II)	Payment of defined financial contribution to assist in implementation of local and regional transportation improvements (i.e., "Flex Funds Part II")	Director, RDMD Director, OC Public Works	Complete Payment into SCRIP of \$5,000,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$3,000,000 per the Mission Viejo Settlement Agreement.
284	285-287 (DA Public Benefit 14)	DA	Public Benefit 14	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, La Pata Avenue	La Pata Avenue - Phase 1 (two-lane extension from Landfill southerly to Vista Hermosa)	Accelerated financial contribution in excess of Owner's Fair Share obligation, construction of Avenida La Pata extension (Phase I)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$6,000,000	Total Cost Share by RMV of \$15,000,000, paid in phases, per timing column.
285	284 and 286-287 (DA Public Benefit 14)	DA	Public Benefit 14 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, La Pata Avenue	La Pata Avenue - Phase 1 (two-lane extension from Landfill southerly to Vista Hermosa) (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation, construction of Avenida La Pata extension (Phase I)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$6,000,000	Total Cost Share by RMV of \$15,000,000, paid in phases, per timing column.
286	284-285 and 287 (DA Public Benefit 14)	DA	Public Benefit 14 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, La Pata Avenue	La Pata Avenue - Phase 1 (two-lane extension from Landfill southerly to Vista Hermosa) (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation, construction of Avenida La Pata extension (Phase I)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$3,000,000	Total Cost Share by RMV of \$15,000,000, per timing column.

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287	284-286 (DA Public Benefit 14)	DA	Public Benefit 14 (cont.)	Prior to or concurrent with issuance of the 5001st EDU	Transportation	SCRIP, La Pata Avenue	La Pata Avenue - Phase 1 (two-lane extension from Landfill southerly to Vista Hermosa) (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation, construction of Avenida La Pata extension (Phase I). Based upon approved documentation prepared by the COUNTY for environmental approval, permitting and design of Avenida La Pata, OWNERS shall enter into an agreement with COUNTY to construct Phase 1 of the improvement consistent with the alignment for this road adopted by the Board of Supervisors. Said roadway design and construction shall provide for full grading to accommodate a Primary arterial highway but paved for only two lanes.	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Enter into an agreement with COUNTY to construct Phase 1 of the La Pata extension improvements	
288	289-290 (DA Public Benefit 15)	DA	Public Benefit 15	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, La Pata/Vista Hermosa Intersection	La Pata/Vista Hermosa Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at La Pata & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$148,800	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.
289	288 and 290 (DA Public Benefit 15)	DA	Public Benefit 15 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, La Pata/Vista Hermosa Intersection	La Pata/Vista Hermosa Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at La Pata & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$148,800	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.
290	289-290 (DA Public Benefit 15)	DA	Public Benefit 15 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, La Pata/Vista Hermosa Intersection	La Pata/Vista Hermosa Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at La Pata & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$74,400	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.
291	292-293 (DA Public Benefit 16)	DA	Public Benefit 16	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Vera Cruz/Vista Hermosa Intersection	Vera Cruz/Vista Hermosa Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Vera Cruz & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$374,800	Total Cost Share by RMV of \$937,000, paid in phases, per timing column.

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292	291 and 293 (DA Public Benefit 16)	DA	Public Benefit 16 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Vera Cruz/Vista Hermosa Intersection	Vera Cruz/Vista Hermosa Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Vera Cruz & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$374,800	Total Cost Share by RMV of \$937,000, paid in phases, per timing column.
293	291-292 (DA Public Benefit 16)	DA	Public Benefit 16 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Vera Cruz/Vista Hermosa Intersection	La Pata/Vista Hermosa Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Vera Cruz & Vista Hermosa in San Clemente	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$187,400	Total Cost Share by RMV of \$937,000, paid in phases, per timing column.
294	295-296 (DA Public Benefit 17)	DA	Public Benefit 17	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Ortega/Rancho Viejo Intersection	Transportation - Ortega/Rancho Viejo Intersection	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & Rancho Viejo Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$149,600	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.
295	294 and 296 (DA Public Benefit 17)	DA	Public Benefit 17 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Ortega/Rancho Viejo Intersection	Transportation - Ortega/Rancho Viejo Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & Rancho Viejo Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$149,600	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.
296	294-295 (DA Public Benefit 17)	DA	Public Benefit 17 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Ortega/Rancho Viejo Intersection	Transportation - Ortega/Rancho Viejo Intersection (cont.)	Transportation - Ortega/Rancho Viejo Intersection (continued): Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & Rancho Viejo Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$74,800	Total Cost Share by RMV of \$374,000, paid in phases, per timing column.

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297	298-299 (DA Public Benefit 18)	DA	Public Benefit 18	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Ortega/La Novia Intersection	Ortega/La Novia Intersection	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & La Novia in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$99,200	Total Cost Share by RMV of \$248,000, paid in phases, per timing column.
298	297 and 299 (DA Public Benefit 18)	DA	Public Benefit 18 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Ortega/La Novia Intersection	Ortega/La Novia Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & La Novia in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$99,200	Total Cost Share by RMV of \$248,000, paid in phases, per timing column.
299	297-298 (DA Public Benefit 18)	DA	Public Benefit 18 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Ortega/La Novia Intersection	Ortega/La Novia Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Ortega Highway & La Novia in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$49,600	Total Cost Share by RMV of \$248,000, paid in phases, per timing column.
300		DA	Public Benefit 19	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Camino Capistrano/Del Obispo Intersection	Camino Capistrano/Del Obispo Intersection	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Camino Capistrano & Del Obispo in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$21,600	Total Cost Share by RMV of \$54,000, paid in phases, per timing column.
301		DA	Public Benefit 19 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Camino Capistrano/Del Obispo Intersection	Camino Capistrano/Del Obispo Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Camino Capistrano & Del Obispo in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$21,600	Total Cost Share by RMV of \$54,000, paid in phases, per timing column.

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302		DA	Public Benefit 19 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Camino Capistrano/Del Obispo Intersection	Camino Capistrano/Del Obispo Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at Camino Capistrano & Del Obispo in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$10,800	Total Cost Share by RMV of \$54,000, paid in phases, per timing column.
303		DA	Public Benefit 20	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, San Juan Creek/Valle Intersection	San Juan Creek/Valle Intersection	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at San Juan Creek Road & Valle Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$120,000	Total Cost Share by RMV of \$300,000, paid in phases, per timing column.
304		DA	Public Benefit 20 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, San Juan Creek/Valle Intersection	San Juan Creek/Valle Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at San Juan Creek Road & Valle Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$120,000	Total Cost Share by RMV of \$300,000, paid in phases, per timing column.
305		DA	Public Benefit 20 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, San Juan Creek/Valle Intersection	San Juan Creek/Valle Intersection (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of intersection improvements at San Juan Creek Road & Valle Road in San Juan Capistrano	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$60,000	Total Cost Share by RMV of \$300,000, paid in phases, per timing column.
306	273 and 315-317	DA	Public Benefit 21	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Ortega Highway	Ortega Highway 4-Lane Widening (Context Sensitive Design) in San Juan Capistrano	Accelerated payment of Owner's Fair Share contribution for widening portions of Ortega Highway to 4-lanes within San Juan Capistrano (easterly of Avenida La Novia [context sensitive design])	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$1,600,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,000,000 per the Mission Viejo Settlement Agreement. (SCRIP Credit to be given for design)

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307	273 (DA Public Benefit 6) and 315-317 (DA Public Benefit 24)	DA	Public Benefit 21 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Ortega Highway	Ortega Highway 4-Lane Widening (Context Sensitive Design) in San Juan Capistrano (cont.)	Accelerated payment of Owner's Fair Share contribution for widening portions of Ortega Highway to 4-lanes within San Juan Capistrano (easterly of Avenida La Novia [context sensitive design])	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$160,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,000,000 per the Mission Viejo Settlement Agreement. (SCRIP Credit to be given for design)
308	273 (DA Public Benefit 6) and 315-317 (DA Public Benefit 24)	DA	Public Benefit 21 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Ortega Highway	Ortega Highway 4-Lane Widening (Context Sensitive Design) in San Juan Capistrano (cont.)	Accelerated payment of Owner's Fair Share contribution for widening portions of Ortega Highway to 4-lanes within San Juan Capistrano (easterly of Avenida La Novia [context sensitive design])	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$80,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,000,000 per the Mission Viejo Settlement Agreement. (SCRIP Credit to be given for design)
309		DA	Public Benefit 22	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Antonio/Oso Intersection	Antonio/Oso Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Oso Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$539,600	Total Cost Share by RMV of \$1,349,000, paid in phases, per timing column. (Portion to be paid by Ladera Ranch Community Facilities District)
310		DA	Public Benefit 22 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Antonio/Oso Intersection	Antonio/Oso Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Oso Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$539,600	Total Cost Share by RMV of \$1,349,000, paid in phases, per timing column. (Portion to be paid by Ladera Ranch Community Facilities District)
311		DA	Public Benefit 22 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Antonio/Oso Intersection	Antonio/Oso Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Oso Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$269,800	Total Cost Share by RMV of \$1,349,000, paid in phases, per timing column. (Portion to be paid by Ladera Ranch Community Facilities District)

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312		DA	Public Benefit 23	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Antonio/Crown Valley Intersection	Antonio/Crown Valley Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Crown Valley Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$122,000	Total Cost Share by RMV of \$305,000, paid in phases, per timing column.
313		DA	Public Benefit 23 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Antonio/Crown Valley Intersection	Antonio/Crown Valley Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Crown Valley Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$122,000	Total Cost Share by RMV of \$305,000, paid in phases, per timing column.
314		DA	Public Benefit 23 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Antonio/Crown Valley Intersection	Antonio/Crown Valley Intersection (cont.)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Crown Valley Parkway in the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$61,000	Total Cost Share by RMV of \$305,000, paid in phases, per timing column.
315	273 (DA Public Benefit 6) and 306-308(DA Public Benefit 21)	DA	Public Benefit 24	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, Antonio/Ortega Intersection	Antonio/Ortega Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Ortega Highway in the County of Orange	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans)	Payment into SCRIP of \$168,000	Total Cost Share by RMV of \$420,000, paid in phases, per timing column. (Cost increases anticipated) \$400,000 may be available from CUSD. Credit to be given when construction contract is awarded.
316	273 (DA Public Benefit 6) and 306-308(DA Public Benefit 21)	DA	Public Benefit 24 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, Antonio/Ortega Intersection	Antonio/Ortega Intersection (continued):	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Ortega Highway in the County of Orange	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans)	Payment into SCRIP of \$168,000	Total Cost Share by RMV of \$420,000, paid in phases, per timing column. (Cost increases anticipated) \$400,000 may be available from CUSD. Credit to be given when construction contract is awarded.

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317	273 (DA Public Benefit 6) and 306-308(DA Public Benefit 21)	DA	Public Benefit 24 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Antonio/Ortega Intersection	Antonio/Ortega Intersection (continued):	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of intersection improvements at Antonio Parkway & Ortega Highway in the County of Orange	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans)	Payment into SCRIP of \$84,000	Total Cost Share by RMV of \$420,000, paid in phases, per timing column. (Cost increases anticipated) \$400,000 may be available from CUSD. Credit to be given when construction contract is awarded.
318		DA	Public Benefit 25	Following Issuance of Building Permit for 2,501st EDU, But Not Later than Issuance of Building Permit for 3,500th EDU	Transportation	SCRIP, I-5/Avery Parkway Interchange	I-5/Avery Parkway Interchange	Accelerated payment of Owner's Fair Share contribution for construction of interchange improvements at I-5 and Avery Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the cities of Laguna Niguel and Mission Viejo)	Payment into SCRIP of \$60,800	Total Cost Share by RMV of \$152,000, paid in phases, per timing column.
319		DA	Public Benefit 25 (cont.)	Following Issuance of Building Permit for 3,501st EDU, But Not Later than Issuance of Building Permit for 4,500th EDU	Transportation	SCRIP, I-5/Avery Parkway Interchange	I-5/Avery Parkway Interchange (continued)	Accelerated payment of Owner's Fair Share contribution for construction of interchange improvements at I-5 and Avery Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the cities of Laguna Niguel and Mission Viejo)	Payment into SCRIP of \$60,800	Total Cost Share by RMV of \$152,000, paid in phases, per timing column.
320		DA	Public Benefit 25 (cont.)	Following Issuance of Building Permit for 4,501st EDU, But Not Later than Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, I-5/Avery Parkway Interchange	I-5/Avery Parkway Interchange (continued)	Accelerated payment of Owner's Fair Share contribution for construction of interchange improvements at I-5 and Avery Parkway	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the cities of Laguna Niguel and Mission Viejo)	Payment into SCRIP of \$30,400	Total Cost Share by RMV of \$152,000, paid in phases, per timing column.

Item No.	Cross Reference Column	Source	Condition, Mitigation, Public Benefit or Entitlement Provision	Timing	Subject	Keywords	Title	Requirements or Entitlement Provisions	Reviewing / Approving Authority (Advisory Agency in Parentheses)	Form of Compliance	Guidance for Compliance (In Process, On-Going)
321		DA	Public Benefit 26	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU (Revised per the Mission Viejo Settlement Agreement)	Transportation	SCRIP, Park and Ride Facility t	Allocate funds previously identified for Park and Ride Facility to the City of Mission Viejo Local Improvements	Provision of land for Park & Ride facility. OWNERS shall dedicate to COUNTY a parcel of land (the "P&R Parcel") that may be used for the development, construction and operation of the desired Park & Ride facility.	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	OWNERS shall prepare and deliver to COUNTY an offer of dedication relative to the P&R Parcel. The offer of dedication shall be irrevocable.	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$600,000 to be provided, per the Mission Viejo Settlement Agreement.
322		DA	Public Benefit 27	Prior to Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP	Fund Preliminary Designs, Environmental Studies for Priority 2 Projects (25% of Administration/ Contingency Amount)	Payment of defined financial contribution to offset costs incurred in the preparation of preliminary designs and environmental studies for traffic improvement projects (Part II)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per all applicable agencies)	Payment into SCRIP of \$4,880,000	
323		DA	Public Benefit 28	Prior to Issuance of Building Permit for 5,000th EDU	Transportation	SCRIP, Flex Funds Part III	Flex Funds for Roadway Projects (Part III)	Payment of defined financial contribution to assist in implementation of local and regional transportation improvements (i.e., "Flex Funds Part III")	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$6,000,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$3,222,000 to be provided, per the Mission Viejo Settlement Agreement.
324		DA	Public Benefit 29	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Saddleback I-5 Connectors	Re-Allocate funds previously identified for Saddleback I-5 Connectors for Regional Improvements Benefiting Mission Viejo	Accelerated payment of Owner's Fair Share contribution for construction of Saddleback College / I-5 connector ramps in Mission Viejo	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of Mission Viejo)	Payment into SCRIP of <u>40%</u> \$2,800,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,348,000 to be provided, per the Mission Viejo Settlement Agreement, paid in phases, per timing column.
325		DA	Public Benefit 29 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Saddleback I-5 Connectors	Re-Allocate funds previously identified for Saddleback I-5 Connectors for Regional Improvements Benefiting Mission Viejo (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of Saddleback College / I-5 connector ramps in Mission Viejo	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of Mission Viejo)	Payment into SCRIP of <u>40%</u> \$2,800,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,348,000 to be provided, per the Mission Viejo Settlement Agreement, paid in phases, per timing column.

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326		DA	Public Benefit 29 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Saddleback I-5 Connectors	Re-Allocate funds previously identified for Saddleback I-5 Connectors for Regional Improvements Benefiting Mission Viejo (cont.)	Accelerated payment of Owner's Fair Share contribution for construction of Saddleback College / I-5 connector ramps in Mission Viejo	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of Mission Viejo)	Payment into SCRIP of 20% \$1,400,000	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,348,000 to be provided, per the Mission Viejo Settlement Agreement, paid in phases, per timing column.
327		DA	Public Benefit 30	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Cow Camp Road	Extend Cow Camp Road easterly to existing Ortega	Accelerated payment of Owner's Fair Share contribution for extension of Cow Camp Road (easterly to Ortega Highway)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per the Transportation Corridor Agencies)	Payment into SCRIP of \$12,864,000	Total Cost Share by RMV of \$32,160,000, paid in phases, per timing column. RMV has funded \$2 million (soon to be more) for design, for eventual reimbursement or SCRIP credit.
328		DA	Public Benefit 30 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Cow Camp Road	Extend Cow Camp Road easterly to existing Ortega (continued)	Accelerated payment of Owner's Fair Share contribution for extension of Cow Camp Road (easterly to Ortega Highway)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per the Transportation Corridor Agencies)	Payment into SCRIP of \$12,864,000	Total Cost Share by RMV of \$32,160,000, paid in phases, per timing column. RMV has funded \$2 million (soon to be more) for design, for eventual reimbursement or SCRIP credit.
329		DA	Public Benefit 30 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Cow Camp Road	Extend Cow Camp Road easterly to existing Ortega (continued)	Accelerated payment of Owner's Fair Share contribution for extension of Cow Camp Road (easterly to Ortega Highway)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per the Transportation Corridor Agencies)	Payment into SCRIP of \$6,432,000	Total Cost Share by RMV of \$32,160,000, paid in phases, per timing column. RMV has funded \$2 million (soon to be more) for design, for eventual reimbursement or SCRIP credit.

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330		DA	Public Benefit 31	Prior to recordation of the first final tract map (except for financing purposes) within Planning Area 1	Transportation	SCRIP, Antonio Parkway Widening	Antonio Parkway Widening	Offer of dedication for right of way, accelerated payment of Owners' Fair Share obligation, and design and construction of improvements to widen portions of Antonio Parkway within the County of Orange	Director, RDMD Director, OC Public Works	OWNERS shall enter into an agreement with the County to provide necessary right-of-way, design and construct the Antonio Parkway Widening Project	
331		DA	Public Benefit 31 (cont.)	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Antonio Parkway Widening	Antonio Parkway Widening (continued):	Offer of dedication for right of way, accelerated payment of Owners' Fair Share obligation, and design and construction of improvements to widen portions of Antonio Parkway within the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$2,948,000	Total Cost Share by RMV of \$7,370,000, paid in phases, per timing column. RMV has funded \$600,000 for design, soon to increase to \$2.8 million for eventual reimbursement or SCRIP credit. Credit provided when construction contract is awarded.
332		DA	Public Benefit 31 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Antonio Parkway Widening	Antonio Parkway Widening (continued):	Offer of dedication for right of way, accelerated payment of Owners' Fair Share obligation, and design and construction of improvements to widen portions of Antonio Parkway within the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$2,948,000	Total Cost Share by RMV of \$7,370,000, paid in phases, per timing column. Credit provided when construction contract is awarded.
333		DA	Public Benefit 31 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Antonio Parkway Widening	Antonio Parkway Widening (continued):	Offer of dedication for right of way, accelerated payment of Owners' Fair Share obligation, and design and construction of improvements to widen portions of Antonio Parkway within the County of Orange	Director, RDMD Director, OC Public Works	Payment into SCRIP of \$1,474,000	Total Cost Share by RMV of \$7,370,000, paid in phases, per timing column. Credit provided when construction contract is awarded.

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334		DA	Public Benefit 32	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Crown Valley/Cabot Intersection	Crown Valley/Cabot Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Cabot Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$390,800	Total Cost Share by RMV of \$977,000, paid in phases, per timing column.
335		DA	Public Benefit 32 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Crown Valley/Cabot Intersection	Crown Valley/Cabot Intersection (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Cabot Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$390,800	Total Cost Share by RMV of \$977,000, paid in phases, per timing column.
336		DA	Public Benefit 32 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Crown Valley/Cabot Intersection	Crown Valley/Cabot Intersection (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Cabot Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$195,400	Total Cost Share by RMV of \$977,000, paid in phases, per timing column.
337		DA	Public Benefit 33	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Crown Valley/Forbes Intersection	Crown Valley/Forbes Intersection	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Forbes Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$270,400	Total Cost Share by RMV of \$676,000, paid in phases, per timing column.
338		DA	Public Benefit 33 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Crown Valley/Forbes Intersection	Crown Valley/Forbes Intersection (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Forbes Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$270,400	Total Cost Share by RMV of \$676,000, paid in phases, per timing column.

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339		DA	Public Benefit 33 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Crown Valley/Forbes Intersection	Crown Valley/Forbes Intersection (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction intersection improvements at Crown Valley Parkway & Forbes Road in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$135,200	Total Cost Share by RMV of \$676,000, paid in phases, per timing column.
340		DA	Public Benefit 34	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Crown Valley Parkway Railroad Bridge	Widen Railroad Bridge along Crown Valley Parkway	Accelerated financial contribution in excess of Owner's Fair Share obligation for widening of Railroad Bridge along Crown Valley Parkway in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$291,200	Total Cost Share by RMV of \$728,000, paid in phases, per timing column.
341		DA	Public Benefit 34 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Crown Valley Parkway Railroad Bridge	Widen Railroad Bridge along Crown Valley Parkway (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for widening of Railroad Bridge along Crown Valley Parkway in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$291,200	Total Cost Share by RMV of \$728,000, paid in phases, per timing column.
342		DA	Public Benefit 34 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Crown Valley Parkway Railroad Bridge	Widen Railroad Bridge along Crown Valley Parkway (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for widening of Railroad Bridge along Crown Valley Parkway in the City of Laguna Niguel	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Laguna Niguel)	Payment into SCRIP of \$145,600	Total Cost Share by RMV of \$728,000, paid in phases, per timing column.

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343		DA	Public Benefit 35	Following Issuance of Building Permit for 5,001st EDU, But Not Later than Issuance of Building Permit for 6,000th EDU	Transportation	SCRIP, Oso Parkway Widening	Oso Parkway Widening West	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Oso Parkway widening in Mission Viejo (Marguerite to I-5)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Payment into SCRIP of \$1,890,400	No additional funds required by Items No. 343-345 (Oso Parkway Widening) covered by Mission Viejo Settlement Agreement. Revised SCRIP Table 4 lists an aggregate RMV share of \$13,274,000 for all City of Mission Viejo Local Improvements, as set forth in the Mission Viejo Settlement Agreement.
344		DA	Public Benefit 35 (cont.)	Following Issuance of Building Permit for 6,001st EDU, But Not Later than Issuance of Building Permit for 7,000th EDU	Transportation	SCRIP, Oso Parkway Widening	Oso Parkway Widening West (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Oso Parkway widening in Mission Viejo (Marguerite to I-5)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Payment into SCRIP of \$1,890,400	No additional funds required by Items No. 343-345 (Oso Parkway Widening) covered by Mission Viejo Settlement Agreement. Revised SCRIP Table 4 lists an aggregate RMV share of \$13,274,000 for all City of Mission Viejo Local Improvements, as set forth in the Mission Viejo Settlement Agreement.

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345		DA	Public Benefit 35 (cont.)	Following Issuance of Building Permit for 7,001st EDU, But Not Later than Issuance of Building Permit for 7,500th EDU	Transportation	SCRIP, Oso Parkway Widening	Oso Parkway Widening West (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Oso Parkway widening in Mission Viejo (Marguerite to I-5)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo)	Payment into SCRIP of \$945,200	No additional funds required by Items No. 343-345 (Oso Parkway Widening) covered by Mission Viejo Settlement Agreement. Revised SCRIP Table 4 lists an aggregate RMV share of \$13,274,000 for all City of Mission Viejo Local Improvements, as set forth in the Mission Viejo Settlement Agreement.
346		DA	Public Benefit 36	Following Issuance of Building Permit for 7,501st EDU, But Not Later than Issuance of Building Permit for 8,500th EDU	Transportation	SCRIP, Avenida La Pata	Avenida La Pata Extension Phase II	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Avenida La Pata extension (Phase II)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$4,000,000	Total Cost Share by RMV of \$10,000,000, paid in phases, per timing column.
347		DA	Public Benefit 36 (cont.)	Following Issuance of Building Permit for 8,501st EDU, But Not Later than Issuance of Building Permit for 9,500th EDU	Transportation	SCRIP, Avenida La Pata	Avenida La Pata Extension Phase II (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Avenida La Pata extension (Phase II)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$4,000,000	Total Cost Share by RMV of \$10,000,000, paid in phases, per timing column.
348		DA	Public Benefit 36 (cont.)	Following Issuance of Building Permit for 9,501st EDU, But Not Later than Issuance of Building Permit for 10,000th EDU	Transportation	SCRIP, Avenida La Pata	Avenida La Pata Extension Phase II (continued)	Accelerated financial contribution in excess of Owner's Fair Share obligation for construction of Avenida La Pata extension (Phase II)	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per City of San Clemente)	Payment into SCRIP of \$2,000,000	Total Cost Share by RMV of \$10,000,000, paid in phases, per timing column.

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349		DA	Public Benefit 37	Following Issuance of Building Permit for 7,501st EDU, But Not Later than Issuance of Building Permit for 8,500th EDU	Transportation	SCRIP, Junipero Serra at I-5 Interchange	Road Improvements to Junipero Serra at I-5 Interchange	Accelerated payment of Owner's Fair Share obligation for construction of lane improvements at Junipero Serra and I-5	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$64,000	Total Cost Share by RMV of \$160,000, paid in phases, per timing column.
350		DA	Public Benefit 37 (cont.)	Following Issuance of Building Permit for 8,501st EDU, But Not Later than Issuance of Building Permit for 9,500th EDU	Transportation	SCRIP, Junipero Serra at I-5 Interchange	Road Improvements to Junipero Serra at I-5 Interchange (continued):	Accelerated payment of Owner's Fair Share obligation for construction of lane improvements at Junipero Serra and I-5	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$64,000	Total Cost Share by RMV of \$160,000, paid in phases, per timing column.
351		DA	Public Benefit 37 (cont.)	Following Issuance of Building Permit for 9,501st EDU, But Not Later than Issuance of Building Permit for 10,000th EDU	Transportation	SCRIP, Junipero Serra at I-5 Interchange	Road Improvements to Junipero Serra at I-5 Interchange (continued):	Accelerated payment of Owner's Fair Share obligation for construction of lane improvements at Junipero Serra and I-5	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per CalTrans and the City of San Juan Capistrano)	Payment into SCRIP of \$32,000	Total Cost Share by RMV of \$160,000, paid in phases, per timing column.
352		DA	Public Benefit 38	Following Issuance of Building Permit for 7,501st EDU, But Not Later than Issuance of Building Permit for 8,500th EDU	Transportation	SCRIP, SR-241 at Antonio Parkway	Ramp Improvements to SR-241 at Antonio Parkway	Accelerated payment of Owner's Fair Share obligation for construction of SR-241 ramp improvements	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per Transportation Corridor Agencies)	Payment into SCRIP of \$400	Total Cost Share by RMV of \$1,000, paid in phases, per timing column.
353		DA	Public Benefit 38 (cont.)	Following Issuance of Building Permit for 8,501st EDU, But Not Later than Issuance of Building Permit for 9,500th EDU	Transportation	SCRIP, SR-241 at Antonio Parkway	Ramp Improvements to SR-241 at Antonio Parkway (continued):	Accelerated payment of Owner's Fair Share obligation for construction of SR-241 ramp improvements	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per Transportation Corridor Agencies)	Payment into SCRIP of \$400	Total Cost Share by RMV of \$1,000, paid in phases, per timing column.

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354		DA	Public Benefit 38 (cont.)	Following Issuance of Building Permit for 9,501st EDU, But Not Later than Issuance of Building Permit for 10,000th EDU	Transportation	SCRIP, SR-241 at Antonio Parkway	Ramp Improvements to SR-241 at Antonio Parkway (continued):	Accelerated payment of Owner's Fair Share obligation for construction of SR-241 ramp improvements	Director, RDMD Director, OC Public Works (SCRIP Administrator to confirm RMV satisfaction of all requirements per Transportation Corridor Agencies)	Payment into SCRIP of \$200	Total Cost Share by RMV of \$1,000, paid in phases, per timing column.
357		DA	Public Benefit 40	Within 60 days following COUNTY's adoption of an ordinance approving this Development Agreement? (DA Ordinance approved December 8, 2004, Study agreement was approved July 26, 2005)	Water Resources	Watershed Study Agreement, Study Preparation Contract, \$950,000, Part I Studies	San Juan Creek Studies	Provision of defined financial contribution to assist in preparation of studies which will analyze hydrology, river hydraulics, sedimentation and erosion within the San Juan Creek watershed. COUNTY and OWNERS shall enter into an agreement (the "Watershed Study Agreement") concerning, at a minimum, the form and content of the Study Preparation Contract, the identity of the mutually acceptable professional/firm, the scope of the Part I Studies, the schedule for performance and completion of the Part I Studies, and the timing of OWNERS' obligations with respect to tendering (on a periodic basis) the specified financial contribution. OWNERS shall pay up to \$950,000 toward the costs and expenses associated with the preparation of the Part I Studies, provided that (i) the professional/firm selected to prepare the Part I Studies is mutually acceptable to both COUNTY and OWNERS and (ii) the terms of the contract negotiated by and between COUNTY and the professional/firm (the "Study Preparation Contract") are acceptable to OWNERS.	Director, RDMD Director, OC Public Works	COUNTY and OWNERS shall enter into a Watershed Study Agreement	Completed per Agreement No. D05-013 [Hyperlink #32] and per August 6, 2010 letter from Kevin Onuma confirming completion of San Juan Creek Watershed Study [Hyperlink #33]
361	177 (EIR 589, MM 4.12-1) 420 (EIR 589, PDF 4.12-4)	DA	Public Benefit 42	Concurrent with Adjoining Development Activities in Planning Area 1	Trails	Trail Y	Trail Y Connection Between Ladera Community Trail and San Juan Creek Regional Riding and Hiking Trail	OWNERS (Applicant) shall design and implement a community trail connection between the existing Ladera Ranch Community Trail and the proposed San Juan Creek Regional Riding and Hiking Trail. In furtherance of its obligations hereunder, OWNERS (Applicant) shall improve Trail Y as a community trail. Trail Y shall be maintained by OWNERS until such time as the underlying property (and all maintenance obligations pertaining thereto) are transferred to a master area association or similar property owners association.	Director, RDMD, Director, OC Public Works	Design and implement a community trail connection between Ladera Ranch Community Trail and proposed San Juan Creek Regional Riding and Hiking Trail	Trail and Bikeways Implementation Plan for the Ranch Plan [Hyperlink #21], approved 7/18/06, includes the specific San Juan Creek, Cristianitos and Prima Deshecha trails that have been deemed "viable routes for trail and bikeway connectivity."

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362	177 (EIR 589, MM 4.12-1) 420 (EIR 589, PDF 4.12-4)	DA	Public Benefit 42 (cont.)	See above	Trails	Trail Y	Trail Y Connection Between Ladera Community Trail and San Juan Creek Regional Riding and Hiking Trail (cont.)	Trail Y shall be designed and established concurrent with development activities occurring within Planning Area 1, subject to the issuance of appropriate permits and authorizations. Specifically, construction of Trail Y will occur in stages based upon development activities occurring immediately adjacent to the proposed trail link. To wit, as development occurs in those portions of Planning Area 1 that are contiguous to the proposed Trail Y, the immediately adjoining portion(s) of Trail Y shall be implemented/established in accordance with the terms of this Agreement.	See above	Construct portions of trail in stages concurrent with development	See above
364		DA	Public Benefit 44	Within 12 months following COUNTY's adoption of an ordinance approving this Development Agreement	Affordable Housing	Affordable rental housing projects	Affordable Housing Site Provision	OWNER shall enter into an agreement with COUNTY concerning the provision of one or more sites that may be used by COUNTY for the development of affordable rental housing projects.	Director, RDMD, Director, OC Public Works	Complete: OWNER shall enter into an agreement with COUNTY concerning the provision of one or more sites that may be used by COUNTY for the development of affordable rental housing projects	Affordable Housing Agreement Adopted 7/31/06 [Hyperlink #44]
365		DA	Public Benefit 44 (cont.)	Concurrent with Preparation of Master Area Plans for Individual Planning Areas (as appropriate)	Affordable Housing	Dedicated land	Affordable Housing Land Dedication	a. For each Master Area Plan prepared, OWNERS shall identify the amount of Dedicated Land (if any) located within the relevant Planning Area that will be available for conveyance to COUNTY pursuant to the terms of the Land Agreement. Upon preparing a Master Area Plan and identifying the Dedicated Land acreage located within the relevant Planning Area, OWNERS shall provide written notice to COUNTY concerning (i) the location of the Dedicated Land acreage, (ii) the size of the Dedicated Land acreage, and (iii) such other information concerning the Dedicated Land acreage that is in the possession of OWNERS and that OWNERS consider relevant concerning the identified Dedicated Land acreage.	Director, RDMD, Director, OC Public Works	Identification of Affordable Housing Site(s)/Acreage	

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366		DA	Public Benefit 44 (cont.)	Within 120 days following Master Area Plan approval, or prior to the expiration of such other period that is mutually acceptable to COUNTY and OWNERS	Affordable Housing	Development program	Affordable Housing Development Program	b. COUNTY shall prepare and deliver to OWNERS a plan describing COUNTY's intended development program with respect to the Dedicated Land acreage located within the relevant Planning Area	Director, RDMD, Director, OC Public Works	COUNTY shall prepare and deliver to OWNERS a plan describing COUNTY's intended development program	
367		DA	Public Benefit 44 (cont.)	Within 45 days following OWNERS' receipt of the development plan/program	Affordable Housing		Affordable Housing Development Program Approval	c. OWNERS shall review and either approve or reject COUNTY's development plan/program by delivering written notice thereof to COUNTY.?	Director, RDMD, Director, OC Public Works	Written notice from OWNER to COUNTY of approval or rejection of COUNTY's development plan/program	
368		DA	Public Benefit 44 (cont.)	Following Identification of Affordable Housing Site(s)/Acreage and Approval of COUNTY Preliminary Development Plan/Program	Affordable Housing	60 gross acres, Very-Low and Low income households	Affordable Housing Land Dedication	d. Offer of 60 gross acres of land (comprised of one or more sites) that may be developed, operated and managed by COUNTY as affordable housing site(s) for Very-Low and Low Income households in South Orange County	Director, RDMD, Director, OC Public Works	Irrevocable Offer(s) of Dedication	
369		DA	Public Benefit 44 (cont.)	If affordable housing site in PA, concurrent with Occurrence of Development Activity in Planning Area	Affordable Housing	Land conveyed and improved	Affordable Housing Land Improvement	e. Each portion of the Dedicated Land conveyed by OWNERS to COUNTY (vis-à-vis execution and delivery of a Deed in accordance with the provisions of Sections 3 and 4, above) shall be improved.	Director, RDMD, Director, OC Public Works	Provide rough grading of affordable housing site	
389		EIR 589	PDF 4.3-2	When existing residences are to be removed	Population and Housing		Jobs/Housing Balance (cont.)	Rancho Mission Viejo would relocate displaced residents prior to approval of demolition permits. Mitigation Measure 4.3-1 further supports this project design feature.	Not Applicable (Director, OC Planning)	Relocate displaced residents	Letter from Rancho Mission Viejo listing all housing relocations (Cow Camp area and PA1) (Hyperlink #36)
390	191 (EIR 589, MM 4.14-1)	EIR 589	PDF 4.4-1	Prior to issuance of Grading Permit	Geology and Soils		Reservoir Removal:	The earth-fill dams located within the boundaries of the development areas that impound the existing on-site reservoirs shall be removed concurrent with grading.	Director, PDS-Director, OC Planning (State of California Division of Dams, if applicable)	Submittal of evidence demonstrating State of California Division of Dams approval of plans, as applicable	Trampas Remediation Plan (PA5) covered by MM 4.14-1. No development proposed within the portion of PA2 adjacent to existing earthen dams.

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437		Mission Viejo Settlement Agreement	3.1	Upon OCTA consideration of South Orange County Long-Range Transportation Study	Transportation and Circulation	OCTA, South Orange County Long-Range Transportation Study, SR-73 Extension	Potential SR-73 Extension:	The County and RMV shall actively support the City's advocacy to Orange County Transportation Authority ("OCTA") for the inclusion within the South Orange County Long-Range Transportation Study of a study for the potential SR-73 Extension that would traverse easterly to Antonio Parkway/Cow Camp Road or to the Foothill Transportation Corridor-South extension, as a new east/west arterial within South Orange County.	Not applicable	County & RMV: Manifest support for inclusion of SR-73 Study in Long-Range Transp. Study	
438		Mission Viejo Settlement Agreement	3.2	Upon inclusion of SR-73 extension in the Long-Range Transp. Plan, the RTP and MPAH	Transportation and Circulation	SCRIP, Regional Transportation Plan (RTP), Master Plan of Arterial Highways, South Orange County Long-Range Transportation Plan	Potential SR-73 Extension (continued):	Upon inclusion of the SR-73 Extension in the Orange County Long-Range Transportation Plan, the Regional Transportation Plan ("RTP") and the Orange County Master Plan of Arterial Highways ("MPAH"), the City, through participation in SCRIP Part 2, may request (pursuant to Section V.9 of the SCRIP) that the County of Orange substitute the SR-73 Extension into the SCRIP program and that it re-prioritize funds from other improvements for the SR-73 Extension. The substitution of the SR-73 Extension shall (i) be done in compliance with SCRIP, including satisfaction of the requirements of CEQA as may be appropriate, and (ii) require approval of findings by the County of Orange, on recommendation(s) by the SCRIP Advisory Team, that said substitutions provide an equivalent level of mitigation for the impacts associated with cumulative growth within the sub-region to that mitigation identified in Program EIR No. 589.	SCRIP Administrator	City: Submit request for substitution of SR-73 extension County: Substitute SR-73 extension upon compliance with conditions	
439		Mission Viejo Settlement Agreement	4.1	When City requests SCRIP funds	Transportation and Circulation	SCRIP, Local and Regional Improvements	Total Obligation for SCRIP Improvements in the City of Mission Viejo	The Parties agree that the total monetary obligation of the Project to the City's Local and Regional Improvements is \$18,123,000.00. The County shall allocate, re-allocate, or both, SCRIP funds in order to advance the funds identified by the City as needed to supplement existing or available funds to provide 100% funding for City's Local Improvements, based upon current cost estimates, as more particularly described on Exhibit A, attached hereto and incorporated herein by this reference.	SCRIP Administrator	County: Allocate or reallocate SCRIP funds (subject to requirements)	\$18,123,000 is an aggregate RMV share for all City of Mission Viejo Local and Regional Improvements as set forth in the Mission Viejo Settlement Agreement (Exhibit A – Table 1). Revised SCRIP Table 4 lists a Cost Share by RMV of \$2,000,000 for the initial milestone of the first building permit.

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440	274, 277 & 278 (DA Public Benefits 7 & 10)	Mission Viejo Settlement Agreement	4.1 (cont.)	When City requests change in funding priority for SCRIP funds	Transportation and Circulation	SCRIP, Regional Improvements, Measure M	Apply SCRIP funds first to Local Improvements in the City of Mission Viejo (including Crown Valley Parkway and Marguerite Parkway intersection, and I-5 Crown Valley Parkway bridge widening and southbound off-ramp improvements)	The SCRIP Funds shall first be applied to the City Local Improvements set forth in Table 1 of Exhibit A, and any remaining funds shall be expended on the Regional Improvements within the City set forth in Table 2 of Exhibit A, except that the City reserves the right to request changes in the funding priority and County and RMV shall cooperate in effectuating any such requests for revisions that may be made. The City agrees that the SCRIP funds are solely intended to supplement (and not replace) other existing funds available to the City that have been allocated for the identified improvements, and all of the funds received by the City pursuant to this Agreement shall be used for identified improvements. The City agrees to use its best efforts to obtain all potentially available or existing funds from other (i.e., non-RMV, non-SCRIP, non-County) sources, including Measure M funds.	SCRIP Administrator	County: Allocate SCRIP Funds in accordance with requirements. RMV & County: Cooperate with City in addressing requested changes. City: Apply SCRIP funds in accordance with requirements	
441		Mission Viejo Settlement Agreement	4.2	When City requests SCRIP funds or reallocation thereof	Transportation and Circulation	SCRIP	Written Request to allocate and/or re-allocate SCRIP funds	A written request for allocation, reallocation, or combination thereof, of SCRIP funds, which includes documentation necessary to demonstrate City's compliance with the terms of this Agreement, shall be provided by the City to the SCRIP Administrator.	SCRIP Administrator	City: Submit written request to County for SCRIP funds	
442		Mission Viejo Settlement Agreement	4.3	0 to 1 EDU (Except for Model Homes)	Transportation and Circulation	SCRIP, Local Improvements, Funding Phasing Schedule	Allocate Funds for Local Improvements in the City of Mission Viejo	The allocation, re-allocation, or both, of SCRIP funds shall provide approximately \$13,274,000.00 of the funds due to the City for City Local Improvements pursuant to this Agreement in accordance with the Funding Phasing Schedule shown on Exhibit B. attached hereto and incorporated herein by this reference. All estimates of development timing (and the corresponding funding phasing schedule) are estimates. Funds for City Local Improvements shall be paid pursuant to the Funding Phasing Schedule established in Exhibit B.	SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo	County: Allocate or reallocate SCRIP funds in accordance with Funding Phasing Schedule	Revised SCRIP Table 4 lists a Total Share by RMV of \$2,000,000 for the initial milestone of the first building permit, per the Mission Viejo Settlement Agreement.
442		Mission Viejo Settlement Agreement	4.3 (continued)	1001 EDU-2,500 EDU	Transportation and Circulation	SCRIP, Local Improvements, Funding Phasing Schedule	Allocate Funds for Local Improvements in the City of Mission Viejo (cont.)	See above	SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo	County: Allocate or reallocate SCRIP funds in accordance with Funding Phasing Schedule	Revised SCRIP Table 4 lists a Cost Share by RMV of \$13,274,000 for City Local Improvements through project buildout, per the Mission Viejo Settlement Agreement.

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443	279-280 (DA Public Benefit 11) 283 (DA Public Benefit 11), 343-348 (DA Public Benefits 35 & 36)	Mission Viejo Settlement Agreement	4.4	1001 EDU-2,500 EDU	Transportation and Circulation	SCRIP, Regional Improvements	Allocate and/or Re-allocate Funds for Regional Improvements in the City of Mission Viejo	The allocation, re-allocation, or both, of SCRIP funds shall provide approximately \$4,849,000.00 of the funds due to the City for Regional Improvements pursuant to this Agreement. Funds for Regional Improvements shall be paid when all of the following conditions have occurred: (a) a contract relating to the design and/or construction of the specific Regional Improvement has been executed; and (b) funds relating to said Regional Improvement have been received by the County. In the absence of the conditions set forth in subsections (a) and (b) of this Section 4.4, the County may elect, in its sole and unfettered discretion, to advance Funds for Regional Improvements if the SCRIP Administrator and/or County determines that the SCRIP Program has sufficient funding capacity to advance said funding request.	SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo	County: Allocate or reallocate SCRIP funds following satisfaction of conditions	Revised SCRIP Table 4 lists a Total Cost Share by RMV of \$4,849,000 through Project Buildout for Regional Improvements, per the Mission Viejo Settlement Agreement.
444		Mission Viejo Settlement Agreement	4.5	When City requests reallocation of SCRIP funds	Transportation and Circulation	SCRIP, Regional Improvements, Local Improvements	Allocate and/or Re-allocate Funds for Local or Regional Improvements in the City of Mission Viejo	Nothing in this Agreement, shall preclude the City from petitioning the County, pursuant to the provisions of SCRIP Part 2, for re-allocation of any available funds or re-prioritization of any City Local or Regional Improvement.	SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo	City: Submit petition to County for reallocation of SCRIP funds	
445	270 (DA Public Benefit 3) and 2750 (DA Public Benefit 8)	Mission Viejo Settlement Agreement	4.6	When SCRIP funds are reallocated from regional improvements to other SCRIP improvements	Transportation and Circulation	SCRIP, Regional Improvements, SB Ramp Improvements at I-5/Oso Parkway and/or the Saddleback/I-5 Connectors	Regional Improvements in the City of Mission Viejo (including Flex Funds Part I Roadway Improvements, and Oso Parkway widening in unincorporated County, exclusive of Las Flores)	The City agrees that those funds initially allocated to the regional improvements benefiting the City under SCRIP (SB Ramp Improvements at I-5/Oso Parkway and/or the Saddleback/I-5 Connectors) may be re-allocated to other SCRIP improvements set forth in Exhibit A, in accordance with applicable SCRIP provisions.	Not applicable	Not applicable; City has consented to reallocation	
446		Mission Viejo Settlement Agreement	5.1	During SCRIP Part 2	Transportation and Circulation	SCRIP, SCRIP Part 2	SCRIP Implementation and Monitoring	During SCRIP Part 2, the County will further define the strategies for implementation of transportation improvements, after consulting with the SCRIP Advisory Team in accordance with Sections V.15 and V.17 of the SCRIP. The City agrees to participate actively in SCRIP Part 2, by serving as a member of the Advisory Team, thereby allowing City input into transportation implementation strategies.	SCRIP Administrator to confirm RMV satisfaction of all requirements per City of Mission Viejo	City: Participate in SCRIP Part 2 and serve on Advisory Team County: Consult with SCRIP Advisory Team to further define SCRIP strategies	

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447	324-326 (DA Public Benefit 29) & 330-333 (DA Public Benefit 31)	Mission Viejo Settlement Agreement	5.2	Within 2 weeks following County's receipt of each annual Ranch Plan AMR	Transportation and Circulation	SCRIP, AMR	Further Cooperation In Support of Regional Transportation:	Pursuant to SCRIP, the County shall utilize an Annual Monitoring Report ("AMR") program to monitor development of the Ranch Plan and related traffic, which process includes preparation, and submittal to the County, of an AMR in the fall of each year, as set forth in section 11 of General Provisions of the Ranch Plan Planned Community Program Text. County agrees to provide to the City, for its review and comment, a copy of each AMR submitted by RMV in compliance with SCRIP within 2 weeks after the date on which RMV submits the AMR to the County.	Director-PDS, Director, OC Planning	County: Transmit AMR to City of Mission Viejo within identified time frame	First AMR was completed by end of 2006 and provided to City thereafter.
458	209-210 (PC Text, Gen. Reg. 12) 450-451 (San Clemente Settlement Agreement, K.3)	Resource Organizations Settlement Agreement	3.3 (cont.)	In conjunction with Area Plan approvals	Approved Uses and Practices	Residential units, residential uses, and non-residential square footage and uses	Allocation/Reallocation of Authorized Development	(c) RMV shall have the right, consistent with the provisions of the Ranch Plan Planned Community Text, to relocate and/or reallocate residential units, residential uses, and non-residential square footage and uses among and between individual Planning Areas in order to allow, within the Development Areas depicted in Exhibit A, for the full development of residential units, residential uses and nonresidential square footage and uses authorized in the Project Approvals and Subsequent Project Approvals, and to allow for the fulfillment of Project conditions of approval and Development Agreement obligations (including facilitating the County's efforts and obligations regarding affordable housing as set forth in the Project Development Agreement), provided that any such reallocation complies with the other terms and provisions of this Agreement.	Director-PDS- (Planning Commission to approve Area Plans), Director, OC Planning (Planning Commission to approve Area Plans)	Revision to statistical table; confirmation that relocation/ reallocation is consistent with P.C. Text	Ongoing.
459	209-210 (PC Text, Gen. Reg. 12) 450-451 (San Clemente Settlement Agreement, K.3)	Resource Organizations Settlement Agreement	3.3 (cont.)	In conjunction with preparation of Master Area Plans; throughout term of Ranch Plan project implementation	Approved Uses and Practices	Development areas	Allocation/Reallocation of Authorized Development (cont.)	(c) (cont.) This Section 3.3(c) applies only to uses within Development Areas and is not intended to authorize any additional or expanded uses within Defined Open Space.	Director-PDS, Director, OC Planning	Confirm that additional / expanded uses within Defined Open Space are not contemplated or authorized.	Ongoing. [Note: PA1 MAP application provided to ROs on 4/19/06]
460		Resource Organizations Settlement Agreement	3.4	No required timeframe; rights and limitations operative throughout term of Ranch Plan project	Approved Uses and Practices	Defined Open Space	Open Space Uses	Except as expressly authorized by this Agreement, uses within Defined Open Space shall be limited to Open Space Uses. Except as otherwise limited or modified by this Agreement, RMV shall have the right, but not the obligation, to conduct and perform any/all of the Open Space Uses within any/all portions of the Ranch Plan Area.	Applicable Permitting Authority	Limit uses within Defined Open Space to more restrictive Open Space Uses (per definitions in Resource Organization Settlement Agreement)	Ongoing.

*Coordination with OC Planning Manager

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461		Resource Organizations Settlement Agreement	3.5	No required timeframe; rights operative throughout term of Ranch Plan project	Approved Uses and Practices	Ranching and agricultural practices	Conduct of Ranching and Agricultural Practices in Development Areas	RMV shall have the right, but not the obligation, to carry out and conduct ranching and agricultural practices throughout the Development Areas (and each of them) in a manner consistent with the Project Approvals and Subsequent Project Approvals. (See Planned Community Program Text Section III. H.)	Director-PDS, Director, OC Planning	Development of project per Ranch Plan Planned Community Program Text, Section III.H.	Ongoing.
463	5 (MM 4.3-1)	Resource Organizations Settlement Agreement	3.7	No required timeframe; rights and limitations operative throughout term of Ranch Plan project	Approved Uses and Practices	PC Text Section III.H.3.c.1, Employee Housing Area	Employee Housing	RMV shall have the right, but not the obligation, to relocate, maintain, and operate employee housing within the bounds of the area proximately depicted as "Employee Housing Area" in the attached Exhibit D. (see also PC Text Section III.H.3.c.1, which regulates how existing employee housing "may be relocated within and throughout the Ranch Plan PC Area without the need for issuance of a new permit or other prior approval from the County")	No permit approval required	Relocation, maintenance and operation of employee housing per terms of Resource Organization Settlement Agreement	TBD
502		Resource Organizations Settlement Agreement	6	Offer of Dedication prior to commencement of any grading or construction activities within a phase of development (i.e., Subarea) Recordation of Conservation Easement upon issuance of 75 percent of C of O's within a Subarea (incremental conservation easement dedication)	Phased Dedication and Management of Open Space:		Phased Dedication and Management of Open Space:	All portions of the Defined Open Space located within the San Mateo Creek and San Juan Creek watersheds shall ultimately be placed in conservation, agricultural or other restrictive easements (collectively "Conservation Easements"). The Conservation Easements shall incorporate the terms of this Agreement and shall provide a right of enforcement to the Resource Organizations. The required Conservation Easement dedications within each watershed shall occur in phases as development proceeds within the respective watershed, and shall be consistent with the requirements of local, state and federal approvals and entitlements. The specific portions of the Defined Open Space to be placed in a Conservation Easement in the San Juan Creek watershed in connection with the implementation of the Project in Development Areas 1 through 7 and Development Area 9 shall be roughly proportionate to the size of the relevant Development Area and the sensitivity of resources impacted by said Development Area.		RMV: Consistent with the Open Space Agreement, phased dedication/ conservation of Defined Open Space in conjunction with development of Planning Areas 1 through 7 and PA-9. [Note: Under terms of the Settlement Agreement, Development Areas (Planning Areas) 6, 7 and 9 will not be developed.]	Refer to most current phased dedication map as part of approved Open Space Agreement [Hyperlink #14]

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504		Resource Organizations Settlement Agreement	7.1	Prior to commencement of any grading or construction activities within the first Subarea	Long-Term Management Funding Strategy:		Long-Term Management Funding Strategy:	RMV shall cause to be established a long-term funding program for management and oversight of all Defined Open Space areas placed into Conservation Easements. Individual funding resources for the program shall be developed over time as the Project is implemented. Sources of funds may include, but not be limited to: (i) imposition of periodic assessments and/or fees upon development within the Project area; (ii) conservation and habitat bond proceeds; (iii) amounts collected pursuant to the special rule and fee program established for the Southern Subregion NCCP/HCP under Section 4(d) of the Endangered Species Act; and (iv) amounts received from agencies, governmental authorities and other entities/individuals engaged in open space preservation and management activities.		RMV: Consistent with the Open Space Agreement, establish a long-term funding program for management and oversight of all Defined Open Space areas placed into conservation, agricultural or other restrictive easements.	Completed for entire Planned Community, per approved NCCP Implementation Agreement [Hyperlink #43]
505		Resource Organizations Settlement Agreement	7.2	Prior to sale, conveyance or transfer of fee interest (or management authority) in open space lands to unaffiliated third party (other than a public agency/body)	Long-Term Management Funding Strategy (cont.):		Long-Term Management Funding Strategy (cont.):	In the event RMV: (i) conveys or otherwise transfers its fee interest in all or a portion of the Defined Open Space lands to an unaffiliated third party (other than to a public agency or body or a utility); or (ii) relinquishes or otherwise transfers its management authority/rights over all or a portion of the Defined Open Space lands to an unaffiliated third party (other than to a public agency or body or a utility), RMV shall ensure that a funding program is in place adequate to meet the long-term management and oversight needs of those portions of the Defined Open Space conveyed and relinquished.		RMV: Ensure that long-term funding program is in place prior to transfer of fee interest (or management authority) in open space lands to an unaffiliated third party	Completed for entire Planned Community, per approved Chapter 12 of HCP [Hyperlink #30]

APPENDIX B

DOCUMENTATION SUPPORTING THE SOUTHERN SUBREGIONAL HCP AMENDMENT

RANCHO MISSION VIEJO

November 10, 2010

Jonathan Snyder
Division Chief
U.S. Fish and Wildlife Service
Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, CA 92011

Reference: Southern Subregion Habitat Conservation Plan, TE144140-0

Subject: Request for Minor Amendment for Boundary Adjustment in PA 1

Dear Jonathan:

In accordance with Section 15.4 of the Implementation Agreement (IA) for the Southern Subregion Habitat Conservation Plan (SSHCP), Rancho Mission Viejo (RMV) respectfully requests approval of a minor amendment to adjust the development boundary for Planning Area 1 to address geotechnical concerns. The main location of the proposed boundary change is along the northern boundary of Planning Area 1, and a smaller change is proposed along the southern boundary near Antonio Parkway (see attached Figure 1).

According to IA Section 15.4 (b) "Minor amendments include, but are not limited to, combinations of adding and removing land from the Habitat Reserve which result in no net loss of Habitat Reserve acreage and no long-term net loss of subregional habitat value." The boundary adjustment we are seeking will not result in either a net loss of Habitat Reserve acreage or a long-term net loss of subregional habitat value. As explained in further detail in the attached analysis by Dudek & Associates, the proposed boundary change would result in a net gain of 11.1 Habitat Reserve acres. No documented occurrences of wildlife or plant Covered Species would be affected by the proposed adjustment and there would be a net gain of suitable habitat for wildlife Covered Species that use grassland habitat.

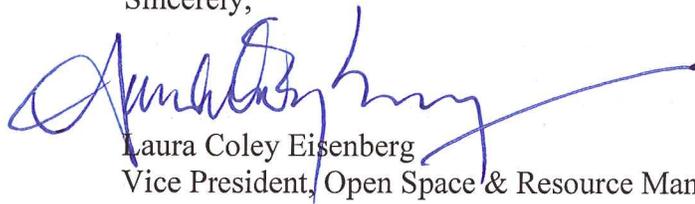
The 5.6 acres of grassland associated with the northern boundary change (the "take" acres shown on Figure 1) are located within the Planning Area 1 open space area covered by an irrevocable covenant. At the time RMV made its request to defer the recordation of the SSHCP conservation easement over this area, RMV anticipated that a boundary

DRUG USE
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LIFE ABUSE

adjustment might be necessary. Should USFWS approve this minor amendment, the conservation easement scheduled to be recorded in January 2013 would reflect the adjustment and include the additional 11.1 acres we propose to add to the Habitat Reserve.

Should you have further questions regarding our request, I can be reached via email at lcoleyeisenberg@ranchomv.com or (949) 240-3363 Ext 297.

Sincerely,



Laura Coley Eisenberg
Vice President, Open Space & Resource Management

Attachment: Dudek Analysis

Cc: Jeff Brinton, PBMB
Richard Broming, RMV

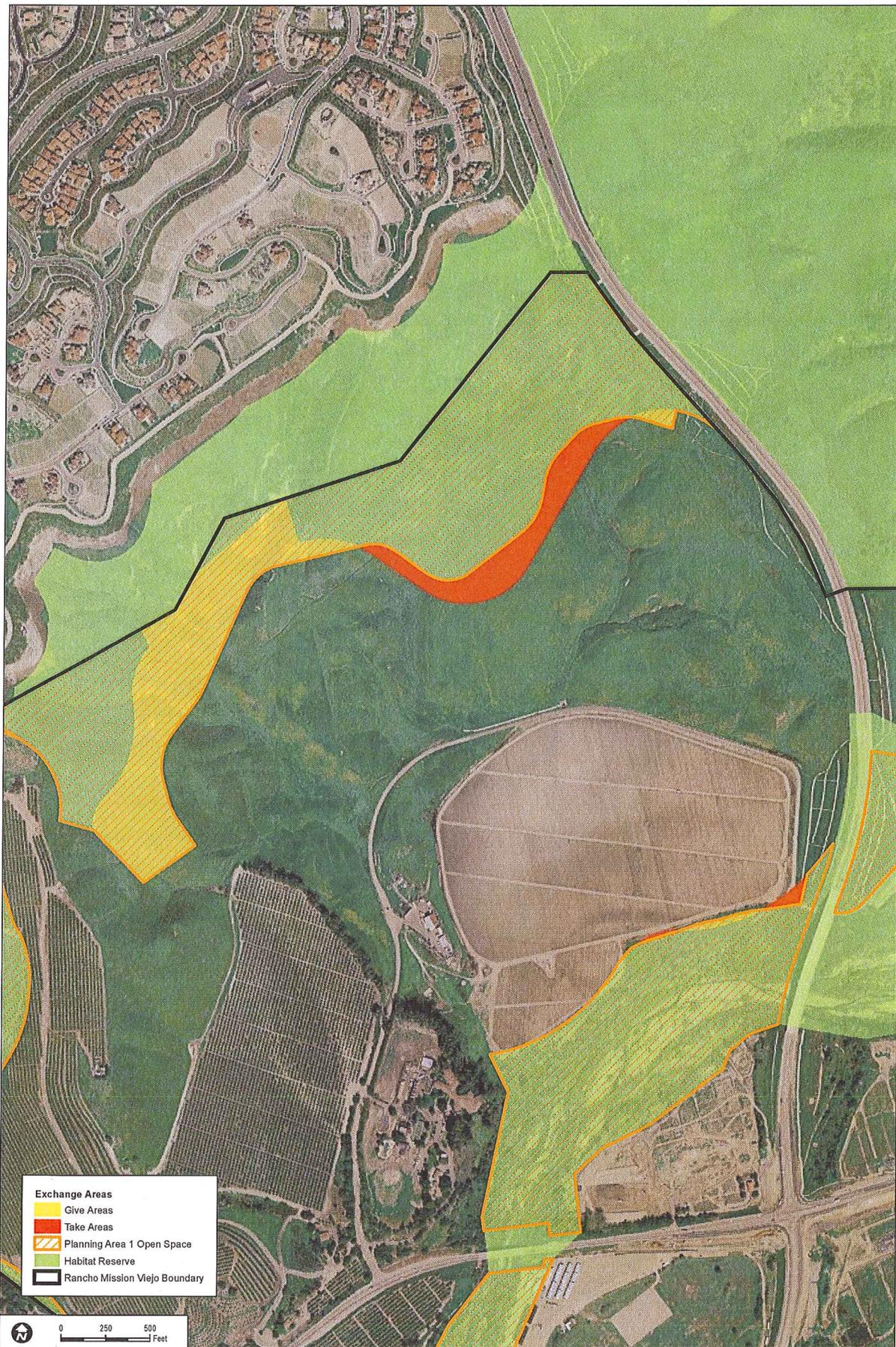


FIGURE 1
Planning Area 1 (Tentative Tract 17051) Exchange Areas

November 10, 2010

6877-01

Laura Coley Eisenberg
 P.O. Box 9, 28811 Ortega Highway
 San Juan Capistrano, CA 92675

Re: Minor Amendment for Planning Area 1, Rancho Mission Viejo, Orange County, California

Dear Ms. Eisenberg:

This letter report provides the results of an analysis of a proposed boundary change for Tentative Tract 17051 in Planning Area 1 (PA 1) in support of a Minor Amendment to the Southern Subregion HCP. Per Section 15.4(b) of the Implementing Agreement, “Minor Amendments include, but are not limited to, combinations of adding and removing land from the Habitat Reserve which result in no net loss of Habitat Reserve acreage and no long-term net loss of subregional habitat value.” The main proposed boundary changes are located along the northern boundary of PA 1, and minor changes are proposed along the southern boundary, as shown in *Figure 1*.

The vegetation communities and land covers in the “Take” areas (i.e., areas removed from the Habitat Reserve) and “Give” areas (i.e., areas added to the Habitat Reserve) are shown in Table 1. Overall 6.1 acres would be removed from the Habitat Reserve in the Take areas and 17.2 acres would be added back to the Habitat Reserve in the Give areas in close proximity to the Take areas, for a net gain of 11.1 acres. The main vegetation community affected by the boundary change is grassland, with a net gain of 11.4 acres. There would also be a net gain of 0.1 acre of riparian – a small patch of mule fat scrub. There would be a 0.1 acre net loss of coastal sage scrub.

**Table 1
 Summary of Give and Take for PA 1
 Vegetation Communities and Land Covers**

Conserved Vegetation Community	Take Area (acres)	Give Area (acres)	Net Difference (acres)
Coastal Sage Scrub	0.1	0.0	-0.1
Grassland	5.7	17.1	+11.4
Riparian	0.0	0.1	+0.1
Subtotal	5.8	17.2	+11.4
Non-Native Land Covers			
Agriculture	0.1	0.0	-0.1
Development	0.2	0.0	-0.2
Subtotal	0.3	0.0	-0.3
Total	6.1	17.2	+11.1

Planning Area 1 Boundary Change

No wildlife or plant Covered Species documented occurrences would be directly affected by the boundary change, nor would any other documented special-status species occurrences be affected. The net increase of 11.4 acres of grassland, however, would provide additional suitable habitat in the Habitat Reserve for several of the Southern Subregion HCP wildlife Covered Species, including burrowing owl, grasshopper sparrow, long-eared owl (foraging habitat), tricolored blackbird (foraging habitat), white-tailed kite (foraging habitat), California glossy snake, coast patch-nosed snake, northern red-diamond rattlesnake, orange-throated whiptail, red coachwhip, and San Diego horned lizard. There would also be a 0.1-acre increase in riparian (mule fat scrub) in the Habitat Reserve and a 0.1-acre decrease in coastal sage scrub, which would have a negligible impact on the two Covered Species that almost exclusively occur in coastal sage scrub (California gnatcatcher and cactus wren). As noted above, no documented occurrences of these species occur in the 0.1-acre of coastal sage scrub in the Take area, and no adverse impacts on these two species are expected as a result of the proposed boundary change.

Given that the proposed boundary change to PA 1 would result in an 11.1-acre net increase in the Habitat Reserve, including a net increase of 11.4 acres of Conserved Vegetation Communities, it is consistent with the criterion of no net loss of acreage in the Habitat Reserve for a Minor Amendment to the Southern Subregion HCP. Also, because the Give areas are essentially in the same area of the Habitat Reserve as the Take areas (*Figure 1*), long-term subregional habitat value would not be affected, and if anything, would be increased because of the increased Habitat Reserve acreage providing additional suitable habitat for several wildlife Covered Species. No unique or important resource locations (e.g., a Covered Species occurrence) would be adversely affected in the Take area.

In summary, the proposed boundary change would result in a net gain of 11.1 acres in the Habitat Reserve. No documented occurrences of wildlife or plant Covered Species would be affected by the action and there would be a net gain of suitable habitat for wildlife Covered Species that use grassland habitat. There would no net loss Habitat Reserve acreage or loss of subregional habitat value in the Habitat Reserve.

Please feel free to call at (760) 479-4245 or email me at pbehrends@dudek.com if you have any questions concerning this analysis.

Very truly yours,



Philip Behrends, Ph.D.
Senior Biologist

Att: Figure 1



United States Department of the Interior

FISH AND WILDLIFE SERVICE

Ecological Services
Carlsbad Fish and Wildlife Office
6010 Hidden Valley Road, Suite 101
Carlsbad, California 92011



In Reply Refer To:
FWS-OR-11B0072-11TA0109

DEC 08 2010

Laura Coley Eisenberg
Open Space & Resource Management
Rancho Mission Viejo
28811 Ortega Highway
San Juan Capistrano, California 92693

Subject: Rancho Mission Viejo Minor Amendment for Boundary Adjustment in Planning Area 1 under the Orange County Southern Subregion Habitat Conservation Plan, Orange County, California

Dear Ms. Eisenberg:

The U.S. Fish and Wildlife Service (Service) received your request of a minor amendment to the Orange County Southern Subregion Habitat Conservation Plan (HCP) on November 15, 2010. The proposed minor amendment is a boundary adjustment to Planning Area (PA) 1 to address geotechnical concerns. The main location of the proposed amendment is along the northern boundary of PA 1 and a small portion along the southern boundary near Antonio Parkway. Rancho Mission Viejo (RMV), a permittee under the HCP, proposes to remove 6.1 acres and add 17.2 acres to the Habitat Reserve, resulting in a net increase of 11.1 acres to the Habitat Reserve. The main habitat impacted by the amendment is grassland, with a net gain of 11.4 acres. There will also be a net gain of 0.1 acre of riparian, and a 0.1 acre net loss of coastal sage scrub (CSS).

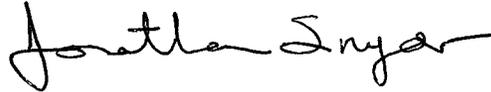
The proposed boundary adjustment satisfies the criteria that minor amendments will result in no net loss of Habitat Reserve acreage and no long-term net loss of subregional habitat value (HCP Implementation Agreement, page 72). Additionally, no documented occurrences of Covered Species will be affected by the proposed amendment. The net increase of 11.4 acres of grassland will provide additional suitable habitat for Covered Species, including the burrowing owl (*Athene cunicularia*), grasshopper sparrow (*Ammodramus savannarum*), long-eared owl (foraging habitat; *Asio otus*), tricolored blackbird (foraging habitat; *Agelaius tricolor*), white-tailed kite (foraging habitat; *Elanus leucurus*), California glossy snake (*Arizona elegans occidentalis*), coast patch-nosed snake (*Salvadora hexalepis virgulata*), northern red-diamond rattlesnake (*Crotalus ruber ruber*), orange-throated whiptail (*Aspidoscelis hyperythra beldingi*), red coachwhip (*Masticophis flagellum piceus*), and San Diego horned lizard (*Phrynosoma coronatum blainvillei*). The loss of 0.1 acres of CSS will have a negligible impact on Covered Species, including the coastal California gnatcatcher (*Poliptila californica californica*) and

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cactus wren (*Campylorhynchus brunneicapillus couesi*). Therefore, we agree that this proposal qualifies as a minor amendment to the HCP.

If you have any question regarding this letter, please contact Fish and Wildlife Biologist Jennifer Mitchell at (760) 431-9440, extension 276.

Sincerely,

A handwritten signature in black ink, appearing to read "Karen A. Goebel". The signature is fluid and cursive, with the first name "Karen" being the most prominent part.

for Karen A. Goebel
Assistant Field Supervisor

APPENDIX C
PLANNING AREA 1 TRAFFIC ANALYSIS

THE RANCH PLAN PLANNING AREA 1

Traffic Analysis

February 2011



THE RANCH PLAN
Planning Area 1 Traffic Analysis

Prepared by:

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(714) 667-0496

February 21, 2011

CONTENTS

	Page
Background and Scope	1
Project Description.....	2
Existing Conditions.....	6
Future Transportation Setting	6
Traffic Conditions With PA1	11

APPENDICES:

- A: Intersection Capacity Utilization
- B: Peak Hour Project Trips
- C: Ranch Plan EIR – Traffic Data

LIST OF FIGURES AND TABLES

Page

FIGURES

1 Project Site Plan—Planning Area 1 3

2 Project Trip Distribution 5

3 Existing (2010) ADT Volumes (000s)..... 7

4 Intersection Location Map 9

5 Short-Range Study Area Demographic Data..... 10

6 2015 ADT Volumes (000s)—No Project 12

7 2015 ADT Volumes (000s)—With Project 13

A-1 Intersection Location Map A-2

TABLES

1 Planning Area 1 Land Use and Trip Generation Summary 4

2 ICU and LOS Summary—Existing Conditions (2010) 8

3 ICU and LOS Summary—2015 No Project and 2015 With Project Comparison 14

THE RANCH PLAN

Planning Area 1 Traffic Analysis

This report provides traffic analysis information for Planning Area 1 of The Ranch Plan project in unincorporated south Orange County. As discussed below, the analysis has been prepared to comply with a Condition of Approval/Mitigation Measure of the Ranch Plan project. The analysis is to support refinements to the July 2006 approved EIR addendum for Ranch Plan FEIR 589 addressing the proposed Planning Area 1 development.

BACKGROUND AND SCOPE

Planning Area 1 (PA1) of The Ranch Plan is located just east of the City of San Juan Capistrano City limits and includes development on all four quadrants of the intersection of Antonio Parkway and Ortega Highway (note that Antonio Parkway becomes La Pata Avenue south of Ortega Highway). Pursuant to the adopted Ranch Plan Planned Community Program Text (see Section II.B.3.a.9) and Ranch Plan FEIR 589 (see MM 4.6-2), a Traffic Analysis is required to be submitted to the County prior to the approval of the Master Area Plan for each Planning Area. The Traffic Analysis is to be reviewed and approved by the Director of Planning and Development Services. Basically, the purpose of the analysis is to supplement the initial (May 2004) Ranch Plan EIR Traffic Report by (1) showing the cumulative impacts of development of that particular planning area (i.e., traffic proposed to be added by the then-proposed phase of development, in combination with other projected traffic growth) on the adjacent arterial roadway system, and (2) verifying that any proposed transportation improvements (e.g., mitigation measures) are substantially consistent with the adopted South County Roadway Improvement Program (SCRIP). A corresponding traffic study was submitted and approved for PA1 in July 2006.

In continuing fulfillment of the Condition of Approval/Mitigation Measure, this traffic study provides recent traffic count data in the project vicinity, anticipated traffic increases over the next several years, and then adds the PA1-generated traffic to those background traffic volumes. Peak hour levels of service at key intersections are then derived and improvements proposed for implementation with the PA1 project are evaluated for consistency with the improvements contained in the SCRIP. The short-range analysis is consistent with the County Growth Management Plan which requires a three to five year analysis time frame, and with the requirements of individual Planning Area submittals. Appendix C

shows information from the original Ranch Plan traffic study, and provides a reference point for long-range consistency with respect to development and intersection improvements.

The section which follows describes the PA1 project and its relation to the adjacent arterial roadway system. Subsequent sections of this report discuss traffic on the surrounding roadway system and the SCRIP.

PROJECT DESCRIPTION

The land use development plan and associated roadways for PA1 can be seen in Figure 1. A statistical summary of land uses and trip generation is given in Table 1. Also listed in this table is the corresponding trip generation derived for this planning area in the project Environmental Impact Report (EIR). Apart from a slight increase in the AM peak hour outbound trips (112 trips) and in the PM peak hour inbound trips (204 trips), the proposed land uses result in lower trip generation than the trip generation for PA1 as estimated in the Ranch Plan EIR traffic study.

It should be noted that the no-project traffic conditions presented here include the Rancho Mission Viejo (RMV) Headquarters in the northwest quadrant of PA1 since this use will be replaced ultimately by the proposed development. This is an existing use and the trip generation for this land use is estimated below:

RMV HEADQUARTERS TRIP GENERATION SUMMARY								
Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
RMV Headquarters	70 TSF	58	14	73	28	64	92	877

Arterial roadways serving the project include Antonio Parkway, La Pata Avenue (the southern extension of Antonio Parkway) and Ortega Highway. The project trip distribution is shown in Figure 2. This analysis is based on the existing roadway system and this distribution shows the geographic orientation of trips to and from the project. The interaction between non-residential and residential uses results in 12 percent of the tripends (six percent of the trips) being internal.



Figure 1
 PROJECT SITE PLAN
 - PLANNING AREA 1

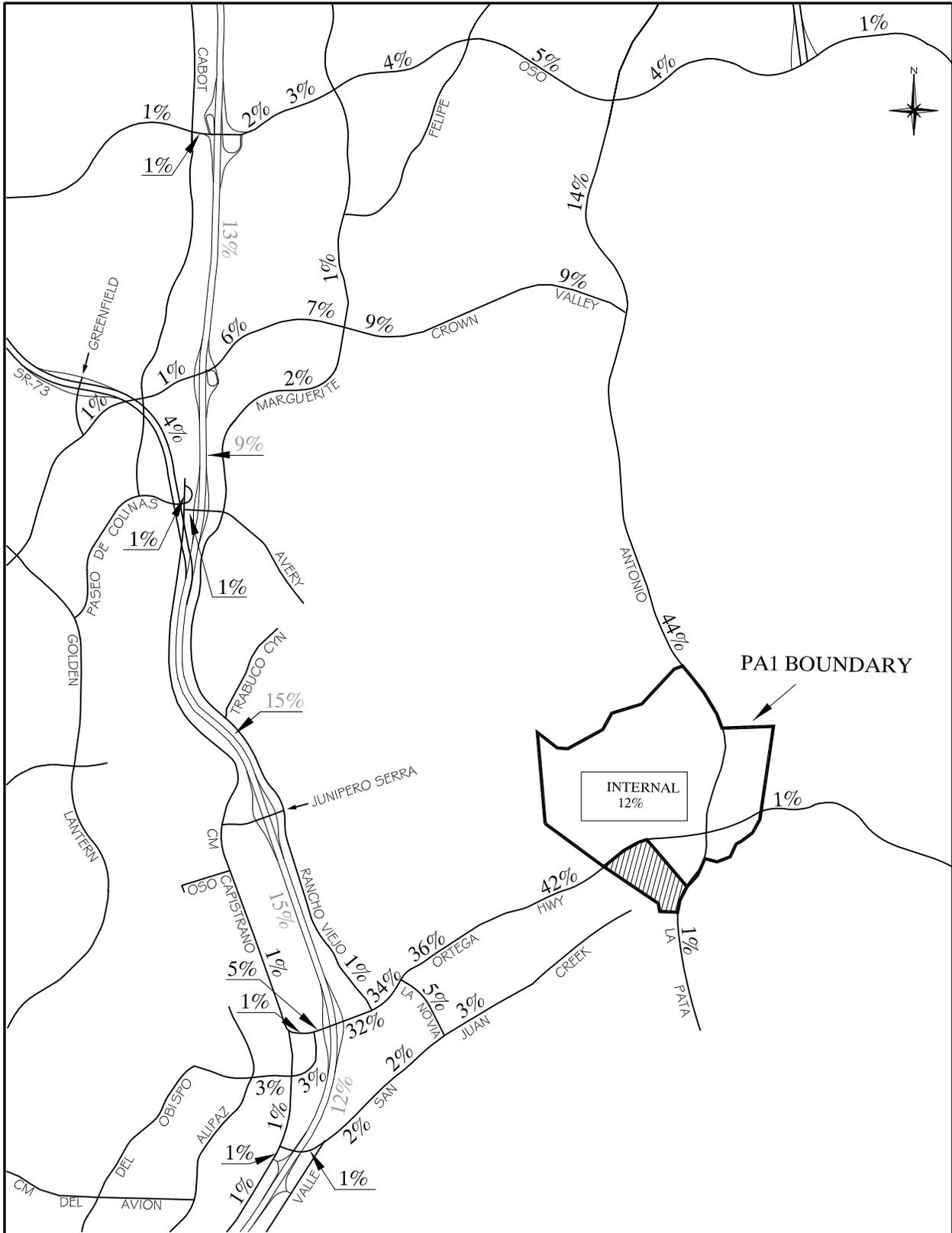
Table 1

PLANNING AREA 1 LAND USE AND TRIP GENERATION SUMMARY

Land Use	Amount	AM Peak Hour			PM Peak Hour			ADT
		In	Out	Total	In	Out	Total	
Single Family Detached	384 DU	73	215	288	246	142	388	3,675
Single Family Attached	303 DU	45	148	193	158	91	249	2,457
Senior Detached Housing	116 DU	9	16	25	19	13	32	430
Senior Attached Housing	284 DU	14	23	37	28	17	45	988
Apartments	200 DU	20	82	102	80	44	124	1,330
General Commercial	95 TSF	58	37	95	174	181	355	4,079
Office	40 TSF	54	8	62	10	50	60	440
Park	11 ACRE	-	-	-	-	-	-	25
CCRC	480 Units	67	34	101	82	77	159	1,800
Community Facilities	5 TSF	16	14	30	15	17	32	198
Sub-Total		356	577	933	812	632	1,444	15,422
City Property								
Equestrian Facilities	250 Stalls	23	10	33	33	38	71	570
Soccer Complex	6 Fields	4	4	8	86	38	124	428
Sub-Total		27	14	41	119	76	195	998
Grand Total	1,287 DU	383	591	974	931	708	1,639	16,420
Planning Area 1 Ranch Plan EIR		948	479	1,427	727	1,139	1,866	18,233
Difference		(565)	112	(453)	204	(431)	(227)	(1,813)

Abbreviations: DU - dwelling unit
 TSF - thousand square feet

Note: Clubhouses, Recreational Centers and Fire Stations are considered non-traffic generating and while included in the future development plans, are not included in the trip generation summary.



Legend

Note: I-5 Freeway percentages are shown in grayscale.

City Property

Figure 2

PROJECT TRIP DISTRIBUTION

EXISTING CONDITIONS

The study area for this analysis is shown in Figure 3 together with recent average daily traffic (ADT) volumes (the counts are representative of December 2010). Intersection counts used in this analysis are also representative of 2010 (counts were taken in September and December).

Intersections within the study area were selected for analysis based on the project traffic contribution (the general criteria is when the project increases peak hour trips at an intersection by more than one percent). Existing peak hour intersection capacity utilization (ICU) values can be found in Table 2 (an intersection location map is given in Figure 4) and the ICU worksheets are summarized in Appendix A. As shown, all of the study area intersections operate at an acceptable level of service (LOS).

FUTURE TRANSPORTATION SETTING

This analysis uses 2015 as the time frame for analyzing traffic conditions on the surrounding roadway system. Roadway and intersection improvements have been recently completed within the study area along Ortega Highway and the intersection analysis reflects those improvements. With the exception to this project, no other committed improvements are assumed to be completed by year 2015.

It should be noted that although the intersection improvements at Antonio/La Pata Avenue and Ortega Highway have been recently completed, the V/C calculations are based on two through lanes for the northbound and southbound directions. The reason is that the roadway widenings needed to fully accommodate the third through lanes are not yet built, resulting in reduced capacity for these lanes that have to merge on the other side of the intersection. Those lanes will be fully operational when future widening projects on Antonio Parkway, La Pata Avenue, and Ortega Highway occur.

The land use and development growth projections applied in this analysis for south Orange County are the Orange County Projections (OCP) 2004, which cover five-year intervals from 2005 to 2035. The OCP-2004 Year 2015 projections provide the primary set of demographic data that is applied in the traffic analysis.

Figure 5 shows the housing and employment growth for cities and communities in the traffic analysis study area. By year 2015, this part of south Orange County is projected to experience a less than one percent increase in housing and a five percent increase in employment, when compared to 2010.

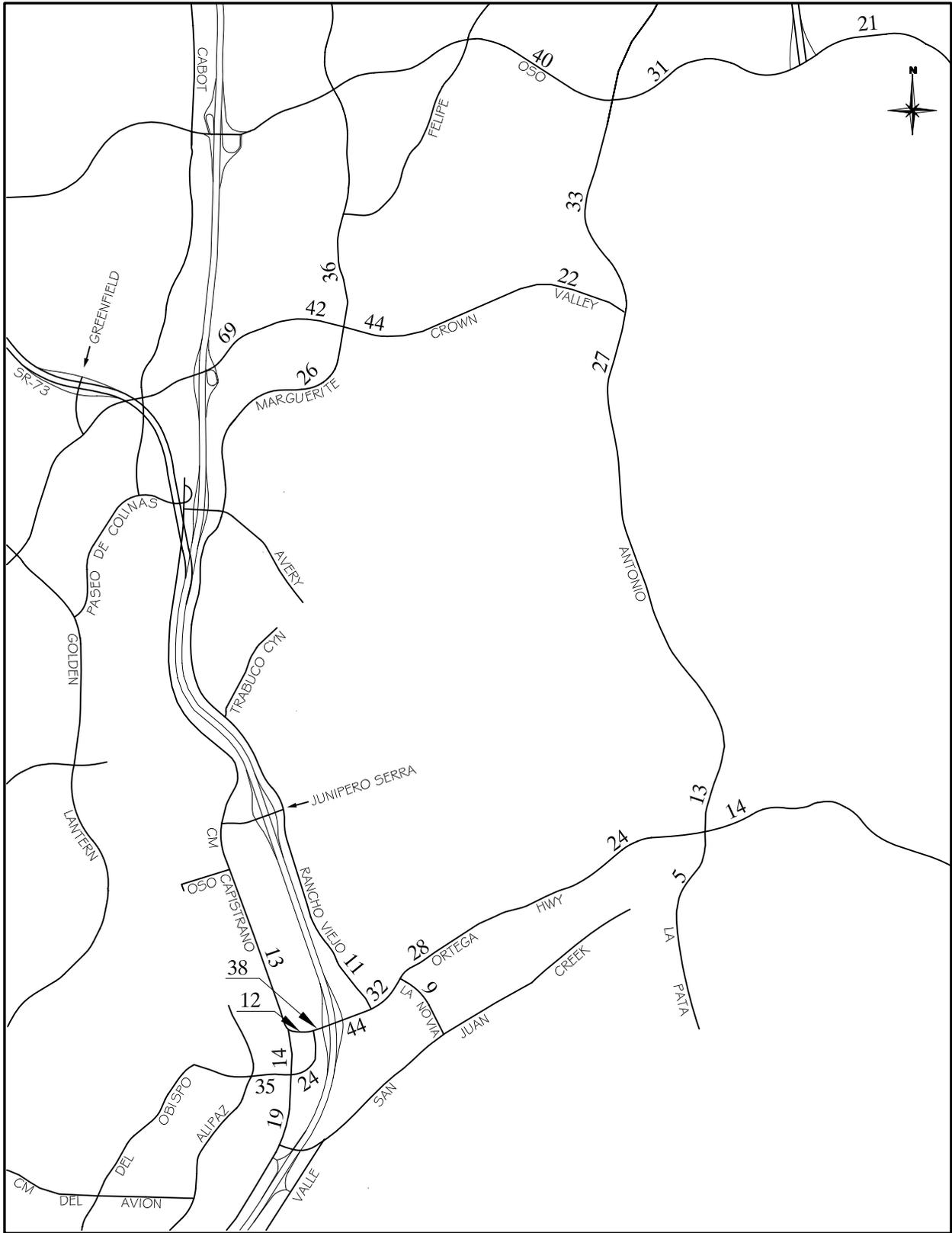


Figure 3
 EXISTING (2010) ADT VOLUMES (000s)

Table 2

ICU & LOS SUMMARY – EXISTING CONDITIONS (2010)

Intersection	AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS
City of Mission Viejo				
7. Puerta Real & Crown Valley Pkwy	.56	A	.59	A
8. El Regateo/Medical Ctr & Crown Valley Pkwy (a)	.46	A	.58	A
9. Los Altos & Crown Valley Pkwy (a)	.42	A	.40	A
10. Bellogente & Crown Valley Pkwy (a)	.45	A	.41	A
11. Marguerite Pkwy & Crown Valley Pkwy (a)	.65	B	.70	B
46. I-5 SB Ramps & Crown Valley Pkwy (a)	.59	A	.65	B
47. I-5 NB Ramps & Crown Valley Pkwy (a)	.57	A	.51	A
City of Rancho Santa Margarita				
60. SR-241 SB Ramps & Oso Pkwy	.35	A	.33	A
61. SR-241 NB Ramps & Oso Pkwy	.66	B	.29	A
City of San Juan Capistrano				
25. Cm Capistrano & Ortega Hwy	.41	A	.50	A
26. Del Obispo & Ortega Hwy	.48	A	.52	A
27. Rancho Viejo Rd & Ortega Hwy	.59	A	.66	B
28. La Novia Rd & Ortega Hwy	.59	A	.56	A
30. Cm Capistrano & Del Obispo	.61	B	.68	B
50. I-5 SB Ramps & Ortega Hwy (a)	.75	C	.87	D
51. I-5 NB Ramps & Ortega Hwy (a)	.92	E	.84	D
County of Orange				
5. Antonio Pkwy & Oso Pkwy	.62	B	.64	B
12. Antonio Pkwy & Crown Valley Pkwy	.48	A	.59	A
29. La Pata & Ortega Hwy	.67	B	.47	A
<p>(a) LOS “E” is acceptable at this location (Congestion Management Program [CMP] intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS “D” is the adopted performance standard for all other intersection locations that are analyzed.</p> <p>Level of service ranges: .00 - .60 A .61 - .70 B .71 - .80 C .81 - .90 D .91 – 1.00 E Above 1.00 F</p>				

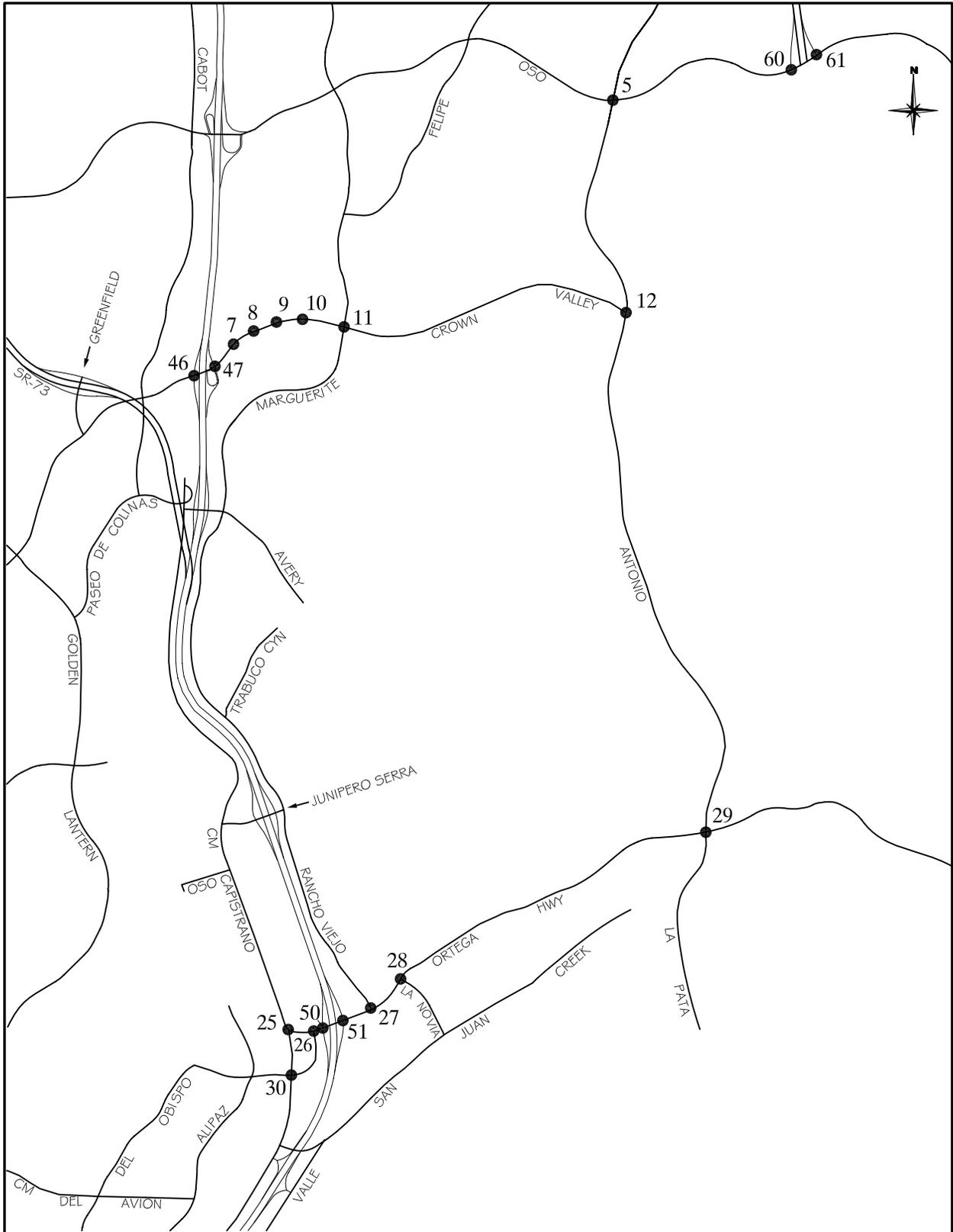
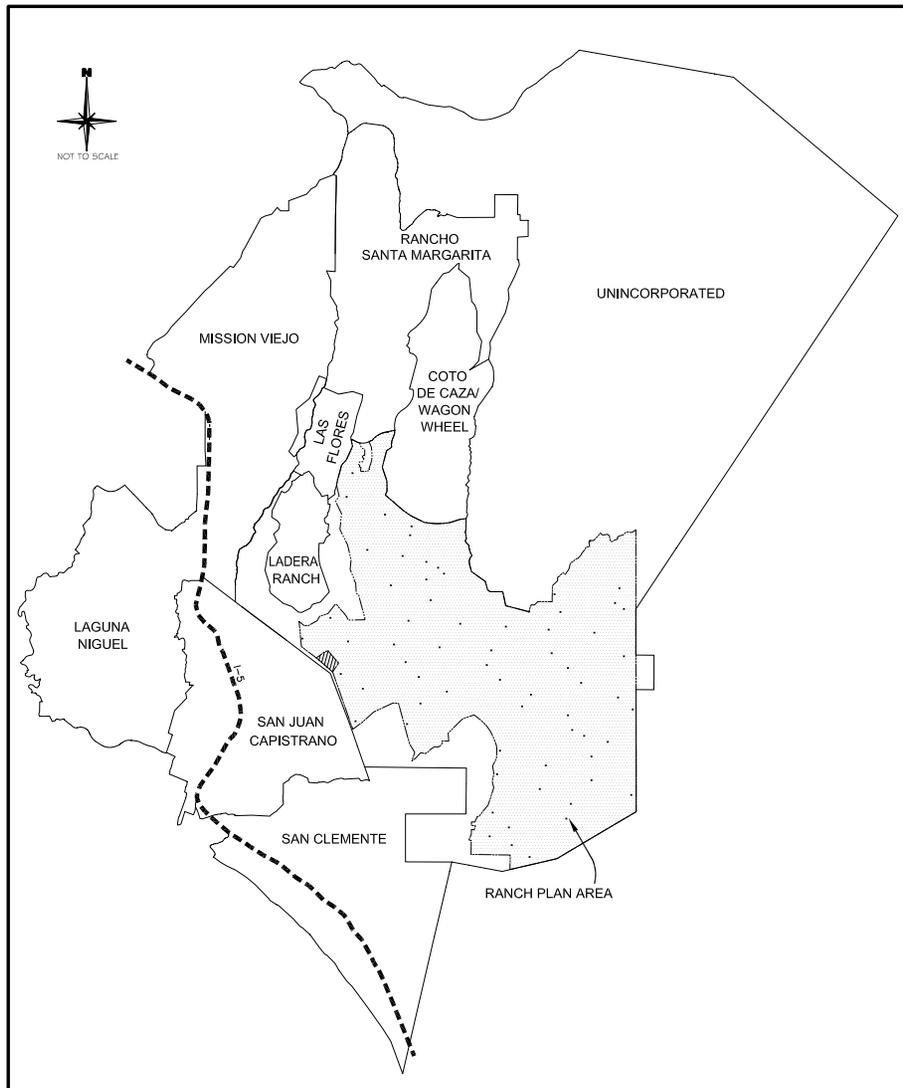


Figure 4
INTERSECTION LOCATION MAP



City of Mission Viejo			
	2010	2015	Growth
Dwelling Units	34,602	34,602	--
Employment	35,738	35,934	<1%

City of San Juan Capistrano			
	2010	2015	Growth
Dwelling Units	13,528	13,598	<1%
Employment	17,169	17,881	4%

City of Laguna Niguel			
	2010	2015	Growth
Dwelling Units	25,246	25,246	--
Employment	22,886	24,088	5%

City of San Clemente			
	2010	2015	Growth
Dwelling Units	25,189	25,468	1%
Employment	28,271	31,139	10%

City of Rancho Santa Margarita			
	2010	2015	Growth
Dwelling Units	17,192	17,227	<1%
Employment	10,558	10,854	3%

Unincorporated (excluding Ranch Plan)			
	2010	2015	Growth
Dwelling Units	290	294	1%
Employment	91	90	--

Las Flores			
	2010	2015	Growth
Dwelling Units	1,844	1,844	--
Employment	479	482	<1%

Coto De Caza/Wagon Wheel			
	2010	2015	Growth
Dwelling Units	5,290	5,290	--
Employment	1,010	1,025	1%

Ladera Ranch			
	2010	2015	Growth
Dwelling Units	7,900	8,100	3%
Employment	1,848	2,011	9%

Grand Total			
	2010	2015	Growth
Dwelling Units	131,081	131,669	<1%
Employment	118,050	123,504	5%

Source: Orange County Projections 2004 (OCP-2004) demographic data

 City Property

Figure 5

SHORT-RANGE STUDY AREA DEMOGRAPHIC DATA

Based on this information, a growth factor of four percent was applied to the year 2010 data to derive year 2015 (No-Project) traffic forecasts.

Figure 6 illustrates the 2015 No-Project ADT volumes. The increase in growth over the next five years is largely due to the buildout of Ladera Ranch and some increases in enrollment at San Juan Hills High School, just south of PA1 off La Pata Avenue.

TRAFFIC CONDITIONS WITH PA1

The 2015 No-Project conditions discussed in the previous section assume no development in the project area and the existing circulation system plus committed improvements. The with-project forecasts presented in this section reflect the added trips associated with PA1.

Figure 7 illustrates the with-project ADT volumes. The corresponding peak hour intersection capacity utilization (ICU) values can be found in Table 3. An intersection is impacted by the project if the intersection is forecast to operate deficiently (i.e., worse than the performance standard), and the project contribution to the ICU is as follows:

- 0.01 or greater at County of Orange, City of Mission Viejo, City of Rancho Santa Margarita and City of San Juan Capistrano intersections (the impact threshold adopted by the Cities of Mission Viejo, Rancho Santa Margarita and San Juan Capistrano).
- Greater than 0.01 at City of Laguna Niguel intersections (the impact threshold adopted by this City).
- Greater than 0.03 at Congestion Management Program (CMP) intersections (the impact threshold specified in the CMP).

As shown, there are no project impacts and all intersections are forecast to operate at an acceptable LOS.

The conclusion from this analysis is that recent improvements to intersections in the study area have added sufficient capacity to serve traffic growth through 2015, including buildout of PA1.

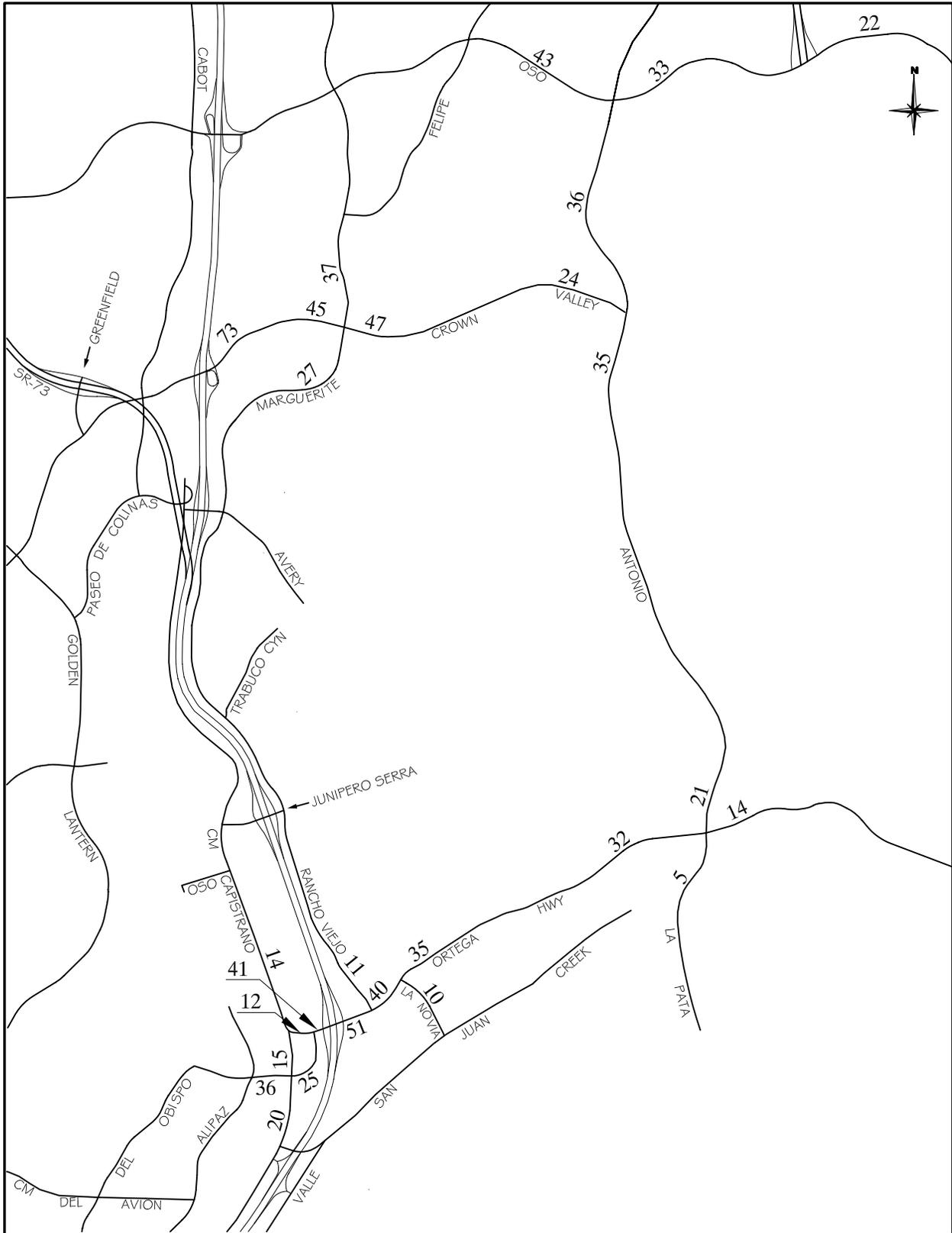


Figure 7
 2015 ADT VOLUMES (000s)
 - WITH-PROJECT

Table 3

ICU & LOS SUMMARY – 2015 NO PROJECT AND 2015 WITH PROJECT COMPARISON

Intersection	2015 No Project				2015 With Project			
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
	ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
City of Mission Viejo								
7. Puerta Real & Crown Valley Pkwy (a)	.57	A	.61	B	.57	A	.62	B
8. El Regateo/Medical Ctr & Crown Valley (a)	.48	A	.59	A	.49	A	.60	A
9. Los Altos & Crown Valley Pkwy (a)	.44	A	.41	A	.45	A	.42	A
10. Bellogente & Crown Valley Pkwy (a)	.47	A	.42	A	.48	A	.43	A
11. Marguerite Pkwy & Crown Valley Pkwy (a)	.67	B	.71	C	.68	B	.76	C
46. I-5 SB Ramps & Crown Valley Pkwy (a)	.61	B	.68	B	.61	B	.68	B
47. I-5 NB Ramps & Crown Valley Pkwy (a)	.59	A	.52	A	.59	A	.53	A
City of Rancho Santa Margarita								
60. SR-241 SB Ramps & Oso Pkwy	.36	A	.34	A	.36	A	.35	A
61. SR-241 NB Ramps & Oso Pkwy	.68	B	.30	A	.69	B	.30	A
City of San Juan Capistrano								
25. Cm Capistrano & Ortega Hwy	.60	A	.71	C	.61	B	.72	C
26. Del Obispo & Ortega Hwy	.50	A	.53	A	.51	A	.54	A
27. Rancho Viejo Rd & Ortega Hwy	.62	B	.68	B	.65	B	.75	C
28. La Novia Rd & Ortega Hwy	.61	B	.57	A	.65	B	.67	B
30. Cm Capistrano & Del Obispo	.63	B	.71	C	.63	B	.71	C
50. I-5 SB Ramps & Ortega Hwy (a)	.77	C	.90	D	.82	D	.98	E
51. I-5 NB Ramps & Ortega Hwy (a)	.95	E	.87	D	1.00	E	.94	E
County of Orange								
5. Antonio Pkwy & Oso Pkwy	.66	B	.67	B	.69	B	.74	C
12. Antonio Pkwy & Crown Valley Pkwy	.49	A	.60	A	.53	A	.73	C
29. La Pata & Ortega Hwy	.70	B	.49	A	.70	B	.66	B

(a) LOS "E" is acceptable at this location (Congestion Management Program [CMP] intersections and Crown Valley Parkway intersections between I-5 and Marguerite Parkway). LOS "D" is the adopted performance standard for all other intersection locations that are analyzed.

APPENDIX A

INTERSECTION CAPACITY UTILIZATION

Peak hour intersection volume/capacity ratios are calculated by means of intersection capacity utilization (ICU) values. ICU calculations were performed for the intersections shown in Figure A-1. For simplicity, signalization is assumed at each intersection. Precise ICU calculations of existing non-signalized intersections would require a more detailed analysis.

The procedure is based on the critical movement methodology, and shows the amount of capacity utilized by each critical move. A capacity of 1,700 vehicles per hour (VPH) per lane is assumed together with a .05 clearance interval. A "de-facto" right-turn lane is used in the ICU calculation for cases where a curb lane is wide enough to separately serve both thru and right-turn traffic (typically with a width of 19 feet from curb to outside of thru-lane with parking prohibited during peak periods). Such lanes are treated the same as striped right-turn lanes during the ICU calculations, but they are denoted on the ICU calculation worksheets using the letter "d" in place of a numerical entry for right-turn lanes.

The methodology also incorporates a check for right-turn capacity utilization. Both right-turn-on-green (RTOG) and right-turn-on-red (RTOR) capacity availability are calculated and checked against the total right-turn capacity need. If insufficient capacity is available, then an adjustment is made to the total capacity utilization value. The following example shows how this adjustment is made.

Example For Northbound Right

1. Right-Turn-On-Green (RTOG)

If NBT is critical move, then:

$$\text{RTOG} = V/C (\text{NBT})$$

Otherwise,

$$\text{RTOG} = V/C (\text{NBL}) + V/C (\text{SBT}) - V/C (\text{SBL})$$

2. Right-Turn-On-Red (RTOR)

If WBL is critical move, then:

$$\text{RTOR} = V/C (\text{WBL})$$

Otherwise,

$$\text{RTOR} = V/C (\text{EBL}) + V/C (\text{WBT}) - V/C (\text{EBT})$$

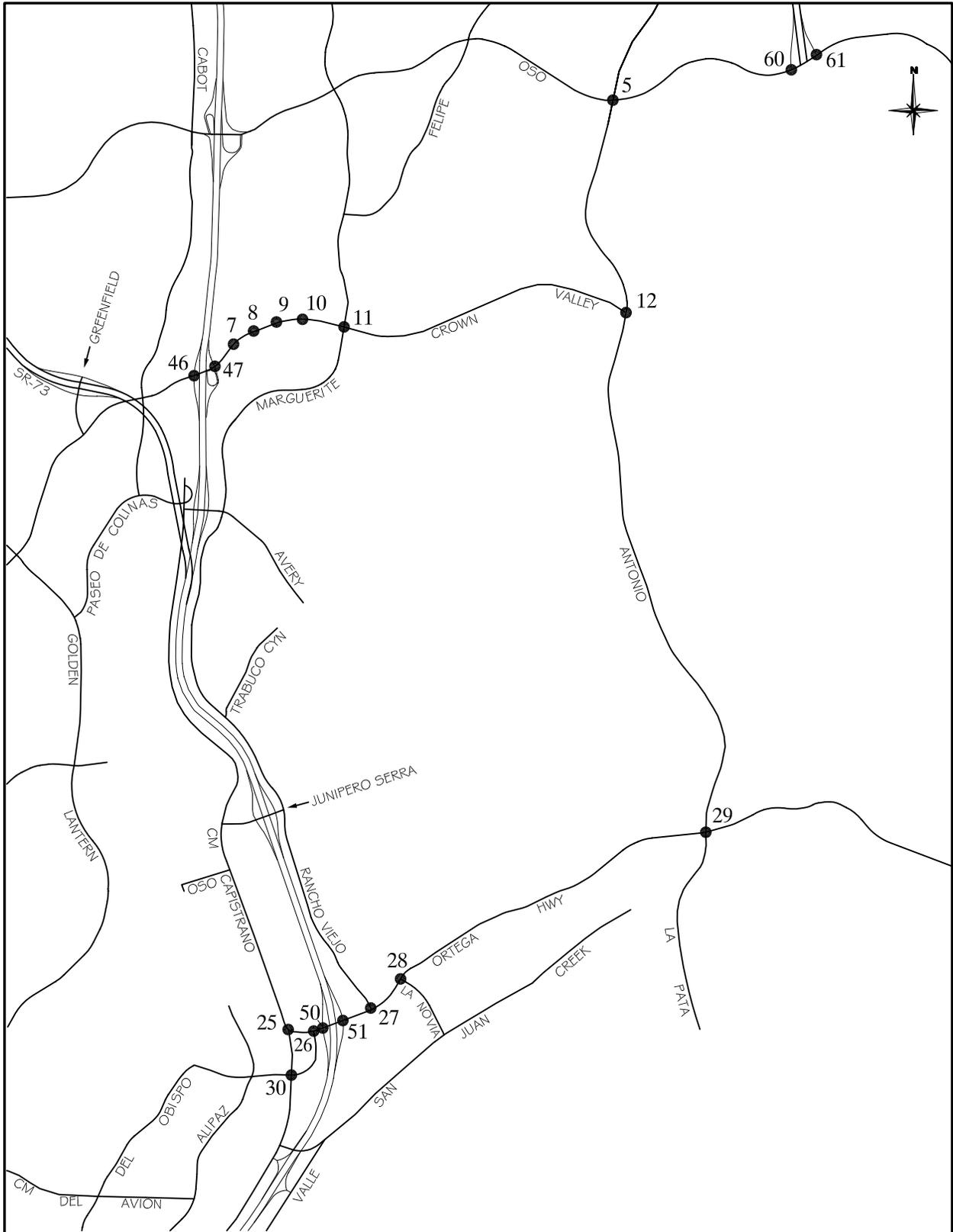


Figure A-1
INTERSECTION LOCATION MAP

3. Right-Turn Overlap Adjustment

If the northbound right is assumed to overlap with the adjacent westbound left, adjustments to the RTOG and RTOR values are made as follows:

$$\begin{aligned} \text{RTOG} &= \text{RTOG} + \text{V/C (WBL)} \\ \text{RTOR} &= \text{RTOR} - \text{V/C (WBL)} \end{aligned}$$

4. Total Right-Turn Capacity (RTC) Availability For NBR

$$\begin{aligned} \text{RTC} &= \text{RTOG} + \text{factor} \times \text{RTOR} \\ \text{Where factor} &= \text{RTOR saturation flow factor (75\%)} \end{aligned}$$

Right-turn adjustment is then as follows: Additional ICU = V/C (NBR) - RTC

A zero or negative value indicates that adequate capacity is available and no adjustment is necessary. A positive value indicates that the available RTOR and RTOG capacity does not adequately accommodate the right-turn V/C, therefore the right-turn is essentially considered to be a critical movement. In such cases, the right-turn adjustment is noted on the ICU worksheet and it is included in the total capacity utilization value. When it is determined that a right-turn adjustment is required for more than one right-turn movement, the word "multi" is printed on the worksheet instead of an actual right-turn movement reference, and the right-turn adjustments are cumulatively added to the total capacity utilization value. In such cases, further operational evaluation is typically carried out to determine if under actual operational conditions, the critical right-turns would operate simultaneously, and therefore a right-turn adjustment credit should be applied.

Shared Lane V/C Methodology

For intersection approaches where shared usage of a lane is permitted by more than one turn movement (e.g., left/thru, thru/right, left/thru/right), the individual turn volumes are evaluated to determine whether dedication of the shared lane is warranted to any one given turn movement. The following example demonstrates how this evaluation is carried out:

Example for Shared Left/Thru Lane

1. Average Lane Volume (ALV)

$$\text{ALV} = \frac{\text{Left-Turn Volume} + \text{Thru Volume}}{\text{Total Left} + \text{Thru Approach Lanes (including shared lane)}}$$

2. ALV for Each Approach

$$\text{ALV (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Lanes (including shared lane)}}$$

$$\text{ALV (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Lanes (including shared lane)}}$$

3. Lane Dedication is Warranted

If ALV (Left) is greater than ALV then full dedication of the shared lane to the left-turn approach is warranted. Left-turn and thru V/C ratios for this case are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (including shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (excluding shared lane)}}$$

Similarly, if ALV (Thru) is greater than ALV then full dedication to the thru approach is warranted, and left-turn and thru V/C ratios are calculated as follows:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Left Approach Capacity (excluding shared lane)}}$$

$$\text{V/C (Thru)} = \frac{\text{Thru Volume}}{\text{Thru Approach Capacity (including shared lane)}}$$

4. Lane Dedication is not Warranted

If ALV (Left) and ALV (Thru) are both less than ALV, the left/thru lane is assumed to be truly shared and each left, left/thru or thru approach lane carries an evenly distributed volume of traffic equal to ALV. A combined left/thru V/C ratio is calculated as follows:

$$\text{V/C (Left/Thru)} = \frac{\text{Left-Turn Volume} + \text{Thru Volume}}{\text{Total Left} + \text{Thru Approach Capacity (including shared lane)}}$$

This V/C (Left/Thru) ratio is assigned as the V/C (Thru) ratio for the critical movement analysis and ICU summary listing.

If split phasing has not been designated for this approach, the relative proportion of V/C (Thru) that is attributed to the left-turn volume is estimated as follows:

If approach has more than one left-turn (including shared lane), then:

$$\text{V/C (Left)} = \text{V/C (Thru)}$$

If approach has only one left-turn lane (shared lane), then:

$$\text{V/C (Left)} = \frac{\text{Left-Turn Volume}}{\text{Single Approach Lane Capacity}}$$

If this left-turn movement is determined to be a critical movement, the V/C (Left) value is posted in brackets on the ICU summary printout.

These same steps are carried out for shared thru/right lanes. If full dedication of a shared thru/right lane to the right-turn movement is warranted, the right-turn V/C value calculated in step three is checked against the RTOR and RTOG capacity availability if the option to include right-turns in the V/C ratio calculations is selected. If the V/C value that is determined using the shared lane methodology described here is reduced due to RTOR and RTOG capacity availability, the V/C value for the thru/right lanes is posted in brackets.

When an approach contains more than one shared lane (e.g., left/thru and thru/right), steps one and two listed above are carried out for the three turn movements combined. Step four is carried out if dedication is not warranted for either of the shared lanes. If dedication of one of the shared lanes is warranted to one movement or another, step three is carried out for the two movements involved, and then steps one through four are repeated for the two movements involved in the other shared lane.

7. Puerta Real & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	55	.02	460	.14*
NBT	1	1700	80	.05*	50	.03
NBR	1	1700	10	.01	80	.05
SBL	1	1700	30	.02*	60	.04
SBT	1	1700	60	.04	70	.04*
SBR	2	3400	330	.10	560	.16
EBL	2	3400	440	.13*	290	.09*
EBT	4	6800	1505	.22	1865	.27
EBR	1	1700	170	.10	100	.06
WBL	2	3400	10	.00	80	.02
WBT	4	6800	2060	.31*	1475	.22*
WBR	0	0	20		30	
Right Turn Adjustment					SBR	.05*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .56 .59

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	57	.02	478	.14*
NBT	1	1700	83	.05*	52	.03
NBR	1	1700	10	.01	83	.05
SBL	1	1700	31	.02*	62	.04
SBT	1	1700	62	.04	73	.04*
SBR	2	3400	343	.10	582	.17
EBL	2	3400	458	.13*	302	.09*
EBT	4	6800	1565	.23	1940	.29
EBR	1	1700	177	.10	104	.06
WBL	2	3400	10	.00	83	.02
WBT	4	6800	2142	.32*	1534	.23*
WBR	0	0	21		31	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .61

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	57	.02	478	.14*
NBT	1	1700	83	.05*	52	.03
NBR	1	1700	10	.01	92	.05
SBL	1	1700	31	.02*	62	.04
SBT	1	1700	62	.04	73	.04*
SBR	2	3400	343	.10	582	.17
EBL	2	3400	458	.13*	302	.09*
EBT	4	6800	1573	.23	2005	.29
EBR	1	1700	177	.10	104	.06
WBL	2	3400	10	.00	90	.03
WBT	4	6800	2183	.32*	1584	.24*
WBR	0	0	21		31	
Right Turn Adjustment					SBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .57 .62

8. El Regateo/Medical Ctr & CVP

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		280	.08*	500	.15*
NBT	1.5	5100	40	.05	40	.06
NBR	0		50		70	
SBL	0	0	10		40	
SBT	1	1700	40	.03*	60	.06*
SBR	1	1700	100	.06	120	.07
EBL	1	1700	80	.05*	100	.06
EBT	4	6800	1095	.21	1565	.28*
EBR	0	0	370	.22	340	
WBL	2	3400	160	.05	120	.04*
WBT	4	6800	1710	.25*	965	.15
WBR	0	0	20		30	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.46		.58

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		291	.09*	520	.15*
NBT	1.5	5100	42	.06	42	.07
NBR	0		52		73	
SBL	0	0	10		42	
SBT	1	1700	42	.03*	62	.06*
SBR	1	1700	104	.06	125	.07
EBL	1	1700	83	.05*	104	.06
EBT	4	6800	1139	.22	1628	.29*
EBR	0	0	385	.23	354	
WBL	2	3400	166	.05	125	.04*
WBT	4	6800	1778	.26*	1004	.15
WBR	0	0	21		31	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.48		.59

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		291	.09*	520	.15*
NBT	1.5	5100	42	.06	42	.07
NBR	0		52		73	
SBL	0	0	10		42	
SBT	1	1700	42	.03*	62	.06*
SBR	1	1700	104	.06	125	.07
EBL	1	1700	83	.05*	104	.06
EBT	4	6800	1147	.22	1702	.30*
EBR	0	0	385	.23	354	
WBL	2	3400	172	.05	125	.04*
WBT	4	6800	1819	.27*	1054	.16
WBR	0	0	21		31	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.49		.60

9. Los Altos & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		30		160	
NBT	0.5	3400	5	.01*	10	.05*
NBR	1	1700	10	.01	60	.04
SBL	0	0	40		80	
SBT	1	1700	2	.02*	2	.05*
SBR	1	1700	10	.01	50	.03
EBL	1	1700	80	.05*	40	.02
EBT	4	6800	995	.16	1610	.24*
EBR	0	0	80		30	
WBL	1	1700	130	.08	20	.01*
WBT	4	6800	1850	.29*	910	.14
WBR	0	0	140		50	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .42 .40

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		31		166	
NBT	0.5	3400	5	.01*	10	.05*
NBR	1	1700	10	.01	62	.04
SBL	0	0	42		83	
SBT	1	1700	2	.03*	2	.05*
SBR	1	1700	10	.01	52	.03
EBL	1	1700	83	.05*	42	.02
EBT	4	6800	1035	.16	1674	.25*
EBR	0	0	83		31	
WBL	1	1700	135	.08	21	.01*
WBT	4	6800	1924	.30*	946	.15
WBR	0	0	146		52	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .44 .41

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		31		166	
NBT	0.5	3400	5	.01*	10	.05*
NBR	1	1700	10	.01	62	.04
SBL	0	0	42		83	
SBT	1	1700	2	.03*	2	.05*
SBR	1	1700	10	.01	52	.03
EBL	1	1700	83	.05*	42	.02
EBT	4	6800	1046	.17	1748	.26*
EBR	0	0	83		31	
WBL	1	1700	135	.08	21	.01*
WBT	4	6800	1965	.31*	996	.15
WBR	0	0	146		52	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .45 .42

10. Bellogente & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	15	.01*	10	.01
NBT	1	1700	5	.01	0	.01*
NBR	0	0	10		10	
SBL	1	1700	20	.01	150	.09*
SBT	1	1700	5	.01*	5	.05
SBR	0	0	5		80	
EBL	1	1700	90	.05*	55	.03
EBT	4	6800	950	.14	1670	.25*
EBR	0	0	5		20	
WBL	1	1700	20	.01	10	.01*
WBT	4	6800	2100	.33*	885	.14
WBR	0	0	150		55	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.45		.41

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	16	.01*	10	.01
NBT	1	1700	5	.01	0	.01*
NBR	0	0	10		10	
SBL	1	1700	21	.01	156	.09*
SBT	1	1700	5	.01*	5	.05
SBR	0	0	5		83	
EBL	1	1700	94	.06*	57	.03
EBT	4	6800	988	.15	1737	.26*
EBR	0	0	5		21	
WBL	1	1700	21	.01	10	.01*
WBT	4	6800	2184	.34*	920	.14
WBR	0	0	156		57	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.47		.42

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	16	.01*	10	.01
NBT	1	1700	5	.01	0	.01*
NBR	0	0	10		10	
SBL	1	1700	21	.01	156	.09*
SBT	1	1700	5	.01*	5	.05
SBR	0	0	5		83	
EBL	1	1700	94	.06*	57	.03
EBT	4	6800	999	.15	1811	.27*
EBR	0	0	5		21	
WBL	1	1700	21	.01	10	.01*
WBT	4	6800	2225	.35*	977	.15
WBR	0	0	156		57	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.43

11. Marguerite & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	80	.02	130	.04
NBT	2	3400	650	.19*	710	.21*
NBR	1	1700	260	.15	510	.30
SBL	2	3400	210	.06*	430	.13*
SBT	2	3400	630	.19	520	.15
SBR	1	1700	410	.24	80	.05
EBL	2	3400	310	.09*	440	.13
EBT	4	6800	600	.09	1270	.19*
EBR	1	1700	70	.04	120	.07
WBL	2	3400	570	.17	370	.11*
WBT	4	6800	1780	.26*	740	.11
WBR	1	1700	320	.19	250	.15
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.65		.70	

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	83	.02	135	.04
NBT	2	3400	676	.20*	738	.22*
NBR	1	1700	270	.16	530	.31
SBL	2	3400	218	.06*	447	.13*
SBT	2	3400	655	.19	541	.16
SBR	1	1700	426	.25	83	.05
EBL	2	3400	322	.09*	458	.13
EBT	4	6800	624	.09	1321	.19*
EBR	1	1700	73	.04	125	.07
WBL	2	3400	593	.17	385	.11*
WBT	4	6800	1851	.27*	770	.11
WBR	1	1700	333	.20	260	.15
Right Turn Adjustment					NBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.67		.71	

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	83	.02	135	.04
NBT	2	3400	676	.20*	738	.22*
NBR	1	1700	274	.16	558	.33
SBL	2	3400	218	.06*	475	.14*
SBT	2	3400	655	.19	541	.16
SBR	1	1700	426	.25	83	.05
EBL	2	3400	322	.09*	458	.13
EBT	4	6800	635	.09	1395	.21*
EBR	1	1700	73	.04	125	.07
WBL	2	3400	611	.18	392	.12*
WBT	4	6800	1898	.28*	827	.12
WBR	1	1700	351	.21	260	.15
Right Turn Adjustment					NBR	.02*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.68		.76	

25. Cm Capistrano & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	170	.10*	130	.08*
NBT	1	1700	460	.27	460	.27
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	330	.19*	460	.27*
SBR	1	1700	140	.08	90	.05
EBL	1	1700	120	.07*	170	.10*
EBT	0	0	0		0	
EBR	1	1700	200	.12	160	.09
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.41		.50

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	177	.10	135	.08
NBT	1	1700	478	.28*	478	.28*
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	1	1700	343	.20*	478	.28*
SBR	1	1700	146	.09	94	.06
EBL	1	1700	125	.07*	177	.10*
EBT	0	0	0		0	
EBR	1	1700	208	.12	166	.10
WBL	0	0	0		0	
WBT	0	0	0		0	
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.60		.71

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	177	.10	135	.08
NBT	1	1700	478	.29*	478	.28*
NBR	0	0	11		0	
SBL	0	0	0		9	
SBT	1	1700	343	.20*	478	.29*
SBR	1	1700	146	.09	94	.06
EBL	1	1700	125	.07*	177	.10*
EBT	0	0	0		0	
EBR	1	1700	208	.12	166	.10
WBL	0	0	0		7	
WBT	0	0	0		0	
WBR	0	0	0		7	
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						
TOTAL CAPACITY UTILIZATION				.61		.72

26. Del Obispo & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	40	.02*	80	.05*
NBT	0	0	0		0	
NBR	2	3400	920	.27	900	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	400	.09	480	.11*
EBR	0	0	40		60	
WBL	2	3400	780	.23	1060	.31*
WBT	1	1700	660	.39*	430	.25
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.02*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.52

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	42	.02*	83	.05*
NBT	0	0	0		0	
NBR	2	3400	957	.28	936	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	416	.09	499	.11*
EBR	0	0	42		62	
WBL	2	3400	811	.24	1102	.32*
WBT	1	1700	686	.40*	447	.26
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.50		.53

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1	1700	42	.02*	83	.05*
NBT	0	0	0		0	
NBR	2	3400	980	.29	973	.29
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	431	.09	508	.11*
EBR	0	0	42		62	
WBL	2	3400	835	.25	1130	.33*
WBT	1	1700	692	.41*	461	.27
WBR	0	0	0		0	
Right Turn Adjustment			NBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.51		.54

27. Rancho Viejo & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	270	.08	380	.11*
NBT	1	1700	120	.09*	80	.06
NBR	0	0	40		30	
SBL	1.5		140		170	
SBT	1.5	5100	130	.08*	100	.08*
SBR	0		120		200	.12
EBL	1	1700	180	.11	150	.09
EBT	2	3400	1170	.34*	1350	.40*
EBR	1	1700	500	.29	440	.26
WBL	1	1700	50	.03*	30	.02*
WBT	3	5100	1330	.26	990	.19
WBR	1	1700	320	.19	110	.06
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .59 .66

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	281	.08	395	.12*
NBT	1	1700	125	.10*	83	.07
NBR	0	0	42		31	
SBL	1.5		146		177	
SBT	1.5	5100	135	.08*	104	.08*
SBR	0		125		208	.12
EBL	1	1700	187	.11	156	.09
EBT	2	3400	1217	.36*	1404	.41*
EBR	1	1700	520	.31	458	.27
WBL	1	1700	52	.03*	31	.02*
WBT	3	5100	1383	.27	1030	.20
WBR	1	1700	333	.20	114	.07
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .62 .68

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	281	.08	395	.12*
NBT	1	1700	125	.10*	83	.07
NBR	0	0	46		40	
SBL	1.5		150		177	
SBT	1.5	5100	135	.08*	104	.08*
SBR	0		125		208	.12
EBL	1	1700	187	.11	156	.09
EBT	2	3400	1317	.39*	1627	.48*
EBR	1	1700	520	.31	458	.27
WBL	1	1700	58	.03*	31	.02*
WBT	3	5100	1513	.30	1186	.23
WBR	1	1700	345	.20	121	.07
Clearance Interval				.05*		.05*
Note: Assumes N/S Split Phasing						

TOTAL CAPACITY UTILIZATION .65 .75

28. La Novia & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	310	.09*	210	.06*
NBT	0	0	0		0	
NBR	1	1700	200	.12	120	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1010	.30	1290	.38*
EBR	1	1700	300	.18	190	.11
WBL	1	1700	220	.13	120	.07*
WBT	2	3400	1530	.45*	900	.26
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.56

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	322	.09*	218	.06*
NBT	0	0	0		0	
NBR	1	1700	208	.12	125	.07
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1050	.31	1342	.39*
EBR	1	1700	312	.18	198	.12
WBL	1	1700	229	.13	125	.07*
WBT	2	3400	1591	.47*	936	.28
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.61		.57

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	322	.09*	218	.06*
NBT	0	0	0		0	
NBR	1	1700	231	.14	172	.10
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	2	3400	1153	.34	1565	.46*
EBR	1	1700	316	.19	198	.12
WBL	1	1700	253	.15	167	.10*
WBT	2	3400	1733	.51*	1099	.32
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.65		.67

30. Cm Capistrano & Del Obispo

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	320	.09	480	.14*
NBT	1	1700	270	.16*	260	.15
NBR	1	1700	90	.05	160	.09
SBL	1	1700	40	.02*	70	.04
SBT	1	1700	130	.08	150	.09*
SBR	1	1700	360	.21	400	.24
EBL	1	1700	350	.21*	310	.18*
EBT	2	3400	660	.19	580	.17
EBR	1	1700	280	.16	330	.19
WBL	2	3400	80	.02	140	.04
WBT	2	3400	570	.17*	700	.21*
WBR	0	0	10		20	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.61		.68	

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	333	.10	499	.15*
NBT	1	1700	281	.17*	270	.16
NBR	1	1700	94	.06	166	.10
SBL	1	1700	42	.02*	73	.04
SBT	1	1700	135	.08	156	.09*
SBR	1	1700	374	.22	416	.24
EBL	1	1700	364	.21*	322	.19*
EBT	2	3400	686	.20	603	.18
EBR	1	1700	291	.17	343	.20
WBL	2	3400	83	.02	146	.04
WBT	2	3400	593	.18*	728	.22*
WBR	0	0	10		21	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.63		.71	

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	333	.10	499	.15*
NBT	1	1700	289	.17*	270	.16
NBR	1	1700	98	.06	175	.10
SBL	1	1700	42	.02*	73	.04
SBT	1	1700	135	.08	156	.09*
SBR	1	1700	374	.22	416	.24
EBL	1	1700	364	.21*	322	.19*
EBT	2	3400	705	.21	622	.18
EBR	1	1700	291	.17	343	.20
WBL	2	3400	89	.03	153	.05
WBT	2	3400	605	.18*	742	.22*
WBR	0	0	10		21	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.63		.71	

46. I-5 SB Ramps & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	1210	.24*	980	.19*
SBT	0	0	0		0	
SBR	2	3400	730	.21	1130	.33
EBL	0	0	0		0	
EBT	4	6800	1440	.21*	1640	.24*
EBR	1	1700	190	.11	340	.20
WBL	2	3400	310	.09*	550	.16*
WBT	3	5100	1170	.23	1150	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.59		.65	

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	1258	.25*	1019	.20*
SBT	0	0	0		0	
SBR	2	3400	759	.22	1175	.35
EBL	0	0	0		0	
EBT	4	6800	1498	.22*	1706	.25*
EBR	1	1700	198	.12	354	.21
WBL	2	3400	322	.09*	572	.17*
WBT	3	5100	1217	.24	1196	.23
WBR	0	0	0		0	
Right Turn Adjustment					SBR	.01*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.61		.68	

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	3	5100	1266	.25*	1066	.21*
SBT	0	0	0		0	
SBR	2	3400	759	.22	1175	.35
EBL	0	0	0		0	
EBT	4	6800	1498	.22*	1725	.25*
EBR	1	1700	198	.12	354	.21
WBL	2	3400	322	.09*	572	.17*
WBT	3	5100	1235	.24	1203	.24
WBR	0	0	0		0	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION			.61		.68	

47. I-5 NB Ramps & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		300	{.15}*	150	{.08}*
NBT	0	5100	0	.15	0	.08
NBR	1.5		460		260	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1900	.37*	1920	.38*
EBR	f		750		700	
WBL	0	0	0		0	
WBT	3	5100	1180	.23	1550	.30
WBR	f		920		1210	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.57		.51

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		312	{.15}*	156	{.08}*
NBT	0	5100	0	.15	0	.08
NBR	1.5		478		270	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1976	.39*	1997	.39*
EBR	f		780		728	
WBL	0	0	0		0	
WBT	3	5100	1227	.24	1612	.32
WBR	f		957		1258	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.52

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		312	{.15}*	156	{.08}*
NBT	0	5100	0	.15	0	.08
NBR	1.5		478		270	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	0		0	
EBT	3	5100	1984	.39*	2062	.40*
EBR	f		780		728	
WBL	0	0	0		0	
WBT	3	5100	1239	.24	1619	.32
WBR	f		987		1300	
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.59		.53

50. I-5 SB Ramps & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		690	.20*	920	.27*
SBT	0	5100	0		0	
SBR	1.5		640	{.18}	820	{.22}
EBL	0	0	0		0	
EBT	3	5100	1170	.26*	1200	.27*
EBR	0	0	150		180	
WBL	1	1700	400	.24*	470	.28*
WBT	2	3400	800	.24	670	.20
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .75 .87

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		718	.21*	957	.28*
SBT	0	5100	0		0	
SBR	1.5		666	{.19}	853	{.23}
EBL	0	0	0		0	
EBT	3	5100	1217	.27*	1248	.28*
EBR	0	0	156		187	
WBL	1	1700	416	.24*	489	.29*
WBT	2	3400	832	.24	697	.21
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .77 .90

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		741	.22*	1050	.31*
SBT	0	5100	0		0	
SBR	1.5		666	{.17}	853	{.20}
EBL	0	0	0		0	
EBT	3	5100	1255	.28*	1295	.29*
EBR	0	0	156		187	
WBL	1	1700	463	.27*	560	.33*
WBT	2	3400	862	.25	732	.22
WBR	0	0	0		0	
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .82 .98

51. I-5 NB Ramps & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		260	.15*	160	.09*
NBT	0	3400	0		0	
NBR	0.5		700	.41	450	.26
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	700	.21*	620	.18*
EBT	2	3400	1160	.34	1500	.44
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	940	.28*	980	.29*
WBR	1	1700	800	.47	740	.44
Right Turn Adjustment		Multi	.23*		Multi	.23*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.92		.84	

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		270	.16*	166	.10*
NBT	0	3400	0		0	
NBR	0.5		728	.43	468	.28
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	728	.21*	645	.19*
EBT	2	3400	1206	.35	1560	.46
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	978	.29*	1019	.30*
WBR	1	1700	832	.49	770	.45
Right Turn Adjustment		Multi	.24*		Multi	.23*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			.95		.87	

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	1.5		270	.16*	166	.10*
NBT	0	3400	0		0	
NBR	0.5		766	.45	542	.32
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	2	3400	728	.21*	645	.19*
EBT	2	3400	1267	.37	1709	.50
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1055	.31*	1125	.33*
WBR	1	1700	885	.52	812	.48
Right Turn Adjustment		Multi	.27*		Multi	.27*
Clearance Interval			.05*			.05*
TOTAL CAPACITY UTILIZATION			1.00		.94	

60. FTC SB Ramps & Oso

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		50	.03*	210	
SBT	0	5100	0		0	{.09}*
SBR	1.5		190	.06	360	
EBL	0	0	0		0	
EBT	3	5100	900	.18	970	.19*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1210	.24*	530	.10
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.35		.33

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		52	.03*	218	
SBT	0	5100	0		0	{.09}*
SBR	1.5		198	.06	374	
EBL	0	0	0		0	
EBT	3	5100	936	.18	1009	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1258	.25*	551	.11
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.36		.34

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	1.5		52	.03*	218	
SBT	0	5100	0		0	{.10}*
SBR	1.5		198	.06	402	
EBL	0	0	0		0	
EBT	3	5100	954	.19	1016	.20*
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	3	5100	1262	.25*	551	.11
WBR	0	0	0		0	
Right Turn Adjustment			SBR	.03*		
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.36		.35

61. FTC NB Ramps & Oso

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	1	1700	430	.25*	140	.08*
EBT	3	5100	520	.10	1050	.21
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1220	.36*	530	.16*
WBR	1	1700	270	.16	80	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.66		.29

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	447	{.26}*	146	{.09}*
EBT	3	5100	541	.19	1092	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1269	.37*	551	.16*
WBR	1	1700	281	.17	83	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.68		.30

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	0	0	0		0	
NBT	0	0	0		0	
NBR	0	0	0		0	
SBL	0	0	0		0	
SBT	0	0	0		0	
SBR	0	0	0		0	
EBL	0	0	458	{.27}*	146	{.09}*
EBT	3	5100	541	.20	1101	.24
EBR	0	0	0		0	
WBL	0	0	0		0	
WBT	2	3400	1273	.37*	551	.16*
WBR	1	1700	281	.17	83	.05
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.69		.30

5. Antonio & Oso

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	390	.11*	320	.09*
NBT	3	5100	810	.16	670	.13
NBR	1	1700	630	.37	430	.25
SBL	2	3400	220	.06	70	.02
SBT	3	5100	780	.15*	730	.14*
SBR	f		780		800	
EBL	2	3400	540	.16*	720	.21
EBT	3	5100	440	.09	730	.14*
EBR	1	1700	240	.14	350	.21
WBL	2	3400	500	.15	520	.15*
WBT	3	5100	640	.13*	420	.08
WBR	1	1700	90	.05	60	.04
Right Turn Adjustment			NBR	.02*	EBR	.07*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .62 .64

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	406	.12*	333	.10*
NBT	3	5100	842	.17	697	.14
NBR	1	1700	655	.39	447	.26
SBL	2	3400	229	.07	73	.02
SBT	3	5100	811	.16*	759	.15*
SBR	f		811		832	
EBL	2	3400	562	.17*	749	.22*
EBT	3	5100	458	.09	759	.15
EBR	1	1700	250	.15	364	.21
WBL	2	3400	520	.15	541	.16
WBT	3	5100	666	.13*	437	.09*
WBR	1	1700	94	.06	62	.04
Right Turn Adjustment			NBR	.03*	EBR	.06*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .66 .67

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	477	.14*	375	.11*
NBT	3	5100	883	.17	725	.14
NBR	1	1700	696	.41	468	.28
SBL	2	3400	229	.07	73	.02
SBT	3	5100	826	.16*	815	.16*
SBR	f		811		832	
EBL	2	3400	562	.17*	749	.22
EBT	3	5100	458	.09	759	.15*
EBR	1	1700	277	.16	429	.25
WBL	2	3400	532	.16	583	.17*
WBT	3	5100	666	.13*	437	.09
WBR	1	1700	94	.06	62	.04
Right Turn Adjustment			Multi	.04*	EBR	.10*
Clearance Interval				.05*		.05*

TOTAL CAPACITY UTILIZATION .69 .74

12. Antonio & Crown Valley

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	360	.11*	300	.09*
NBT	3	5100	1030	.20	620	.12
NBR	1	1700	5	.00	0	.00
SBL	1	1700	50	.03	130	.08
SBT	3	5100	870	.17*	900	.18*
SBR	f		300		260	
EBL	2	3400	380	.11*	530	.16*
EBT	2	3400	40	.01	120	.04
EBR	1	1700	250	.15	410	.24
WBL	2	3400	10	.00	30	.01
WBT	3	5100	30	.01*	70	.01*
WBR	1	1700	20	.01	50	.03
Right Turn Adjustment			EBR	.03*	Multi	.10*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.48		.59

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	374	.11*	312	.09*
NBT	3	5100	1071	.21	645	.13
NBR	1	1700	5	.00	0	.00
SBL	1	1700	52	.03	135	.08
SBT	3	5100	905	.18*	936	.18*
SBR	f		312		270	
EBL	2	3400	395	.12*	551	.16*
EBT	2	3400	42	.01	125	.04
EBR	1	1700	260	.15	426	.25
WBL	2	3400	10	.00	31	.01
WBT	3	5100	31	.01*	73	.01*
WBR	1	1700	21	.01	52	.03
Right Turn Adjustment			EBR	.02*	Multi	.11*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.49		.60

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	457	.13*	383	.11*
NBT	3	5100	1225	.24	737	.14
NBR	1	1700	5	.00	0	.00
SBL	1	1700	52	.03	135	.08
SBT	3	5100	959	.19*	1104	.22*
SBR	f		312		270	
EBL	2	3400	395	.12*	551	.16*
EBT	2	3400	42	.01	125	.04
EBR	1	1700	275	.16	547	.32
WBL	2	3400	10	.00	31	.01
WBT	3	5100	31	.01*	73	.01*
WBR	1	1700	21	.01	52	.03
Right Turn Adjustment			EBR	.03*	Multi	.18*
Clearance Interval				.05*		.05*
TOTAL CAPACITY UTILIZATION				.53		.73

29. La Pata & Ortega

2010 Count						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	390	.11*	230	.07
NBT	2	3400	260	.08	130	.04*
NBR	1	1700	10	.01	10	.01
SBL	1	1700	80	.05	250	.15*
SBT	2	3400	410	.12*	90	.03
SBR	2	3400	450	.13	490	.14
EBL	2	3400	330	.10*	490	.14*
EBT	2	3400	210	.06	730	.21
EBR	1	1700	640	.38	60	.04
WBL	1	1700	20	.01	0	.00
WBT	2	3400	670	.20*	320	.09*
WBR	1	1700	200	.12	90	.05
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .67 .47

2015 No Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	406	.12*	239	.07
NBT	2	3400	270	.08	135	.04*
NBR	1	1700	10	.01	10	.01
SBL	1	1700	83	.05	260	.15*
SBT	2	3400	426	.13*	94	.03
SBR	2	3400	468	.14	510	.15
EBL	2	3400	343	.10*	510	.15*
EBT	2	3400	218	.06	759	.22
EBR	1	1700	666	.39	62	.04
WBL	1	1700	21	.01	0	.00
WBT	2	3400	697	.21*	333	.10*
WBR	1	1700	208	.12	94	.06
Right Turn Adjustment			EBR	.09*		
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .70 .49

2015 With Project (Updated)						
	LANES	CAPACITY	AM PK HOUR		PM PK HOUR	
			VOL	V/C	VOL	V/C
NBL	2	3400	410	.12*	239	.07
NBT	2	3400	286	.08	156	.05*
NBR	1	1700	13	.01	16	.01
SBL	1	1700	194	.11	385	.23*
SBT	2	3400	453	.13*	120	.04
SBR	2	3400	598	.18	580	.17
EBL	2	3400	403	.12*	647	.19*
EBT	2	3400	284	.08	822	.24
EBR	1	1700	667	.39	68	.04
WBL	1	1700	25	.01	5	.00
WBT	2	3400	739	.22*	428	.13*
WBR	1	1700	272	.16	238	.14
Right Turn Adjustment			EBR	.06*	WBR	.01*
Clearance Interval				.05*		.05*
Note: Assumes Right-Turn Overlap for SBR						

TOTAL CAPACITY UTILIZATION .70 .66

APPENDIX B
PEAK HOUR PROJECT TRIPS

Table B-1
 - PA1 PROJECT TRIPS (TOTAL AM VOLUMES)

AM INBOUND/OUTBOUND Intersection		Southbound			Westbound			Northbound			Eastbound			Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5. Antonio Pkwy & Oso Pkwy	%		4.0%		2.0%			12.0%	7.0%	7.0%			7.0%	39.0%
	In		15										27	42
	Out				12			71	41	41				165
7. Puerta Real & Crown Valley Pkwy	%					7.0%				0.0%		2.0%		9.0%
	In											8		8
	Out					41								41
8. El Regateo/Medical Ctr & Crown Valley	%				1.0%	7.0%				0.0%		2.0%		10.0%
	In											8		8
	Out				6	41								47
9. Los Altos & Crown Valley Pkwy	%					7.0%				0.0%		3.0%		10.0%
	In											11		11
	Out					41								41
10. Bellogente & Crown Valley Pkwy	%					7.0%						3.0%		10.0%
	In											11		11
	Out					41								41
11. Marguerite Pkwy & Crown Valley Pkwy	%				3.0%	8.0%	3.0%			1.0%		3.0%		18.0%
	In									4		11		15
	Out				18	47	18							83
12. Antonio Pkwy & Crown Valley Pkwy	%		14.0%					14.0%	26.0%				4.0%	58.0%
	In		54										15	69
	Out							83	154					236
25. Cm Capistrano & Ortega Hwy	%	1.0%			0.0%	0.0%	0.0%				3.0%			4.0%
	In									11				11
	Out													0
26. Del Obispo & Ortega Hwy	%				4.0%	1.0%				6.0%		4.0%		15.0%
	In									23		15		38
	Out				24	6								30
27. Rancho Viejo Rd & Ortega Hwy	%	1.0%			1.0%	22.0%	2.0%			1.0%		26.0%		53.0%
	In	4								4		100		107
	Out				6	130	12							148
28. La Novia Rd & Ortega Hwy	%				4.0%	24.0%				6.0%		27.0%	1.0%	62.0%
	In									23		103	4	130
	Out				24	142								165
29. La Pata & Ortega Hwy	%													0.0%
	In													0
	Out													0
30. Cm Capistrano & Del Obispo	%				1.0%	2.0%			2.0%	1.0%		5.0%		11.0%
	In								8	4		19		31
	Out				6	12								18
46. I-5 SB Ramps & Crown Valley Pkwy	%	2.0%				3.0%								5.0%
	In	8												8
	Out					18								18
47. I-5 NB Ramps & Crown Valley Pkwy	%					2.0%	5.0%					2.0%		9.0%
	In											8		8
	Out					12	30							41
50. I-5 SB Ramps & Ortega Hwy	%	6.0%			8.0%	5.0%						10.0%		29.0%
	In	23										38		61
	Out				47	30								77
51. I-5 NB Ramps & Ortega Hwy	%					13.0%	9.0%			10.0%		16.0%		48.0%
	In									38		61		100
	Out					77	53							130
60. SR-241 SB Ramps & Oso Pkwy	%					1.0%						3.0%		4.0%
	In					4								4
	Out											18		18
61. SR-241 NB Ramps & Oso Pkwy	%					1.0%					3.0%			4.0%
	In					4					11			15
	Out													0
70. Greenfield Rd & SR-73 SB Ramps	%		0.0%											0.0%
	In													0
	Out													0
71. Greenfield Rd & SR-73 NB Ramps	%				0.0%									0.0%
	In													0
	Out													0
AM Out Volume														
PM Out Volume														
AM In Volume														
PM In Volume														

Gray shading denotes outbound percentage and volumes.
 Green shading denotes inbound percentage and volumes.

Table B-2
- PA1 PROJECT TRIPS (TOTAL PM VOLUMES)

INBOUND Intersection		Southbound			Westbound			Northbound			Eastbound			Total
		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
5. Antonio Pkwy & Oso Pkwy	%		6.0%		6.0%			6.0%	4.0%	3.0%			7.0%	32.0%
	In		56										65	121
	Out				42			42	28	21				
7. Puerta Real & Crown Valley Pkwy	%				1.0%	7.0%				1.0%		7.0%		16.0%
	In									9		65		74
	Out				7	50								57
8. El Regateo/Medical Ctr & Crown Valley	%									0.0%		8.0%		15.0%
	In											74		74
	Out					50								50
9. Los Altos & Crown Valley Pkwy	%					7.0%				0.0%		8.0%		15.0%
	In											74		74
	Out					50								50
10. Bellogente & Crown Valley Pkwy	%					8.0%						8.0%		16.0%
	In											74		74
	Out					57								57
11. Marguerite Pkwy & Crown Valley Pkwy	%	3.0%			1.0%	8.0%				3.0%		8.0%		23.0%
	In	28								28		74		130
	Out				7	57								64
12. Antonio Pkwy & Crown Valley Pkwy	%		18.0%					10.0%	13.0%				13.0%	54.0%
	In		168										121	289
	Out							71	92					163
25. Cm Capistrano & Ortega Hwy	%	1.0%			1.0%	0.0%	1.0%			0.0%				3.0%
	In	9												9
	Out				7		7							14
26. Del Obispo & Ortega Hwy	%				4.0%	2.0%				4.0%		1.0%		11.0%
	In									37		9		47
	Out				28	14								42
27. Rancho Viejo Rd & Ortega Hwy	%	0.0%				22.0%	1.0%			1.0%		24.0%		48.0%
	In									9		223		233
	Out					156	7							163
28. La Novia Rd & Ortega Hwy	%				6.0%	23.0%				5.0%		24.0%	0.0%	58.0%
	In									47		223		270
	Out				42	163								205
29. La Pata & Ortega Hwy	%													0.0%
	In													0
	Out													0
30. Cm Capistrano & Del Obispo	%				1.0%	2.0%			0.0%	1.0%		2.0%		6.0%
	In									9		19		28
	Out				7	14								21
46. I-5 SB Ramps & Crown Valley Pkwy	%	5.0%				1.0%						2.0%		8.0%
	In	47										19		65
	Out					7								7
47. I-5 NB Ramps & Crown Valley Pkwy	%					1.0%	6.0%					7.0%		14.0%
	In											65		65
	Out					7	42							50
50. I-5 SB Ramps & Ortega Hwy	%	10.0%			10.0%	5.0%						5.0%		30.0%
	In	93										47		140
	Out				71	35								106
51. I-5 NB Ramps & Ortega Hwy	%					15.0%	6.0%			8.0%		16.0%		45.0%
	In									74		149		223
	Out					106	42							149
60. SR-241 SB Ramps & Oso Pkwy	%			3.0%		0.0%						1.0%		4.0%
	In			28										28
	Out											7		7
61. SR-241 NB Ramps & Oso Pkwy	%					0.0%					0.0%	1.0%		1.0%
	In											9		9
	Out													0
70. Greenfield Rd & SR-73 SB Ramps	%		0.0%											0.0%
	In													0
	Out													0
71. Greenfield Rd & SR-73 NB Ramps	%				0.0%									0.0%
	In													0
	Out													0
AM Out Volume														
PM Out Volume														
AM In Volume														
PM In Volume														

Gray shading denotes outbound percentage and volumes.
Green shading denotes inbound percentage and volumes.

APPENDIX C

RANCH PLAN EIR – TRAFFIC DATA

Table C-1 summarizes the long-range improvement program from the original Ranch Plan EIR. A footnote to the table notes those improvements that have been implemented since the time the project was approved. Table C-2 lists the intersections identified as deficient under the 2025 cumulative with-project conditions and shows the LOS without and with the proposed improvements. The Ranch Plan traffic study (May 2004) is the source of the data presented here.

Table C-1

2025 LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Location	Jurisdiction	Improvements
FREEWAY INTERCHANGES		
Marguerite Pkwy-Saddleback College/I-5 Connectors	Caltrans	Construct new connector ramps to and from I-5 north.
Ortega Hwy/I-5 Interchange	Caltrans	Reconstruct interchange: design to be determined by Caltrans.
FREEWAY RAMPS		
I-5 southbound off-ramp at Oso Pkwy	Caltrans	Add second drop lane from I-5 to the off-ramp.
I-5 southbound off-ramp at Crown Valley Pkwy	Caltrans	Add second auxiliary lane from I-5 to the off-ramp.
ARTERIAL ROADS		
Antonio Pkwy (Old Ortega Hwy to New Ortega Hwy)	County	Roadway widening.
La Pata Ave extension	County	Extend as four-lane primary arterial from current terminus south of Ortega Hwy to existing termination point in San Clemente.
New Ortega Hwy (Antonio Pkwy to Old Ortega Hwy)	County	Construct four/six lane roadway.
Ortega Hwy (I-5 to Antonio Pkwy)	San Juan Capistrano /County	Traffic calming, roadway widening (east of existing four-lane section to Antonio Pkwy)
Oso Pkwy (east of Las Flores to SR-241) ¹	County	Roadway widening.
Oso Pkwy (I-5 to Marguerite Pkwy) ¹	Mission Viejo	Roadway widening.
INTERSECTIONS		
4. Felipe Rd & Oso Pkwy	Mission Viejo	Add second southbound left-turn lane.
5. Antonio Pkwy & Oso Pkwy ²	County	Add fourth southbound through lane, third northbound left-turn lane, and provide eastbound right-turn overlap with the northbound left-turn movement and northbound right-turn overlap with the westbound left-turn movement (needed under conditions with or without the FTC-S). Add fourth eastbound through lane (needed only under conditions without the FTC-S).
11. Marguerite Pkwy & Crown Valley Pkwy ¹	Mission Viejo	Committed improvements (Ladera Ranch): add third and fourth eastbound through lanes and fourth westbound through lane, second northbound, southbound and westbound left-turn lanes, northbound right-turn lane, and convert southbound free right-turn lane to a standard right-turn lane. Proposed mitigation: convert second southbound through lane to shared second through/second right-turn lane and add a de-facto westbound right-turn lane.
12. Antonio Pkwy & Crown Valley Pkwy ²	County	Convert second eastbound through lane to a third left-turn lane, and add a third northbound left-turn lane and a second eastbound right-turn lane.
20. St of the Golden Lantern & Paseo de Colinas	Laguna Niguel	Committed improvements (City of Laguna Niguel): add third northbound and southbound through lanes. Proposed mitigation: no feasible mitigation has been identified at this time.

Table C-1 (cont)
2025 LONG-RANGE CIRCULATION SYSTEM MITIGATION PROGRAM

Location	Jurisdiction	Improvements
INTERSECTIONS (cont)		
27. Rancho Viejo & Ortega ¹	San Juan Capistrano	Add separate northbound right-turn lane and restripe northbound lanes to provide double left turn lanes and a dedicated through lane.
28. La Novia Ave & Ortega Hwy	San Juan Capistrano	Add second westbound left-turn lane (needed only under conditions without the FTC-S).
29. Antonio Pkwy-La Pata Ave & Ortega Hwy ¹	County	Committed improvements (County of Orange): add second eastbound left-turn lane. Proposed mitigation: add second northbound through lane and southbound free right-turn lane (needed under conditions with or without the FTC-S). Proposed mitigation: add third northbound through lane, third southbound through lane, and second northbound left-turn lane (needed only under conditions without the FTC-S).
30. Cm Capistrano & Del Obispo St ²	San Juan Capistrano	Convert southbound right-turn lane to shared second through/right-turn lane, and add second westbound left-turn lane and second eastbound left-turn lane.
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	Add second westbound through lane.
37. Avd La Pata & Avd Vista Hermosa ¹	San Clemente	Committed improvements (Talega): construct intersection and provide two northbound left-turn lanes, three northbound through lanes, one southbound left-turn lane, three southbound through lanes, one southbound right-turn lane, one westbound left-turn lane, two westbound through lanes, one eastbound left-turn lane, two eastbound through lanes, and one eastbound right-turn lane. Proposed Mitigation: add second and third eastbound left-turn lane, southbound free right-turn lane, and westbound right-turn lane (needed only under conditions without the FTC-S).
39. Cm Vera Cruz & Avd Vista Hermosa	San Clemente	Committed improvements (City of San Clemente): construct west leg of the intersection and provide a left-turn lane, two through lanes, and no right-turn lane on each leg of the intersection. Proposed mitigation: add second southbound left-turn lane and westbound right-turn lane.
43. Antonio Pkwy & New Ortega Hwy	County	Option 1 – Construct at-grade intersection and provide the following lanes: one northbound left-turn lane, three northbound through lanes, a northbound free right-turn lane, two southbound left-turn lanes, three southbound through lanes, a de-facto southbound right-turn lane, three westbound left-turn lanes, one westbound through lane, a westbound free right-turn lane, one eastbound left-turn lane, one eastbound through lane, and one eastbound right-turn lane. Option 2 – Construct grade separated intersection and provide the following lanes: uncontrolled (grade separated) westbound left-turn movement to southbound Antonio Parkway, one northbound left-turn lane, two northbound through lanes, a free northbound right-turn lane, two southbound left-turn lanes, three southbound through lanes, a de-facto southbound right-turn lane, one westbound through lane, a westbound free right-turn lane, one eastbound left-turn lane, and one eastbound through lane.

Table C-1 (cont)
 2025 LONG-RANGE CIRCULATION SYSTEM MITIGATION PROGRAM

Location	Jurisdiction	Improvements
INTERSECTIONS (cont)		
56. I-5 southbound ramps & Avd Pico	San Clemente	Convert second westbound through lane to shared second left-turn/through lane (needed only under conditions without the FTC-S).
59. SR-241 northbound ramps & Antonio Pkwy	Rancho Santa Margarita	Convert third westbound through lane to shared third through/second right-turn lane (needed under conditions with or without the FTC-S). Add second eastbound left-turn lane (needed only under conditions without the FTC-S).
74. I-5 northbound ramps & Junipero Serra Rd	San Juan Capistrano	Convert eastbound shared left-turn/through lane to a left-turn lane and add a second eastbound left-turn lane.
<p>¹This long-range improvement has been completed since publication of the Ranch Plan EIR. ²This long-range improvement has been partially completed.</p>		

Table C-2

2025 INTERSECTION LOS SUMMARY WITH LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Intersection	Jurisdiction	Before Improvements				After Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
2025 CUMULATIVE WITH-PROJECT WITHOUT FTC-S									
4. Felipe Rd & Oso Pkwy	Mission Viejo	.82	D	1.05	F	.75	C	.89	D
5. Antonio Pkwy & Oso Pkwy	County	1.11	F	1.09	F	.90	D	.85	D
11. Marguerite & Crown Valley Pkwy	Mission Viejo	1.24	F	1.06	F	.94	E	1.02	F
12. Antonio Pkwy & Crown Valley Pkwy	County	.90	D	1.24	F	.67	B	.86	D
20. St of Golden Lantern & Paseo de Colinas	Laguna Niguel	1.03	F	.87	D	1.03	F	.87	D
27. Rancho Viejo & Ortega	San Juan Capistrano	.70	B	.89	D	.69	B	.89	D
28. La Novia & Ortega Hwy	San Juan Capistrano	.85	D	.91	E	.67	B	.86	D
29. Antonio/La Pata & Ortega Hwy	County	1.60	F	1.37	F	.85	D	.90	D
30. Camino Capistrano & Del Obispo	San Juan Capistrano	1.03	F	1.11	F	.93	E	.86	D
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	.91	E	.82	D	.73	C	.76	C
37. Avd La Pata & Avd Vista Hermosa	San Clemente	1.48	F	1.19	F	.85	D	.79	C
39. Camino Vera Cruz & Avd Vista Hermosa	San Clemente	1.16	F	1.25	F	.82	D	.86	D
43. Antonio Pkwy & New Ortega Hwy	County								
At-Grade Intersection Option		.89	D	1.07	F	.76	C	.94	E
Grade Separated Intersection Option		.89	D	1.07	F	.64	B	.85	D
56. I-5 SB Ramps & Avd Pico	San Clemente	1.14	F	1.01	F	.92	E	.86	D
59. SR-241 NB Ramps & Antonio Pkwy	Rancho Santa Margarita	1.41	F	.53	A	.73	C	.53	A
74. I-5 NB Ramps & Junipero Serra Rd	San Juan Capistrano	.78	C	1.05	F	.61	B	.82	D
2025 CUMULATIVE WITH-PROJECT WITH FTC-S									
4. Felipe Rd & Oso Pkwy	Mission Viejo	.81	D	1.00	E	.75	C	.87	D
5. Antonio Pkwy & Oso Pkwy	County	1.21	F	1.09	F	.88	D	.87	D
11. Marguerite & Crown Valley Pkwy	Mission Viejo	1.22	F	1.04	F	.95	E	.95	E
12. Antonio Pkwy & Crown Valley Pkwy	County	.99	E	1.31	F	.73	C	.88	D
20. St of Golden Lantern & Paseo de Colinas	Laguna Niguel	1.03	F	.86	D	1.03	F	.86	D
27. Rancho Viejo & Ortega	San Juan Capistrano	.71	C	.89	D	.70	B	.89	D
29. Antonio/La Pata & Ortega Hwy	County	1.61	F	1.39	F	.89	D	.87	D

Table C-2 (cont)

2025 INTERSECTION LOS SUMMARY WITH LONG-RANGE CIRCULATION SYSTEM IMPROVEMENT PROGRAM

Intersection	Jurisdiction	Before Improvements				After Improvements			
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS	ICU	LOS	ICU	LOS
2025 CUMULATIVE WITH-PROJECT WITH FTC-S (cont)									
30. Camino Capistrano & Del Obispo	San Juan Capistrano	.98	E	1.08	F	.88	D	.83	D
32. Valle Rd & San Juan Creek Rd	San Juan Capistrano	.91	E	.83	D	.73	C	.77	C
39. Camino Vera Cruz & Avd Vista Hermosa	San Clemente	1.13	F	1.14	F	.75	C	.73	C
43. Antonio Pkwy & New Ortega Hwy	County								
At-Grade Intersection Option		.87	D	.94	E	.76	C	.87	D
Grade Separated Intersection Option		.87	D	.94	E	.63	B	.83	D
59. SR-241 NB Ramps & Antonio Pkwy	Rancho Santa Margarita	1.30	F	.52	A	.66	B	.53	A
74. I-5 NB Ramps & Junipero Serra Rd	San Juan Capistrano	.78	C	.96	E	.59	A	.78	C
Abbreviations: ICU – intersection capacity utilization LOS – level of service									