Appendix I Responses to Comments

As required by the California Environmental Quality Act (CEQA) Guidelines Section 15087, a public notice of availability of the Initial Study/Environmental Assessment (IS/EA) for the State Route 133 Improvement Project was published as a display ad in the *Orange County Register* (June 11, 2018), *Stu News Laguna* (June 12, 2018) and *The Laguna Beach Independent* (June 15, 2018). The IS/EA was circulated for public review for a period of 30 days, from June 11, 2018, to July 10, 2018. Copies of the IS/EA were distributed to the State Clearinghouse, the Governor's Office of Planning and Research (15 copies of summary form), and other federal, State, and local agencies. Copies of the IS/EA were available for public review at the California Department of Transportation (Caltrans) District 12, Laguna Beach Library, and Laguna Woods Village Library. A copy of the distribution list for the IS/EA is provided in Chapter 6 of this MND/FONSI.

As outlined in the Federal Highway Administration (FHWA) Guidance for Preparing and Processing Environmental and Section 4(f) Documents, Technical Advisory T 6640.8A, Section H, following the public availability period, the EA should be revised or an attachment provided, as appropriate, to (1) reflect changes in the proposed action or mitigation measures resulting from comments received on the EA or at the public hearing (if one is held) and any impacts of the changes, (2) include any necessary findings, agreements, or determination (e.g., wetlands, Section 106, Section 4(f)) required for the proposal, and (3) include a copy of pertinent comments received on the EA and appropriate responses to the comments.

A total of 410 comments on the IS/EA were received during the public review period and ten comments were submitted after the close of the public review period.[1] Comments were received from federal and State agencies, regional and local agencies, organizations and businesses, and private citizens. The 410 comments also included 28 public comments that were recorded by a court reporter during the public hearings for the project held on June 27, 2018. Substantive comments that relate to environmental issues are thoroughly addressed. In some cases, revisions to the MND/FONSI are required or additional information is provided for clarification purposes. However, some of the comments do not present significant environmental

[1] Comment letters P-5, P-108, P-128, P-134, P-160, P-182, P-221, P-266, P-275, and P-304 were received on or after the close of the public comment period.

issues or they request the incorporation of additional information in the MND/FONSI that is not relevant to environmental issues. Such comments do not require a response, pursuant to Section 15088(a) of the CEQA Guidelines.

Section 15088 of the State CEQA Guidelines, Evaluation of and Responses to Comments, states:

a) The lead agency shall evaluate comments on environmental issues received from persons who reviewed the draft MND/FONSI and shall prepare a written response. The lead agency shall respond to comments received during the noted comment period and any extensions and may respond to late comments.

b) The lead agency shall provide a written proposed response to a public agency on comments made by that public agency at least 10 days prior to certifying an environmental impact report.

c) The written response shall describe the disposition of significant environmental issues raised (e.g., revisions to the proposed project to mitigate anticipated impacts or objections). In particular, major environmental issues raised when the lead agency's position is at variance with recommendations and objections raised in the comments must be addressed in detail, giving the reasons that specific comments and suggestions were not accepted. There must be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice.

d) The Responses to Comments may take the form of a revision to the Draft MND/FONSI or may be a separate section in the final MND/FONSI. Where the Responses to Comments makes important changes in the information contained in the text of the Draft MND/FONSI, the lead agency should either:

    1. Revise the text in the body of the MND/FONSI; or
    2. Include marginal notes showing that the information is revised in the Responses to Comments.

No significant changes have been made to the information contained in the MND/FONSI as a result of the responses to comments, and no significant new

information has been added. Therefore, this Responses to Comments document is being prepared as a separate section of the MND/FONSI for consideration by Caltrans prior to consideration of the MND/FONSI for certification.

I.1 Index of Comments Received

Table I-1 provides an index of the list of the agencies, groups, and persons who commented on the MND/FONSI prior to and directly after the close of the public comment period. The comments received have been organized in a manner that facilitates finding a particular comment or set of comments. Each comment has been organized into one of the following seven categories: (1) State Agencies, (2) Regional Agencies, (3), Local Agencies, (4) Organizations, (5) Public Hearing Comment Cards, (6) Public Hearing Transcripts, and (7) Public Comments.

This division is the basis for the numbering of each comment. Each commenter has been assigned a numbered code. This numbered code is combined with sequential numbering for each comment. For example, Comment SA-1-1 refers to the first comment in the letter from the California Department of Fish and Wildlife (CDFW).

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
SA-1	California Department of Fish and Wildlife	July 10, 2018
SA-2	California Coastal Commission	July 10, 2018
RA-1	Orange County Transportation Authority	July 9, 2018
RA-2	South Coast Air Quality Management District	June 13, 2018
RA-3	Transportation Corridor Agencies	July 10, 2018
LA-1	City of Laguna Beach	July 10, 2018
LA-2	Orange County Public Works	July 10, 2018
O-1	Coastal Greenbelt Authority	July 6, 2018
O-2	Laguna Canyon Foundation	July 10, 2018
O-3	Laguna Canyon Conservancy	July 9, 2018
O-4	Orange County Bicycle Coalition	July 8, 2018
PH-1	Gabrielle Baldridge	June 27, 2018
PH-2	C. Bartels	June 27, 2018
PH-3	Mario Bartels	June 27, 2018
PH-4	Janet Bescoby	June 27, 2018
PH-5	Candace Birke	June 27, 2018
PH-6	Robert Brown	June 27, 2018
PH-7	Vicki Borthwick	June 27, 2018
PH-8	Jonathon Burke	June 27, 2018
PH-9	Nancy Bushnell	June 27, 2018
PH-10	Fran Chilcote	June 27, 2018
PH-11	Irena Cogorno	June 27, 2018
PH-12	Steve Elbrecht	June 27, 2018
PH-13	Ruben Flores	June 27, 2018
PH-14	Barbara Garcia	June 27, 2018
PH-15	Len Gardner	June 27, 2018
PH-16	Jason Guthridge	June 27, 2018
PH-17	Ernest Hackman	June 27, 2018
PH-18	Charles Haines	June 27, 2018
PH-19	Hannah Hainine	June 27, 2018
PH-20	Adele Heuer	June 27, 2018
PH-21	David Heuer	June 27, 2018
PH-22	Kira Heuer	June 27, 2018
PH-23	Rick Hlava	June 27, 2018
PH-24	Mike Jones	June 27, 2018
PH-25	Sydney Jones	June 27, 2018
PH-26	Theresa Kadisck	June 27, 2018
PH-27	Alan Kaufmann	June 27, 2018
PH-28	Karen Kane	June 27, 2018
PH-29	Marcia Kean	June 27, 2018
PH-30	Lorene Laguna	June 27, 2018
PH-31	Barbara MacGillivray	June 27, 2018
PH-32	Greg MacGilivran	June 27, 2018
PH-33	Shannon Martinez	June 27, 2018
PH-34	Charlotte Masaik	June 27, 2018
PH-35	Ed Mawer	June 27, 2018
PH-36	Helen Mawer	June 27, 2018
PH-37	Barbara Metzger	June 27, 2018
PH-38	Jerry Myers	June 27, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
PH-39	Laurena Nokes	June 27, 2018
PH-40	David Raber	June 27, 2018
PH-41	Richard Ramsey	June 27, 2018
PH-42	Chris Reed	June 27, 2018
PH-43	Robert Reed	June 27, 2018
PH-44	Elizabeth Reese	June 27, 2018
PH-45	Edythe Shaw	June 27, 2018
PH-46	Lorna Shaw	June 27, 2018
PH-47	Sherri Sisson	June 27, 2018
PH-48	Beirda Solow	June 27, 2018
PH-49	Daniel Songster	June 27, 2018
PH-50	Carey Strombotne	June 27, 2018
PH-51	Kerri Stoner	June 27, 2018
PH-52	Judy Teverbaugh	June 27, 2018
PH-53	John Thomas	June 27, 2018
PH-54	Tara Thompson	June 27, 2018
PH-55	Harvey Triebwasser	June 27, 2018
PH-56	Lisa Triebwasser	June 27, 2018
PH-57	Patricia Twitty	June 27, 2018
PH-58	Art Wahl/Bali Thorn	June 27, 2018
PH-59	J. Wallace	June 27, 2018
PH-60	James Wickenhaceser	June 27, 2018
PH-61	Hedy B Williamson	June 27, 2018
PH-62	Charles Wright	June 27, 2018
T-1	Kimberly and Logan Leeds	June 27, 2018
T-2	Charlotte Maserick	June 27, 2018
T-3	Ed Maurer	June 27, 2018
T-4	Kate Clark	June 27, 2018
T-5	Mike Scoursby and Bien Cruz	June 27, 2018
T-6	Helen Maurer	June 27, 2018
T-7	Jahn Levitt	June 27, 2018
T-8	Jennifer Zeiter	June 27, 2018
T-9	Harry Huggins	June 27, 2018
T-10	Norm Grossman	June 27, 2018
T-11	John Foley	June 27, 2018
T-12	Josef Chazan	June 27, 2018
T-13	Ginger Wallace	June 27, 2018
T-14	Barbara MacGillivray	June 27, 2018
T-15	Carey Strombotne	June 27, 2018
T-16	Elizabeth Reese	June 27, 2018
T-17	Mike Jones	June 27, 2018
T-18	Brynne Menne	June 27, 2018
T-19	John Albritton	June 27, 2018
T-20	Olivia Batchelder	June 27, 2018
T-21	Louis Longi	June 27, 2018
T-22	Ann Christoph	June 27, 2018
T-23	Toni Iseman	June 27, 2018
T-24	Gwen Myers	June 27, 2018
T-25	Penelope Milne	June 27, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
T-26	Carroll O. McGorkey	June 27, 2018
T-27	Adam Kaplan	June 27, 2018
T-28	Bill Sellin	June 27, 2018
P-1	Eric Sullivan	July 9, 2018
P-2	Hilary S. Ahern	July 10, 2018
P-3	Lauren McDonald	July 8, 2018
P-4	Melissa Fontes	July 9, 2018
P-5	Michaela Gardner	July 11, 2018
P-6	Secil Oz Ari	July 10, 2018
P-7	Terri Dober	July 10, 2018
P-8	Alexis Lee	July 9, 2018
P-9	Alisa Davern	July 9, 2018
P-10	Alyson Arigemma	July 5, 2018
P-11	Amy Hammontree	July 10, 2018
P-12	Andrea Yao	July 9, 2018
P-13	Andreane Gaulin	July 8, 2018
P-14	Andreya Shill	July 8, 2018
P-15	Ann Schwab	July 10, 2018
P-16	Art Kurobe	July 9, 2018
P-17	Asami Kurobe	July 9, 2018
P-18	Babak Shakib	July 9, 2018
P-19	Bernard Schwartz	July 6, 2018
P-20	Brad Downey	July 10, 2018
P-21	Chang Lee	July 9, 2018
P-22	Chris Murray	July 5, 2018
P-23	Christopher Litwin	July 10, 2018
P-24	Christopher A. Miller	July 5, 2018
P-25	Craig Combel	July 9, 2018
P-26	Curtis S. Farrell	July 6, 2018
P-27	D. VanDenBerg	July 10, 2018
P-28	Dana Fetterolf	July 10, 2018
P-29	Dani Babb	July 5, 2018
P-30	Daniel R. Brunstetter	July 10, 2018
P-31	Darcie L. Lee	July 9, 2018
P-32	Dave Southworth	July 8, 2018
P-33	Denise and Chris Van Den Berg	July 10, 2018
P-34	Didier Malenfant	July 6, 2018
P-35	Dolores Duarte	July 10, 2018
P-36	Edward Spencer	July 9, 2018
P-37	Ellen M. Mintzer	July 10, 2018
P-38	Emily Huang	July 5, 2018
P-39	Eugenia Rezen	July 5, 2018
P-40	Fiona Hsu	July 8, 2018
P-41	Gail Ann Lynch	July 10, 2018
P-42	Halim Kim	July 5, 2018
P-43	Hareem and Brett Maune	July 10, 2018
P-44	Heather Brandes	July 9, 2018
P-45	Heather Kluter	July 5, 2018
P-46	Hua Xie	July 5, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-47	Iona Raymond	July 5, 2018
P-48	Jamie Wagner	July 5, 2018
P-49	Jan Southworth	July 8, 2018
P-50	Janet O'Faolain	July 8, 2018
P-51	Jeanne Kelly	July 10, 2018
P-52	Jeannette Marie Pulecio	July 6, 2018
P-53	Jeannette Pulecio	July 10, 2018
P-54	Jennifer Nudleman	July 8, 2018
P-55	Jeremy Kneisly	July 9, 2018
P-56	Jim Kruse	July 10, 2018
P-57	John Zhao	July 6, 2018
P-58	Jong S. Lee	July 9, 2018
P-59	Joshua Lerch	July 6, 2018
P-60	Juliana Essen	July 5, 2018
P-61	June Lee	July 9, 2018
P-62	Justin Kuttler	July 10, 2018
P-63	Kathryn Emery	July 7, 2018
P-64	Ken Perkins	July 10, 2018
P-65	Kristen Throkelson	July 10, 2018
P-66	Kristin and John-Paul Glascock	July 6, 2018
P-67	Lauren Leigh	July 10, 2018
P-68	Lawrence Lee	July 5, 2018
P-69	Lima Sultan	July 10, 2018
P-70	Lisa Chesanek	July 9, 2018
P-71	Luther Magturo	July 9, 2018
P-72	Lynette LaRoche	July 5, 2018
P-73	Mana Ekbatani	July 9, 2018
P-74	Maria Garcia	July 7, 2018
P-75	Maria M. Bashaw	July 5, 2018
P-76	Mark Badran	July 6, 2018
P-77	Mayumi Kuttler	July 10, 2018
P-78	Melanie Feller-Braga	July 10, 2018
P-79	Melissa Smith	July 5, 2018
P-80	Melissa Turner	July 6, 2018
P-81	Michaela Waltersdorfer	July 9, 2018
P-82	Michele Yian	July 10, 2018
P-83	Miho Morisawa	July 5, 2018
P-84	Mircea Cirsan	July 9, 2018
P-85	Mohammad Ali Ekbatani	July 10, 2018
P-86	Monica Evans	July 7, 2018
P-87	Najib Saadeh	July 6, 2018
P-88	Noel Busby	July 10, 2018
P-89	Patricia Gandy	July 8, 2018
P-90	Patrick Davern	July 9, 2018
P-91	Philip Stemler	July 10, 2018
P-92	Philip Wang	July 8, 2018
P-93	Prem Raniga	July 5, 2018
P-94	Rachelle Schwartz	July 9, 2018
P-95	Randy Benson	July 9, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-96	Regina Yao	July 9, 2018
P-97	Rocio Santana	July 10, 2018
P-98	Saba Khan	July 5, 2018
P-99	Sachi Price	July 10, 2018
P-100	Sam Crane	July 8, 2018
P-101	Samir Mobasher	July 5, 2018
P-102	Sanaz Khorrami	July 5, 2018
P-103	Sandra Rojas	July 6, 2018
P-104	Scott Kaminski	July 8, 2018
P-105	Sean S. Murray	July 5, 2018
P-106	Shai Zahavi	July 9, 2018
P-107	Soraya Aledavoud	July 10, 2018
P-108	Steve Titus	July 10, 2018
P-109	Tina Ghahramani Singh	July 5, 2018
P-110	Travis Pedersen	July 8, 2018
P-111	Tyler Thurmond	July 10, 2018
P-112	Valiha Strecker	July 10, 2018
P-113	Veronica Jacques	July 6, 2018
P-114	Wazhma Gregg	July 8, 2018
P-115	William J Tucker	July 7, 2018
P-116	Yesi Orihuela	July 10, 2018
P-117	Yuka Garrett	July 8, 2018
P-118	Anneliese School Attorney	July 10, 2018
P-119	Adam Mars	July 8, 2018
P-120	Adriana Johnson	July 9, 2018
P-121	Ahmad Darabiha	July 9, 2018
P-122	Ahmet M. Ari	July 10, 2018
P-123	Aleksander Resen	July 10, 2018
P-124	Alena Dizdarevic	July 10, 2018
P-125	Alex Anderson	July 9, 2018
P-126	Alexander Petersen	July 9, 2018
P-127	Alicia Relich	July 10, 2018
P-128	Alisa Ludwig	July 11, 2018
P-129	Allison Hushek	July 5, 2018
P-130	Amanda Pennington	June 18, 2018
P-131	Amira Hajjaji	July 8, 2018
P-132	Amit Bhambi	July 10, 2018
P-133	Amit Sachdev	July 10, 2018
P-134	Amy Capelle	July 10, 2018
P-135	Ander Lombardi	July 10, 2018
P-136	Ann Christoph	July 10, 2018
P-137	AnnaMarie Porter	July 10, 2018
P-138	An Anneliese Family	July 10, 2018
P-139	A.O.	July 9, 2018
P-140	Ardavan and Nona Javid	July 10, 2018
P-141	Becky L. Hawkins	July 9, 2018
P-142	Bernadette Scord	July 10, 2018
P-143	Bob Blaisdell	June 13, 2018
P-144	Brad and Bridgit Friedman	July 10, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-145	Bradley Zint	June 21, 2018
P-146	Briana Dorn	July 10, 2018
P-147	Brianne Grant	July 8, 2018
P-148	Bror Andringa	July 10, 2018
P-149	Brynmarie Mason	June 29, 2018
P-150	Carol Olson	July 10, 2018
P-151	Caroline Colesworthy	July 9, 2018
P-152	Chad Eichele	July 10, 2018
P-153	Charles McDonald	July 8, 2018
P-154	Charlotte Masarik	June 24, 2018
P-155	Cheryl Gardewine	July 10, 2018
P-156	Christopher Reed	June 28, 2018
P-157	Claudia Mourad	July 10, 2018
P-158	Clay Leeds	July 9, 2018
P-159	Cory Jones	July 10, 2018
P-160	D. Christiansen	July 10, 2018
P-161	Dan Freeman	July 2, 2018
P-162	Dan Lichetberg	July 10, 2018
P-163	Dana Brubaker	July 10, 2018
P-164	Darrylin Girvin	July 7, 2018
P-165	David Raber	June 29, 2018
P-166	Deborah Suess	July 9,2018
P-167	Deborah Young	July 10, 2018
P-168	Devon Nevett	July 9, 2018
P-169	Devon Rose	July 9, 2018
P-170	Elisabeth Grant	July 6, 2018
P-171	Elizabeth Jones	July 10, 2018
P-172	Eva Lydick	July 9, 2018
P-173	Gary Corgono	July 6, 2018
P-174	Neal Hubbard	July 9, 2018
P-175	George Weiss	July 6, 2018
P-176	Georgia Zachariah	July 10, 2018
P-177	Grace Yee	July 5, 2018
P-178	Greg Tonkovich	July 9, 2018
P-179	Gwen Myers	July 7, 2018
P-180	Yashaar Amin	July 10, 2018
P-181	Heather Sparkuhl	July 6, 2018
P-182	Heba Farag	July 10, 2018
P-183	Ian Settlemire	July 5, 2018
P-184	Irene Bowie	July 9, 2018
P-185	Irenemarie Kennedy	July 9, 2018
P-186	Jacek Stolcman	July 9, 2018
P-187	Jacqueline Landais	July 10, 2018
P-188	Jamie Knollmaker	July 9, 2018
P-189	Jane Welgan	July 5, 2018
P-190	Janine Robinson	July 9, 2018
P-191	Jeff Benedick	July 10, 2018
P-192	Jennifer Brown	July 10, 2018
P-193	Jennifer Murray	July 10, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-194	Jennifer Peebler	July 10, 2018
P-195	Jennifer Waterhouse	July 10, 2018
P-196	Jesse Siemon	July 10, 2018
P-197	Jill Flyn	July 10, 2018
P-198	Johanna Felder	July 10, 2018
P-199	John Hardin	July 5, 2018
P-200	John Kinney	July 6, 2018
P-201	John Pack	July 10, 2018
P-202	William Dodge	July 5, 2018
P-203	Joseph Gerges	July 10, 2018
P-204	Joseph Pezzuolo	July 6, 2018
P-205	Joseph	July 9, 2018
P-206	Juliana Mittino-Smith	July 10, 2018
P-207	Julie Maison	July 9, 2018
P-208	Karen Jenks	July 10, 2018
P-209	Kaveh Azartash	July 10, 2018
P-210	Kelly and Scott McKiernan	July 10, 2018
P-211	Lis Williams	July 8, 2018
P-212	Kenneth Frank	July 7, 2018
P-213	Kerry Hardin	July 8, 2018
P-214	Kianah Penn	July 9, 2018
P-215	Kim LeNoach	July 9, 2018
P-216	Kimberlie Gurule	June 26, 2018
P-217	Kimberly Stuart	July 10, 2018
P-218	Kirsten Rogers	July 9, 2018
P-219	Koren Hubbard	July 10,2018
P-220	Kris Evans	July 10, 2018
P-221	Kristen Hatfield	July 10, 2018
P-222	Kristin Allison	June 26, 2018
P-223	Kristin and Spencer Way	July 10, 2018
P-224	Kristin Brundel	July 9, 2018
P-225	Kurt Stout and Lily Habte	July 9, 2018
P-226	Laguna Canyon Summary	N/A
P-227	Laguna Streets	July 8, 2018
P-228	Larry and Nine Ragle	July 9, 2018
P-229	Larry Nees	July 6, 2018
P-230	Lauren Cohen	July 10, 2018
P-231	Laura Sewell	July 8, 2018
P-232	Leah Vasquez	July 6, 2018
P-233	Les Miklosy	June 25, 2018
P-234	Leslie Amin	July 10, 2018
P-235	Lindsay Galloway	July 5, 2018
P-236	Lori Reznick	July 10, 2018
P-237	Lorna Shaw	July 10, 2018
P-238	Louise Thornton	July 9, 2018
P-239	Lynn Kreuzer	July 10, 2018
P-240	Maha Al-Blehed	July 8, 2018
P-241	Maija Steenari	July 9, 2018
P-242	Marcia Forsyth	July 8, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-243	Marcia and Mark Klosterman	July 7, 2018
P-244	Maria Onesi	July 6, 2018
P-245	Maria Popescu	July 10, 2018
P-246	Marilyn Evans	July 7, 2018
P-247	Mark Haskins	July 10, 2018
P-248	Marni Magda	July 3, 2018
P-249	Mary Fegraus	June 15, 2018
P-250	Matthew Spica	July 10, 2018
P-251	Meagan Knecht	July 5, 2018
P-252	Megumi Arai	July 10, 2018
P-253	Melissa Fedoryk	July 8, 2018
P-254	Melissa Neuman	July 10, 2018
P-255	Meriam Braselle	July 9, 2018
P-256	Michael Fowlkes	July 8, 2018
P-257	Michael Hoag	June 20, 2018
P-258	Michael Koeris	July 10, 2018
P-259	Michael P. Clark	June 20, 2018
P-260	Michael S. Knecht	July 5, 2018
P-261	Mike Thomas	July 6, 2018
P-262	Merri Levy	July 7, 2018
P-263	Molly Ohara Levitta	July 7, 2018
P-264	Nancy Hanasi	July 10, 2018
P-265	Naomi Iseri	July 10, 2018
P-266	Natalie Davidson	July 10, 2018
P-267	Natasha Tulkoff	July 5, 2018
P-268	Nate Shill	July 8, 2018
P-269	Nazila Amirghahari	July 9, 2018
P-270	Nazish Mir	July 9, 2018
P-271	Nick Malik	July 8, 2018
P-272	Nikta Nilchian	July 8, 2018
P-273	Non Toxic Laguna Beach	July 8, 2018
P-274	Omar Mahmood	July 8, 2018
P-275	Owen Weichel	July 10, 2018
P-276	Paul Doyle	July 9, 2018
P-277	Paul W. Strickland	July 10, 2018
P-278	Paula Olson	July 10, 2018
P-279	Paula Richardson Reble	July 8, 2018
P-280	Payal Kumar	June 19, 2018
P-281	Penelope Milne	July 10, 2018
P-282	Private Email	July 9, 2018
P-283	Rebecca Flores	July 8, 2018
P-284	David Raber	N/A
P-285	Ron Vanderhoff	July 7, 2018
P-286	Russell Fluter	July 9, 2018
P-287	Ryan A. Vogt-Lowell	July 10, 2018
P-288	Sera Benjamin	July 8, 2018
P-289	Serena Mauratelli	July 10, 2018
P-290	Shelia Frese	July 10, 2018
P-291	Silviu Epure	July 10, 2018

Table I-1 Comment Letters Received During Public Comment Period

Letter	Name	Date
P-292	Skip Mason	June 30, 2018
P-293	Sonia Hammad	July 10, 2018
P-294	Stefan Sburlea	July 8, 2018
P-295	Stephen O'Neal	July 9, 2018
P-296	Sumaya Dakhil	July 10, 2018
P-297	Tara Seery	July 9, 2018
P-298	Tawna Renee	July 5, 2018
P-299	Ted Larkins	July 8, 2018
P-300	Terri Herkimer	July 6, 2018
P-301	The Hiking Group	July 9, 2018
P-302	Thomas Huff	June 19, 2018
P-303	Tom Eastman	July 10, 2018
P-304	Toni DeMatteis	July 10, 2018
P-305	Toni Kellenberg	July 10, 2018
P-306	Tracey Belland	July 6, 2018
P-307	Vladimir Silyaev	July 9, 2018
P-308	Wendy A. Bana	July 5, 2018
P-309	Wesley Fleming	July 8, 2018

I.2 Common Responses

Many of the comments received during the public review period for the MND/FONSI raised concerns regarding traffic circulation, utility undergrounding, visual character, habitat and parkland, air quality/health risk, noise, and drainage impacts as a result of the Build Alternative. To address these comments, common responses are provided regarding these issues, and subsequent responses refer to one of these common responses.

I.2.1 Common Response No. 1 – Project Design

I.2.1.1 Ingress/Egress for the Anneliese School /Willow Staging Area

The proposed improvements would not restrict access to or alter the ingress and egress of either the Anneliese School or the Willow Staging Area. Temporary indirect effects to the Anneliese School would result from the construction-related traffic delays along SR-133 resulting from construction. Temporary direct effects to the Willow Staging Area would result from construction activities on southbound SR-133, which would cross Willow Canyon Road at the entrance to the Willow Staging Area. However, various Caltrans-approved construction strategies will be included in the Transportation Management Plan included as Project Feature PF-TR-1, maintaining access throughout the construction period to this property. Section 2.4 has been revised to clarify this indirect effect as follows:

> *During construction of the Build Alternative, access at the Willow Staging Area may be temporarily affected by construction activities associated with Component 2. However, Project Feature PF-TR-1 would require implementation of a Transportation Management Plan (TMP), which would ensure access is adequately and safely maintained through construction strategies (e.g. temporary driveways). While no construction activities are proposed along northbound SR-133 directly in front of the Anneliese School, an indirect temporary effect may occur due to construction-related traffic delays. ~~however,~~ The TMP would also ensure an acceptable level of traffic flow and access is maintained along this portion of SR-133. Therefore, these effects would be temporary and would not result in permanent effects related to access to these properties or recreational opportunities.*

As stated in Section 2.4 (Traffic and Transportation) of the IS/EA, the addition of eight (8) foot shoulders and the extension of the southbound merge lane would result

in a net operational safety improvement at the Willow Staging Area park entry. Signalization at the El Toro Road intersection would continue to provide adequate gaps in traffic to allow egress from the Willow Staging Area. Furthermore, the left-turn egress to northbound SR-133 is aided by use of the two-way left-turn lane (TWLTL) as a refuge lane to accelerate into the northbound traffic stream. Operation of this extended merge lane is not anticipated to create a new safety hazard or exacerbate existing traffic operation conditions and is in more accordance with Caltrans design standards. Furthermore, the MND/FONSI has been revised to include a "Keep Clear Zone" and associated hot mix asphalt (HMA) apron as part of Component 3 at the Willow Staging Area access to allow park users to make a left in and out of the facility during extreme congestion conditions. Upon project implementation, Caltrans will continue to monitor safety conditions as described in Appendix A, Section 4(f) Evaluation and Section 2.1, Land Use.

I.2.1.2 Southbound Merge Lane Below the SR-133/El Toro Road Intersection

The proposed Build Alternative improvements would improve safety and traffic flow in the southbound direction. With the provision of adequate merging distance, vehicles can safely merge into a single lane further south beyond the Willow Staging Area park entrance. Under existing conditions, the outside merging lane taper in the southbound lane is approximately 200 feet long. The Caltrans Highway Design Manual requires a longer lane drop because drivers at the prevailing speed need more time to merge safely. The posted speed limit is 45 mph and the standard lane width is 12 feet. Therefore, a minimum merging taper of 540 feet, L, [L=WS or (12)(45)], is required. This length improvement allows for a safer merge by reducing braking and the associated speed changes that negatively impact normal traffic flow. Additionally, southbound vehicles trying to turn left into the Anneliese School's driveway during the morning peak hour can queue and block other southbound traffic creating probability higher risk of rear-end collisions and sideswipes. Extending the southbound lane drop allows traffic to avoid conflicts with left-turning vehicles. Provision of 8 foot paved shoulders adds a significant margin of safety for motorists and reasonable passage for bicycles. Additional benefits of the Build Alternative are improved intersection operations with two left-turn lanes from El Toro Road. This improvement would eliminate or reduce the long morning queue and delay on westbound El Toro Road and the addition of paved shoulders would improve safety and turns while making needed provision for bicyclists.

I.2.1.3 Undergrounding of Utilities

Utility relocations cannot occur within the roadway shoulder for the safety of the traveling public and maintenance activities. As stated in Section 2.3 (Utilities/Emergency Services) of the IS/EA, utilities would be relocated in accordance with federal and state law and regulations, and county and city policies. As described in Project Feature PF-UES-1, "If relocations outside of existing ROWs or additional public ROWs and/or easements required for the project are necessary, final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities." Section 2.1 (Land Use) has also been revised to include Measure PR-5 as follows:

> *OC Parks supports Caltrans' efforts to coordinate with SCE to accomplish utility relocations within Caltrans right-of-way, in order to minimize impacts to natural resources. Reducing the project's footprint may also serve to reduce Caltrans' mitigation requirements, in particular riparian habitat for which mitigation opportunities are limited.*

Furthermore, as stated in Section 2.13 (Natural Communities), ground disturbance required for undergrounding overhead utilities would be temporary. Per the requirements of Measure BIO-2, all areas of natural habitat impacted by this temporary ground disturbance would be restored with native shrubs and grasses.

Therefore, the placement of underground utilities included in the proposed improvements is consistent with applicable policies and would not result in any permanent impacts to natural communities. No further analysis is required.

I.2.1.4 Alternative Improvements

Commenters provided suggestions regarding numerous alternative road alignments/ configurations including: decommissioning the current intersection at Laguna Canyon Road and El Toro Road, closuring of El Toro Road, rerouting traffic over the existing State Route 73 (SR-73) northbound on-ramp/frontage roads from El Toro Road to SR-133 (no southbound ramp/frontage road exists), make El Toro Road a one-way eastbound between SR-133 and SR-73, reduce Laguna Canyon Drive to a single southbound lane from SR-73 to Canyon Acres Drive, add additional traffic lights, remove traffic signals and convert the SR-133/El Toro Road intersection into a

roundabout, creation of a park and ride, build a (four-lane) tunnel connecting Phillips St. to the Junction of El Toro Road and the SR-73 and make the toll roads free.

Caltrans has authority over the State Highway System with limited authority (e.g., emergencies) to alter traffic flows on local roadways. Certain suggestions may be useful for consideration by other agencies with authority over local roadways independent of the proposed project. In addition, Caltrans is not able to eliminate fees on the toll roads at this time.

As stated in Section 1.2 (Purpose and Need), the purpose of the project is to: 1) improve roadway deficiencies by bringing SR-133 to design standards; 2) improve safety in the vicinity of the SR-133/El Toro Road Intersection; and 3) reduce flooding by improving drainage flow. These design suggestions do not include improvements to SR-133 to bring this roadway up to Caltrans design standards or improvements for drainage flow. The alternative road alignments suggested were considered but rejected for the following reasons:

- **Roundabout/Park and Ride** - Commenters suggest construction of a roundabout or creation of a park and ride within the project limits. Both of these improvements would result in significant additional property acquisitions within the project area, resulting in greater temporary and permanent impacts resulting from the Build Alternative.

- **El Toro Road.** Commenters suggest closure of El Toro Road or conversion of El Toro Road to a one-way road between SR-133 and SR-73. El Toro Road is a local roadway not under Caltrans jurisdiction. Modifications to El Toro Road need to be undertaken by local agencies, such as the City of Laguna Beach, City of Aliso Viejo or the County of Orange. Closure or modification to the operation of El Toro Road is beyond the scope of this project.

- **Use SR-73 to Bypass El Toro Road.** Commenters suggest redirecting traffic to use the northbound SR-73 bypass road, in conjunction with closure or directional closure of El Toro Road, to eliminate left-turn movements from southbound El Toro Road to southbound SR-133 and southbound left-turn movements from SR-133 to northbound El Toro Road. Diversion of traffic from El Toro Road to the SR-73 bypass road will result in additional congestion at the SR-133/SR-73 interchange intersections. This change would significantly increase travel time and distance, increase southbound traffic

collisions, increase the traffic queue lengths and the bypass road, intersection delay, and increase vehicle emissions and waste fuel. These degradations negatively affect the California economy and quality of life – they are in direct opposition to Caltrans' mission. Additionally, the SR-73 bypass road does not have enough capacity to accommodate the traffic being diverted. There will also be significant weaving issues between traffic trying to merge on to SR-73 from El Toro Road, El Toro Road traffic being diverted to SR-133 using the bypass road and SR-73 off-ramp traffic traveling to SR-133. Northbound traffic bound for El Toro Road heading south on SR-73 would need to U-turn at the SR-73 northbound off-ramp/SR-133 intersection and pay a toll on SR-73. A new southbound on-ramp alignment for right turns may be infeasible due to environmental impacts and cost.

- **Reduce SR-133 to One Lane.** Commenters suggest reducing southbound SR-133 to a single lane from SR-73 to Canyon Acres Drive. SR-133 is currently one travel in each direction lane Canyon Acres Drive to SR-73, with the exception of two lane flares at the intersection of Canyon Acres Drive and El Toro Road the northbound segment from 850 feet north of El Toro Road to SR-73, a distance of about 2,500 feet. The flares help process more traffic through signalized intersections while reducing or avoiding congestion and delay. Additionally, the segment between Canyon Acres Drive and El Toro Road has a two-way-left-turn center lane to facilitate left turns at driveways and local streets. As such, SR-133 operates as a two lane conventional highway between Canyon Acres Drive and El Toro Road and as a three highway (two lanes northbound, one lane southbound) between El Toro Road and SR-73. The primary safety and congestion issues and congestion occurs along the single southbound lane. A second southbound thru lane is preferred but not a part of Build Alternative. The project extension of the merge lane southward is an operational improvement with a safety mandate. Therefore, for the sake of safety and operations it is infeasible to reduce roadway traffic to single lane operations.

- **Traffic Signal at Willow Staging Area.** Willow Canyon Road serves as access to the Willow Staging Area. Observers recorded nominal traffic volumes during the weekday morning peak hour. Observers recorded nominal traffic volumes during the weekday morning peak hour. Only nine cars entered and two cars left the Willow Staging Area during a typical weekday peak hour. The outbound cars did not make a left-turn to travel north along

SR-133. A signal is not warranted at this intersection due to very low driveway traffic volumes per California Manual for Uniform Traffic Control Devices (MUTCD). Additionally, Caltrans prepared a traffic simulation to determine the delay and safety of ingress/egress traffic from this driveway. Caltrans produced a "Synchro" simulation illustrated that vehicles accessing this driveway would not encounter significant delay to justify a signal. There is insufficient traffic collision history to trigger a traffic and engineering safety study at this location. Anecdotal reports state that on some weekends and during special events, the Willow Staging Area parking area fills to capacity (about 50 spaces). Others report operational problems (delay) and elevated safety risks involving left-turning exit movements from Willow Staging Area onto SR-133. This is a consequence of heavy thru traffic on single traffic lanes with insufficient gaps. This situation occurs with regularity within the entire corridor where single lane capacity exists. Caltrans routinely responds to public complaints of operational and safety impacts by conducting traffic investigations, recording conditions and recommending incremental safety and operational improvement projects. Given the above knowns, a traffic and engineering study is not justified. OCTA and the City of Laguna Beach should consider improving safety and capacity by adding lanes. Four lanes would provide more gaps, reduce collisions, reduce delay, and reduce the air pollution associated with delay. The Build Alternative would improve operations at Willow Staging Area with right in, right out maneuvers using the new eight-foot shoulders and a passing lane. The Build Alternative would pave an apron across the Willow Staging Area entrance to cure the dirt and gravel degradation area caused by vehicle acceleration and braking and surface water erosion. Left-in and left-out movements are preserved with assistance of a two-way left-turn center lane that serves as a left-turn pocket for northbound left-in turning traffic and as an acceleration/refuge lane for left-out maneuvers.

- **Tunnel.** Commenters suggest study of a four-lane tunnel connecting Philips Street to El Toro Road at SR-73 with closure of the current SR-133 alignment from El Toro Road to SR-73. A tunnel alternative is infeasible due to high cost, significant environmental and technical challenges (e.g., high groundwater table, existing flooding conditions during storm events and exhaust venting), and the existing available surface transportation alternatives.

Therefore, the above project design alternatives are considered infeasible for the one or more of the following reasons: they are outside the scope of Caltrans' jurisdiction; they would result in greater environmental impacts; or they would not meet the project's purpose and need. Further analysis is not required.

I.2.2 Common Response No. 2 - Speeding/Speed Limits

Section 1.0 (Proposed Project) of the IS/EA stated that 51.7 percent of collisions in the study area involved speeding. Suggestions such as installation of speedbumps or reduced speed limits do not comment on the adequacy of the environmental analysis presented in the IS/EA. Furthermore, suggestions to address speeding would not accomplish the purpose and need of the project, which is to address current deficiencies of SR-133 including nonstandard shoulder widths, absence of bike lanes, and inadequate drainage. The Build Alternative does not propose to alter the existing speed limits within the project area.

Additionally, the existing lane drop near the Anneliese School's driveway has inadequate merging distance combined with morning school traffic blocking the southbound through lane. This condition contributes significantly to the risk of traffic collisions and delay. The Build Alternative would alleviate this issue by extending the right lane and providing a more appropriate merging taper for prevailing speeds. The project would improve overall traffic operation at the intersection and in the southbound direction.

The California Vehicle Code (CVC) Section 22358.4 gives criteria for school zone speed limits. Appropriate SCHOOL warning signs are in place in both directions of SR-133, indicating to drivers a school zone. However, both the highway speed limit of 45 mph and the walled separation of the school grounds both disqualify the Anneliese School for a 25 mph or less speed zone per CVC 22358.4.

"School Warning" signage currently exists north and south of El Toro Road along SR-133. During final design, additional warning signage may be considered to alert left-turning drivers from El Toro Road onto southbound SR-133, if warranted. Also, special reduce speed signage with a flashing beacon to alert motorists of school traffic during school drop-off and pick-up hours may be considered during final design, if warranted.

I.2.3 Common Response No. 3 - Insufficient Traffic Data/Traffic Congestion

The traffic data presented in the IS/EA was based on data from the Caltrans *2015 Traffic Volumes on California State Highways* provided in the *State Route 133 Improvement Draft Project Report* (May 2018). This data includes Average Daily Traffic (ADT) as well as peak period volumes for the existing year, opening year, and horizon year. As stated in this report, the traffic count year is from October 1 through September 30 and counts are generally performed by electronic counting instruments moved from location to location throughout the State in a program of continuous traffic count sampling. The resulting counts are adjusted to an estimate of annual average daily traffic (AADT) by compensating for seasonal influence, weekly variation and other variables that may be present. Therefore, the data used to conduct the traffic analysis provided in the IS/EA was based on AADT volumes over the course of a year during all times of day. The peak hour volumes presented are based on the same traffic counts used to calculate the ADT.

Caltrans collects Annual Average Daily Traffic (AADT) data. This information is readily available on Caltrans website. As shown in the table below, AADT volumes at the study location has changed nominally between 2012 and 2016. As such, the year 2015 and year 2016 AADT have remained virtually the same.

Location						Back			Ahead		
District	Route	Co	PM	Description	Year	Back Peak Hour	Back Peak Hour Month	Back AADT	Ahead Peak Hour	Ahead Peak Hour Month	Ahead AADT
12	133	Ora	3.416	El Toro Road	2012	2,900	41,500	37,500	1,500	21,500	18,500
					2013	2,900	42,000	37,600	1,550	22,000	19,000
					2014	2,900	42,000	37,700	1,600	22,900	19,800
					2015	2,900	42,000	37,500	1,600	23,300	20,100
					2016	2,900	42,000	37,500	1,600	23,300	20,100

Caltrans. 2018. Traffic Census Program. http://www.dot.ca.gov/trafficops/census/

Therefore, the traffic data presented in the IS/EA is sufficient, and no further analysis is required.

I.2.4 Common Response No. 4 – Visual Character

The Build Alternative evaluated in the IS/EA included contouring of the slope along the southbound roadbed just south of the SR-1333/El Toro Road intersection. The slope would be contoured at a 1.5:1 slope. Subsequent to the circulation of the IS/EA, Caltrans continued to meet with stakeholders regarding various project components including the slope contouring. As a result of this coordination, Caltrans is

considering a hybrid option that would include a combination of a low retaining wall/ and reducing slope grading (in lieu of the 1.5:1 slope) to lessen the effect of the 1.5:1 slope near the intersection of El Toro Road. This would further reduce impacts to oak trees and the visual character of the canyon than stated in the IS/EA. The MND/ FONSI has been updated to reflect that this new option is under consideration and will be further evaluated during final design. Caltrans will continue to coordinate with OC Parks during the design phase to finalize details of this hybrid/combo option.

Other visual and aesthetic benefits of the Build Alternative include undergrounding of the existing overhead utility lines, which would remove an urban feature from the rural landscape, improving the quality of viewshed experienced by drivers or bicyclists. Implementation of Project Feature PF-VIS-1 (Landscaping/Planting) and Measure VIS-1 (MGS Treatments) would ensure the proposed improvements are consistent with the existing visual character and quality of the project area.

I.2.5 Common Response No. 5 – Habitat Loss

I.2.5.1 Riparian

Riparian habitats are included in the analysis of sensitive natural communities and multiple avoidance and minimization measures would be implemented to protect and preserve such areas to the extent possible (refer to Measures BIO-1 through BIO-6). The threshold of significance for a given environmental impact is based on a variety of factors, including survey data and the overall context of the potential impact. In this case, riparian habitats within the direct impact limits of the proposed project are (1) not known to be occupied by any state or federally listed species, (2) relatively disturbed due to their location adjacent to the roadway, and (3) near expansive preserved areas containing less disturbed riparian habitats. While there would be modification to adjacent riparian habitats associated with the project, most of the existing riparian habitat within the BSA would be retained. Therefore, there would still be riparian habitat that allows for sheltering and passage of terrestrial and aquatic animals adjacent to the proposed components of the Build Alternative both during and after construction. Furthermore, Measure BIO-11 would provide for full compensation of permanent impacts to riparian habitats. Compensatory planting of riparian habitat would be conducted within the immediate project vicinity, where possible. With the implementation of avoidance, minimization, and mitigation measures, impacts to riparian habitats would be less than significant.

Caltrans, City of Laguna Beach, and County are currently reviewing potential locations for mitigation areas in the canyon for suitability and feasibility. The location

and design of the mitigation areas also depends on approval from other stakeholders and the resource agencies. A detailed mitigation plan will be prepared and approved by the agencies, which will include requirements for certain aspects of the mitigation.

I.2.5.2 Oaks

Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The MND/FONSI has evaluated grading the slope at 1 to 1:5 that resulted in impacting approximately 14 oak trees. Subsequent to public review of the IS/EA and as part of this ongoing coordination, one Utility Company Access Point (UCAP) was removed at Station 121+00 (southbound direction just south of El Toro Road) which reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the IS/EA. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option would continue during final design. As discussed in Section 2.13 (Natural Communities) of the IS/EA, all permanent impacts resulting in a loss of habitat would require compensatory mitigation in the form of replacement, restoration, or creation. Oak tree replacement will be implemented in coordination with mitigation ratio described in Section 2.13 (Natural Communities) of the MND/FONSI. In accordance with mitigation measure BIO-8, Caltrans intends to employ a qualified arborist to monitor activities impacting oak trees during construction.

Section 2.13 has been revised in the MND/FONSI as follows:

> *Coast Live Oak Woodland*
>
> *The Build Alternative would result in direct permanent impacts to approximately ~~0.19~~ 0.06 acre of coast live oak woodland. Direct impacts to oak trees may include pruning of large limbs greater than 3 inches in diameter, removal, or activities occurring within the root zone. ~~Although the oak tree roots may extend up to three times the extent of the dripline, the most important roots are located within the dripline of the oaks. For the purpose of balancing project constructability and tree protection, the protected root zone is considered coincident with the dripline.~~ Potential direct impacts include adding or removing soil within the dripline, which would occur during utility undergrounding,*

slope contouring, and roadway widening, and could potentially damage oak trees. Oak Trees will be preserved/retained to the maximum extent feasible. With implementation of Measures BIO-7 through BIO-9 (defined in Section 2.13.3), along with compensatory mitigation for permanently impacted oak trees in accordance with State Senate Concurrent Resolution No. 17 (Measure BIO-10), construction of the Build Alternative would not result in adverse permanent impacts to coast live oak woodland within the BSA. In July 2018, Caltrans conducted an assessment of potential oak tree planting areas within the project watershed (e.g., within Laguna Canyon and within adjacent OC Parks-managed lands). Several oak planting areas have been preliminarily identified and are shown on Figure 2.13-3, below.

I.2.5.3 Invasive Species

Section 2.18 of the IS/EA discussed the existing invasive species identified in the project area and the potential for introducing additional invasive species as a result of the construction and operation of the Build Alternative. As described in Section 2.18, currently there are many nonnative invasive species along the road and this project is not expected to cause an increase in these weeds species. As described in BIO-4, a weed abatement program will be developed during final design that addresses the potential for spread and importation of the non-native plant material during and after construction in compliance with Executive Order 13112. Additionally, as described in BIO-2, graded areas within the construction limits will be landscaped with an appropriate planting palette of native shrubs and grasses. This planting palette will be prepared during final design and will be reviewed and approved by the resource agencies. Caltrans will continue with maintenance along the road and consistent with any resource/regulatory permitting requirements.

I.2.6 Common Response No. 6 - Impacts to Parkland

As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02 percent of the total parkland available at Laguna Coast Wilderness Park. Furthermore, OC Parks has concurred on the description of the existing conditions, the analysis of project effects, the measures to minimize harm with other suggested measures, and the Section 4(f) *de minimis* determination on September 20, 2018. In accordance with the concurrence letter provided by OC Parks, the MND/FONSI has been revised

to incorporate Minimization Measures PR-1 through PR-8 in Section 2.1 (Land Use) to further minimize impacts to parkland.

Additionally, a Utility Company Access Point (UCAP) has been removed south of the SR-133/El Toro Road intersection. These design refinements reduce slope grading and minimize impacts to oak trees and the amount of temporary impacts to Laguna Coast Wilderness Park. The MND/FONSI has been updated to reflect these changes. As discussed in Section 2.1, Land Use of the IS/EA circulated for public review, the Build Alternative would not encroach or result in temporary or permanent direct or indirect impacts to hiking trails. The identified refinements would not alter this conclusion. In addition, Project Features PF-LU-2 and PF-LU-3 would still apply requiring compensation for any permanent acquisitions of property from publicly owned parks and compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (Uniform Act). In addition, temporary and permanent impacts would be addressed through implementation of Project Feature PF-TR-1 in Section 2.4, Traffic and Transportation, and Measures PR-1 through PR-8 in Section 2.1, Land Use.

Furthermore, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including OC Parks and the City of Laguna Beach to identify further refinements to the Build Alternative design to minimize impacts within Laguna Coast Wilderness Park. At the request of OC Parks, Caltrans is considering a hybrid option that would include a combination of a low retaining wall/minimal slope grading (in lieu of the 1.5:1, slope, analyzed as part of the IS/EA) to minimize impacts to natural resources in this area and to Laguna Coast Wilderness Park (LWCP) near the intersection of El Toro Road.

I.2.7 Common Response No. 7 - Construction Impacts

I.2.7.1 Noise

While short-term noise impacts would occur during the duration of construction activities, construction would be performed in discrete steps with varying noise levels throughout the study area. Typical construction noise levels recommended for noise impact analysis are based on a distance of 50 feet between the equipment and the noise receptor. Due to the linear nature of the project area, construction activities and corresponding noise would not be

within this distance to the Anneliese School for the entire duration of the 26-month construction period.

However, this location may be subject to a short-term noise level of 89 dBA L_{max} generated by construction activities within the project limits. In addition to implementation of this standard feature Project Feature PF-N-1, Caltrans will also implement minimization measure N-1, "Noise from construction activities and equipment will be minimized by sequencing construction activities and staging construction equipment at appropriate locations depending on the current phase of construction." This will minimize impacts to the Anneliese School and any other sensitive receptors in the area. The MND/FOSNSI has been revised to include this minimization measure.

I.2.7.2 Air Quality

As stated in Section 2.11 (Air Quality) of the IS/EA, the proposed project is exempt under the Clean Air Act conformity rule under 40 CFR 93.126. This is due to the nature of the proposed improvements, which would not enhance the capacity of the roadway. As the Build Alternative would not alter the operation of SR-133 and would not generate new regional vehicular trips, implementation of the Build Alternative would have a neutral impact on air quality in the project area, and emissions would be similar to the existing condition. The TMP required in Project Feature PF-TR-1 would also limit construction-related traffic delays, and Project Feature PF-AQ-1 would control fugitive dust, limit vehicle idling and provide other air pollutant reduction measures during the construction period. Therefore, no adverse effects related to air quality during construction and operation would occur as a result of the Build Alternative. No further analysis is required.

I.2.8 Common Response No. 8 - Drainage/Hydrology/Flooding

As stated in Section 2.7 (Hydrology and Floodplains) of the IS/EA, floodplain modeling was conducted at four locations to determine the change in water surface elevation and it was determined that, at Location 1, the maximum increase in water surface elevation would be 7.55 ft. However, the increased floodplain and water surface elevation would still be contained within the existing channel. For Locations 2 and 3, the increases in water surface elevation would be minimal (less than one foot). No increase in water surface elevation would occur at Location 4. Therefore, the Build Alternative would not exacerbate flood hazards resulting in an increase in road closures or

increase to life and property beyond existing conditions. In addition, while the proposed improvements would not reduce flooding during the 100-year storm, the check dam is proposed to create an attenuation basin to reduce peak flow rates during high frequent storm events to a non-erosive level. Therefore, drainage flow and flooding conditions during high frequency storms would be improved. In addition, lining of the existing earthen channel with articulated concrete block would facilitate maintenance of the channel as it is frequently filled with sediment resulting in inefficient and ineffective storm water conveyance. While the shoulder is being widening to 8 feet for the Class II bike lane, the shoulder would not provide enough capacity to convey on-site and off-site stormwater runoff. A reinforced concrete box culvert under the proposed 8-foot shoulder would not provide enough carrying capacity, nor would it be an efficient method to intercept on-site and off-site drainage.

I.2.9 Common Response No. 9 - Public Noticing/Outreach/Public Hearing Format

In compliance with Sections 15072 and 15105 of the *CEQA Guidelines*, a Notice of Intent to Adopt a Mitigated Negative Declaration/Notice of Availability of an Initial/Study Environmental Assessment (NOI/NOA) was sent to the State Clearinghouse and posted at the Orange County Clerk-Recorder's Office on June 11, 2018 for a period of 30 days. In addition to this posting at the County Clerk for Orange County, the NOI/NOA was distributed to the parties identified in Chapter 6,0 of the IS/EA. Additionally, the public hearing was advertised in The Orange County Register, Stu News Laguna, and The Laguna Beach Independent on June 11, 2018, June 12, 2018, and June 15, 2018 respectively. The public notice notified residents of the public hearing and provided locations of where the IS/EA document was available for viewing.

Direct mail notification of the public hearing was provided via postcards to over 2,500 people. Postcards were sent by U.S. Mail two weeks prior to the public hearing. Additionally, an e-blast was sent out on June 20, 2018.

The IS/EA was available for review by the public at Caltrans District 12 Office, Laguna Beach Library, Laguna Woods Village Library, and online at Caltrans' website for the duration of the 30-day public comment period. Therefore, Caltrans, as the Lead Agency, has satisfied all legal requirements for public noticing and public review of the IS/EA.

In compliance with Sections 15202 of the *CEQA Guidelines*, the public hearing was properly noticed in the NOI/NOA and was held at a location convenient to the public. There are no legal requirements on the format of public hearings. As members of the Project Development Team (PDT), the County of Orange and City of Laguna Beach were both involved in discussions regarding the format of the public hearing, prior to circulation of the IS/EA. In addition, CEQA does not require formal hearings at any stage of the environmental review process. Therefore, Caltrans has met and exceeded all legal requirements related to public outreach and participation.

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I.3 Comments from State Agencies

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State of California – Natural Resources Agency
DEPARTMENT OF FISH AND WILDLIFE
South Coast Region
3883 Ruffin Road
San Diego, CA 92123
(858) 467-4201
www.wildlife.ca.gov

EDMUND G. BROWN JR., Governor
CHARLTON H. BONHAM, Director

SA-1

July 10, 2018

Edward Dolan
California Department of Transportation District 12
1750 E. Fourth Street, Suite 100
Santa Ana, CA 92705
D12.SR133@dot.ca.gov

Subject: Comments on the Initial Study with Proposed Mitigated Negative Declaration for the State Route 133 Improvement Project (SCH# 2018061026)

Dear Mr. Dolan:

The Department of Fish and Wildlife (Department) has reviewed the Initial Study and Proposed Mitigated Negative Declaration (IS/MND) for the State Route (SR) 133 (SR-133) Safety Improvement Project (Project) dated June 11, 2018. The comments provided herein are based on the information provided in the IS/MND, the Natural Environment Studies (NES) dated January 2017 and May 2018, the County of Orange Central and Coastal Subregion Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), site visits on July 17, 2017 and October 12, 2017, and our knowledge of sensitive and declining habitats.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (§§ 15386 and 15281, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA; Fish and Game Code § 2050 et seq.) and Fish and Game Code Section 1600 et seq.

The proposed Project would result in improvements to SR-133 (also known as Laguna Canyon Road) in both directions from approximately 1,700 feet south of El Toro Road to the SR-73 interchange. The Project combines three separate projects and consists of four components. The Project includes component 1, construction of a concrete check dam 20 feet wide, 10 feet high, and 200 feet long in the area of the southbound SR-133 loop on-ramp to southbound SR-73; component 2, the SR-133 Safety Improvement Project, finalized September 2017; and components 3 and 4, shoulder widening, installing bike lanes, and undergrounding overhead utilities. SA-1-1

According to the IS/MND, the County of Orange evaluated Components 3 and 4 in an Environmental Impact Report dated October 1994 and the Laguna Canyon Road Improvement Project IS/MND dated February 2006. The County revised the components in an addendum approved in June 2018. Components 3 and 4 were not constructed due to funding issues. Caltrans proposes to combine these components with components 1 and 2.

According to the IS/MND, sensitive biological resources near the project are associated with the native terrestrial habitats of Laguna Canyon. Sensitive species located within or directly adjacent to the project limits that may be adversely affected include the CESA- and Endangered Species Act (ESA)-listed least Bell's vireo (*Vireo bellii pusillus*) and the California species of SA-1-2

SA-1

special concern (SSC) and ESA-listed coastal California gnatcatcher (*Polioptila californica californica*). Other California sensitive species that may be affected by the Project include western spadefoot (*Spea hammondii*, SSC), orange-throated whiptail (*Aspidoscelis hyperythra*), coastal whiptail (*Aspidoscelis tigris stejnegeri,* SSC), red-diamond rattlesnake (*Crotalis ruber*, SSC), San Diego ringneck snake (*Diadophis punctatus modestus*), Cooper's hawk (*Accipiter cooperii*), northern harrier (*Circus cyaneus*, SSC), merlin (*Falco columbarius*), peregrine falcon (*Falco peregrinus anatum* ,fully protected species), yellow-breasted chat (*Icteria virens*), yellow warbler (*Setophagia petechia*, SSC), oak titmouse (*Baeolophus inornatus)*, western mastiff bat (Eumops perotis), Yuma myotis (*Myotis yumanensis*), and San Diego desert woodrat (*Neotoma lepida intermedia*, SSC). The Project may also adversely affect sensitive vegetation communities including coastal sage scrub; coast live oak woodland; riparian habitats including freshwater seep, mulefat scrub, southern black willow forest, and southern sycamore riparian woodland. Design features and mitigation measures have been added to the project to avoid or reduce potential environmental impacts.

SA-1-2

The Department provides the following specific comments and recommendations to assist Caltrans in avoiding or minimizing potential impacts to sensitive wildlife and vegetation communities identified in the IS/MND:

1. One of our primary concerns of the proposed project involves the flood control aspect; specifically the concrete check dam installation and the articulated concrete block channel segments. We requested and received a copy of the technical study titled Location Hydraulic Study & Floodplain Evaluation Report dated May 2018, prior to release of the IS/MND. Upon evaluation of the report by the Department's Senior Hydraulic Engineer, it was determined that there is not enough information to conclude if the flood control proposals would result in a significant adverse impact to fish and wildlife resources. Additionally, it appears that the articulated concrete block channel segments will not reduce flooding issues. Our specific concerns are detailed below.

SA-1-3

<u>Location 1 – Check dam with a 4-feet diameter pipe running through</u>

   a. There was not enough information to evaluate this structure. Please provide design detail sheets on the check dam and its 4-feet diameter pipe.

   b. The Department questions if the design of the check dam incorporated elements to allow the passage of aquatic and terrestrial animals. It is the Department's policy that ecological connectivity of a stream crossing and the riparian corridor must be maintained. Additionally, the State Wildlife Action Plan encourages the use of bio (soft)-engineering for flood control and recommends managing flows, dams, and other barriers to best benefit amphibians and reptiles.

   c. The Department further questions if energy dissipation and the effects of scouring have been analyzed downstream of the check dam. The final MND should provide analysis on the effects of scour downstream of the check dam at the 100-year design discharge, and if applicable, provide scour countermeasures.

SA-1-4

SA-1

d. The final MND should provide hydraulic modeling/analysis of the check dam with its 4-feet diameter pipe at lower stream flows to demonstrate the effectiveness of the 4-feet diameter pipe. The Department would like to see the pipe's effectiveness at flowrates of 50 percent of the 2-year recurrence interval flow (½Q2) and at a very low flowrate of 3.0 cubic feet per second (cfs). SA-1-4

Location 2 – Reconstruction of the existing 5-feet x 3-feet earthen trapezoidal channel with an articulated concrete block channel

e. The Department reviewed the hydraulic results presented in Table 4 (beginning on page 20) of the Location Hydraulic Study, and there appears to be no advantage to the articulated concrete block channel. Within the Location 2 analysis of Laguna Canyon Creek, water surface elevations were increased to a maximum of 0.26-feet and the average channel velocities throughout this section were increased. Therefore, the Department does not see any advantage or improvement in minimizing flooding impacts and would prefer the reconstruction of the existing earthen channel to stay in a natural channel condition. A natural channel will allow better passage of terrestrial and aquatic animals. SA-1-5

Location 4 – Extension of the articulated concrete block channel

f. Since the articulated concrete block channel in Location 2 did not appear to be a hydraulic advantage to the project, the Department prefers the existing Laguna Canyon Creek channel, within Location 4, to stay in a natural state. SA-1-6

General Comment on Hydraulic Encroachments

g. The Department would like to work with Caltrans to minimize impacts to fish and wildlife resources, and to this end requests that Caltrans provide all design and construction plans; structural dimensions in plan, elevation, longitudinal profile, and cross sectional views; and other important component detail sheets for all hydraulic encroachments on Laguna Canyon Creek to us for review. Additionally, please provide all electronic files for the HEC-RAS hydraulic modeling to us for review. SA-1-7

h. The Department recommends Caltrans provide an assessment of potential indirect impacts to biological species and habitats resulting from flooding behind the checkdam and hardening of the creek bed and bank (e.g., limiting stream sinuosity, altering sediment transport and deposition, and loss of cooling effects from adjacent riparian vegetation). SA-1-8

SA-1

2. According to the NES and an email correspondence with Caltrans, temporary impacts will occur on the eastern edge of a site that was included as part of the mitigation for a 2002 widening and realignment project permitted under Streambed Alteration Agreement (SAA) #1600-2002-0150-R5.

    a. The mitigation location is disclosed in the May 2018 NES for components 1, 3, and 4. However, it is not included in the IS/MND. We recommend the IS/MND be revised to include 1) the acreage and description of temporary impacts to the mitigation site, and 2) a map that includes the mitigation site, temporary and permanent impact layers, and streambed. SA-1-9

    b. The SAA required that the mitigation functions be protected in perpetuity. We recommend the IS/MND be revised to include a discussion of how the Project will comply with this requirement.

3. The IS/MND provides separate data for impacted habitat acreage within the NCCP/HCP Reserve (Reserve), as well as outside the Reserve for coastal sage scrub (CSS) habitat types. In order for the County of Orange to accurately process a minor amendment to maintain the net habitat value of the Reserve as described in Section 2.13.1.1 of the IS/MND, it will be necessary to know the total acreage of impacts within the Reserve for all habitat types, not just CSS. We recommend the IS/MND be revised to include a table that separately identifies the habitat type and acreage of impacted areas within and outside the Reserve for all habitat types. SA-1-10

4. The project is expected to permanently impact 0.44 acre of CSS habitat, including 0.003 acre within the Reserve (Section 2.13.2.2; IS/MND). While we agree that the County's role as a "Participating Landowner" under the NCCP/HCP and their contributions to the Reserve System would authorize the take of CSS habitat associated with the current infrastructure improvement project, there is no clear indication that the County agrees to allocate their take as a sponsor of the Project. In accordance with the NCCP/HCP, each project sponsor will assure that construction and expansion of infrastructure addressed in the NCCP/HCP will conform to the NCCP/HCP and the policies in Section 5.9 (Page II-359, II-360; NCCP/HCP). This would include ensuring all appropriate infrastructure siting and operations and maintenance policies are adhered to, as well as debiting the 0.003 acre of CSS impacts in the Reserve from their take allotment. We recommend the IS/MND verify the County's role in the current Project and provide written documentation (i.e. a letter of support) that the County intends to utilize their take to mitigate for the Project impacts to CSS habitat. SA-1-11

5. The IS/MND Section 2.13 discloses that indirect permanent impacts to CSS and riparian habitats within the Biological Study Area may occur "where construction activities would result in lasting effects on the physical environment (changes in hydrology where existing drainages are relocated or where existing drainage infrastructure is modified…)." The IS/MND states that implementation of avoidance, minimization, and/or mitigation measures BIO-1 through BIO-6 would mitigate the adverse indirect permanent impacts to CSS. SA-1-12

    Mitigation Measures BIO-1 through BIO-6 address delineation of environmentally sensitive areas, restoration of temporary impacts to native vegetation, best management practices during construction, invasive species control, biological monitoring, and on-site training. However, the IS/MND does not describe the nature of the potential indirect permanent

SA-1

impacts nor is it clear how these measures would mitigate permanent indirect impacts caused by installation of a concrete check dam and conversion of natural streambed to articulated concrete block-lined channels. We recommend the IS/MND be revised to include a discussion of the potential indirect permanent impacts and how the Mitigation Measures BIO-1 through BIO-6 would mitigate those impacts.

SA-1-12

6. In our July 21, 2017, comment letter on the draft IS/MND for the SR-133 Safety Project, we provided recommended mitigation ratios for oak and sycamore trees as follows:

   The replacement ratios (using rooted plants in liners or direct planting of acorns) for oak or sycamore trees which are removed should be as follows:

   a. *trees less than 5 inches diameter at breast height (DBH) should be replaced at 3:1;*

   b. *trees from 5 and less than 12 inches DBH should be replaced at 5:1*

   c. *trees from 12 and less than 36 inches DBH should be replaced at 10:1*

   d. *trees 36 inches or greater DBH should be replaced at 20:1*

   The replacement ratio for damaged trees less than 12 inches DBH should be 2:1, and 12 inches or greater DBH should be 5:1. All other oaks should be fenced off and tagged to prevent equipment from operating in the drip line of these trees. Oak woodland restoration should use locally collected acorns or saplings grown from collected acorns. Appropriate understory species should also be included to enhance structural diversity of the mitigation site. The site should be monitored and managed for a minimum of 10 years to ensure success of the restoration effort.

   In addition to the mitigation for the oak woodland habitat, the Department typically requires that oak and sycamore trees that are damaged or removed be replaced in kind. Oak trimming should be conducted by or be under the supervision of a licensed arborist with specific knowledge regarding oak preservation.

SA-1-13

In response to this recommendation, Caltrans indicated only one coast live oak would be impacted and considered the 3:1 ratio sufficient for this single tree greater than 36 inches DBH. For the proposed Project currently under review, in Mitigation Measure BIO-10, Caltrans continues to apply a 1:1 mitigation ratio for oak trees between 8 and 36 inches DBH and a 3:1 ratio for oak trees greater than 36 inches DBH "as feasible". In establishing these replacement ratios, the measure references State Senate Concurrent Resolution No. 17. This resolution, dated 1989, orders that all state agencies preserve oak woodlands or replace trees where they are removed; however, it does not include replacement ratios. Additionally, it appears the impacts to oaks and sycamores will be more substantial than in the SR-133 Safety Project. CDFW considers oak and sycamore woodlands to be of high wildlife value for forage, structure, and cover. Coast live oak is a keystone species. Furthermore, oak woodlands have been greatly impacted throughout the past. Statewide, more than a third of all oak woodlands have been lost since the settlement of California by Europeans; of an estimated 10-12 million acres, only seven million remain. Of the remaining oak woodlands, most have been modified or degraded, and only about four percent are formally protected.

SA-1

Given the above, we maintain our recommendation for coast live oak and sycamore trees, as written above in italics, and apply the recommendation to this Project. SA-1-13

7. Section 2.14.3.1 of the IS/MND states, "Construction of the Build Alternative would result in temporary direct effects to 0.001 acre of streambed and 0.86 acre of **riparian habitat** under delineated CDFW jurisdiction." This statement is inconsistent with Table 2.14.1. Table 2.14.1 identifies temporary impacts to 0.001 acre of **unvegetated streambed** and 0.86 acre of **vegetated streambed**. While the streambed may be vegetated with riparian habitat, it is still the streambed that is being impacted and that should be clearly stated. A similar statement is made for the permanent impacts. Please revise both statements to clarify that the riparian habitat is vegetated streambed. SA-1-14

8. Mitigation Measure BIO-13 establishes an avian nesting season of February 1 through September 1 and requires the biologist to establish an exclusionary buffer, howeverthe buffer width is not specified. Raptors will nest as early as January 1. Accordingly, we recommend that this measure be revised to include a raptor nesting season of January 1 through September and buffer widths of 500 feet for raptors and 300 feet for all other birds. SA-1-15

9. Mitigation Measure BIO-17 Access to Roost Features states, "Airspace access to and from the roost features of the Laguna Canyon Creek triple-pipe culvert beneath the southbound State Route 73 (SR-73) off-ramp and the Laguna Canyon Creek single-box culvert beneath the State Route 133 (SR-133) will not be obstructed except in direct work areas." Please clarify which species this measure is intended to protect or avoid. SA-1-16

10. Mitigation Measure BIO 20 Bat Maternity Roosting Site Measures states, "If maternity sites are present, and it is anticipated that construction activities cannot be completed outside of the maternity season, then bat eviction and exclusion at maternity roost sites will be completed by CDFW and the qualified bat biologist either as soon as possible after the young have been weaned or outside of the maternity season or as otherwise approved by the qualified bat biologist in coordination with CDFW." CDFW cannot execute the bat eviction and exclusion. We recommend this be completed by Caltrans or an authorized contractor/consultant under the supervision of a bat biologist. Additionally, we recommend bat occupancy be determined the year prior to construction so that if exclusion is determined necessary, Caltrans can provide alternate roosting habitat and verify its effectiveness before implementing exclusion. Finally, we recommend a bat mitigation and monitoring plan be submitted to CDFW for review and approval prior to conducting surveys. SA-1-17

11. Mitigation Measure BIO-11 indicates the intention of on-site mitigation at an area identified by the County in the 2006 IS/MND. If this site is determined to be unsuitable, Caltrans proposes to purchase mitigation credits from the Soquel Canyon Mitigation Bank (Soquel). While Soquel is a Department-approved mitigation bank, this Project is not located within the bank's service area for the purpose of riparian mitigation. Additionally, mitigation credits are not available for wetland creation at Soquel. Therefore, we recommend Caltrans identify a different alternate restoration site or bank. Finally, since mitigation must be maintained in perpetuity, we discourage the use of on-site mitigation for linear projects that may be subject to routine maintenance and/or future impacts due to changes in infrastructure. SA-1-18

SA-1

Thank you for the opportunity to comment on the IS/MND. We would like to work with Caltrans to minimize impacts to fish and wildlife resources. To this end, the Department requests an opportunity to review and comment on any response that Caltrans has to our comments and to receive notification of the forthcoming hearing date for the project (CEQA Guidelines; §15073(e)). If you have any questions regarding this letter, please contact Senior Environmental Scientist (Specialist) Simona Altman at (858) 467-4283 or email simona.altman@wildlife.ca.gov.

SA-1-19

Sincerely,

Gail K. Sevrens
Environmental Program Manager
South Coast Region

ec: State Clearinghouse, Sacramento
Colleen Dragueskу, U.S. Fish and Wildlife Service, colleen.dragueskу@fws.gov
Darren Bradford, California SWRCB, Darren.bradford@waterboards.ca.gov
Stephanie Hall, USACE, Stephanie.j.hall@usace.army.mil

I.3.1 SA-1 – California Department of Fish and Wildlife (CDFW)

Comment No. SA-1-1

The comment includes introductory remarks about the California Department of Fish and Wildlife's (CDFW's) role as a Trustee Agency under the California Environmental Quality Act (CEQA), outlines its understanding of the components of the Build Alternative and associated prior environmental clearances and acknowledges two site visits with Caltrans staff during development of the Initial Study/Environmental Assessment (IS/EA) and associated Natural Environment Studies (NES). Caltrans has undertaken early and continuous consultation with CDFW regarding the Build Alternative and its potential effects on sensitive species and habitats and appreciates CDFW's participation in this coordination.

Comment No. SA-1-2

This comment provides a summary of the biological resources in the project area vicinity. Sections 2.13, 2.16, and 2.17 of the IS/EA identified potential effects to the species and habitats outlined in the comment and identified design features and avoidance, and minimization and mitigation measures to avoid or reduce potential effects of the Build Alternative. Several habitat impacts have been revised (and are now smaller) due to footprint refinements that have taken place since the IS/EA was prepared. A table has been added to Section 2.13 of the Mitigated Negative Declaration/Finding of No Significant Impact (MND/FONSI) that provides acreage for each habitat type within the revised footprint of the proposed project.

Comment No. SA-1-3

Caltrans acknowledges the commenter's concerns regarding the flood control components and their effect on fish and wildlife resources and that the articulated concrete block channel would not reduce flooding issues. This is an introduction statement that refers to comments where specific comments regarding the flood control components and the hydrology/hydraulic analysis. Please refer to Responses to Comments SA-1-6 through 10, which address the specific comments CDFW raised.

At the time the IS/EA was prepared, there was sufficient information regarding the proposed drainage features and environmental baseline to determine potential adverse effects to fish and wildlife resources, including the maximum temporary and permanent ground disturbance limits associated with each of the features, as well as the proposed dimensions and materials associated with the concrete check dam and articulated block channel. In addition, the *SR-133 Widening and Drainage*

Improvement Location Hydraulic Study and Floodplain Evaluation Report (Caltrans 2018) contains information regarding the extent of potential hydrological alterations during 100-year flood events.

Specifically, the concrete check dam proposed under Component 1 of the Build Alternative would result in localized increases in surface water elevations behind the proposed dam structure ranging from 1.68 to 7.55 feet. The water velocities under existing conditions are erosive (more than 5 feet per second). The velocities under the proposed condition would decrease and become non-erosive (less than 5 feet per second). Impacts to hydrology upstream of the biological study area (BSA) would be negligible during a 100-year flood event, so effects during less extreme flood events would be even less. Given the infrequency of such flooding events, the increased floodplain and change in water velocity is not anticipated to substantially affect any habitats surrounding this project component. Decreased flow rates and increased detention have the potential to improve riparian habitat (e.g., sycamore riparian woodland and southern black willow forest) conditions both upstream and downstream of the proposed check dam structure within the BSA by reducing erosion rates and increasing the opportunity for groundwater recharge.

The proposed articulated block channel would replace an existing incised earthen channel adjacent to the active roadway that is currently dominated by invasive plant species and contributes to flooding hazards during storm events. Although there would be modification to adjacent riparian habitats associated with this project component, most of the existing riparian habitat within the BSA would be retained. Furthermore, protocol-level surveys and other focused surveys have not documented any listed wildlife species within the areas of direct impacts. Various avoidance and minimization measures will be implemented to prevent potential adverse effects to sensitive resources and species known to occur in the area. Compensatory mitigation would replace permanently impacted riparian habitat. On August 30, 2018, the United States Fish and Wildlife Service issued an informal Section 7 consultation letter regarding the proposed project that concludes that the project is not anticipated to adversely affect the federally and state-listed least Bell's vireo (*Vireo bellii pusillus*) and that "Caltrans has proposed measures to offset impacts to riparian habitat as part of the proposed project." In addition, on August 31, 2017, USFWS issued an informal Section 7 consultation letter regarding the Safety Project that concluded the project is not likely to adversely affect the California gnatcatcher or least Bell's vireo with the conservation measures provided in the letter to avoid and minimize adverse effects to

federally listed species and their habitat. Section 2.17 of the MND/FONSI has been revised to include all Conservation Measures required by USFWS.

Comment No. SA-1-4

The commenter raises concerns regarding the level of information available about the design of the check dam, its potential effects on ecological connectivity and downstream scouring, and the effectiveness of the check dam at smaller storm events, such as a 2-year event.

At the time the IS/EA was prepared, there was sufficient information regarding the proposed concrete check dam and environmental baseline to determine potential adverse effects to fish and wildlife resources, including the maximum temporary and permanent ground disturbance limits associated with this feature, the proposed dimensions and materials to be used, and a hydrology study that presents data regarding hydrological conditions with the proposed check dam during 100-year flood events.

It should be noted that approximately 0.05 acres of mapped southern sycamore riparian woodland vegetation within the direct disturbance limits for this project component was treated with rock slope protection (e.g., riprap) during construction of SR-73 (Transportation Corridor Agencies 1995), and there are existing pipe culverts immediately downstream of the proposed check dam location (beneath the southbound SR-73 off-ramp and southbound Laguna Canyon Road on-ramp to southbound SR-73). Furthermore, permanent impacts to drainage features and associated riparian vegetation within this area were fully mitigated through the implementation of the Final Concept Wetlands Mitigation Program for the San Joaquin Hills Transportation Corridor (SR-73) Project (LSA 1993). Caltrans will provide the design detail sheets to CDFW for this project component during the permitting process required for the project. The proposed check dam includes a 4-foot diameter pipe that would allow for the passage of aquatic and terrestrial animals. As noted above, there are existing pipe culverts immediately downstream of the proposed check dam location (beneath the southbound SR-73 off-ramp and southbound Laguna Canyon Road on-ramp to southbound SR-73). Furthermore, there are additional culverts within the BSA, including several that are smaller than the proposed check dam pipe. Therefore, this project component is not anticipated to substantially alter current wildlife movement patterns within the BSA or conflict with the major goals of the California State Wildlife Action Plan.

The *SR-133 Widening and Drainage Improvement Location Hydraulic Study and Floodplain Evaluation Report* (Caltrans 2018) contains information regarding the extent of potential hydrological alterations during 100-year flood events, including an analysis of flow rates downstream of the proposed check dam. The water velocities the under existing conditions are erosive (more than 5 feet per second). The velocities under the proposed condition would decrease and become non-erosive (less than 5 feet per second) and no scour countermeasures have been identified. Flow rates and associated effects (e.g. scouring) would therefore be reduced under the Build Alternative; substantial changes to energy dissipation or scouring are not expected during more frequent flooding events.

As stated in Section 2.7 (Hydrology and Floodplains) of the IS/EA, floodplain modeling was conducted at four locations to determine the change in water surface elevation and it was determined that, at Location 1, the maximum increase in water surface elevation would be 7.55 feet. However, the increased floodplain and water surface elevation would still be contained within the existing channel. For Locations 2 and 3, the increases in water surface elevation would be minimal (less than 1 foot). No increase in water surface elevation would occur at Location 4. In addition, while the proposed improvements would not reduce flooding during a 100-year storm, the check dam is proposed to create an attenuation basin to reduce peak flow rates during high-frequency storm events. Therefore, drainage flow and flooding conditions during high frequency storms would be improved. Further analyses will be done to quantify this attenuation effect for high frequency storms (such as 2-year and 10-year) during the Plans, Specifications, and Estimates phase as the dam design is finalized. The results will be presented in the Drainage Report. Furthermore, lining of existing earthen channel with articulated concrete blocks will facilitate its maintenance, as it frequently filled with sediment that makes its inefficient/ineffective as a storm water conveyor.

Comment No. SA-1-5

The comment states there appears to be no advantage of the articulated block channel. The proposed articulated block channel would replace an existing incised earthen channel adjacent to the existing roadway that is currently dominated by invasive plant species and contributes to flooding hazards during storm events. Although there would be modification to adjacent riparian habitats associated with the articulated channel, most of the existing riparian habitat within the BSA would be retained. Therefore, there would still be habitat that allows for sheltering and passage of terrestrial and aquatic animals adjacent to the proposed articulated channel both

during and after construction. The articulated channel would help to reduce the risks of flooding by allowing for less obstructed flows and better maintenance access than exists today.

CDFW's request to reconstruct the channel in a natural channel condition is acknowledged. Constructing a vegetated earthen channel would be expected to require greater impacts to existing riparian vegetation within the project area by necessitating a wider floodplain to maintain channel flood capacity and to alleviate risks of flooding. In addition, lining the existing earthen channel with articulated concrete block will facilitate maintenance of the channel as it gets frequently filled with sediment, resulting in inefficient and ineffective storm water conveyance. Although the shoulder will be widened to 8 feet for the Class II bike lane, the shoulder would not provide enough capacity to convey on-site and off-site stormwater runoff. A reinforced concrete box culvert under the proposed 8-foot shoulder would not provide enough carrying capacity, nor would it be an efficient method to intercept on-site and off-site drainage.

Comment No. SA-1-6

CDFW's request to maintain the channel in a natural state at Location 4 given the perceived limited benefit of the articulated channel is acknowledged. As stated above, the articulated channel would help to reduce the risks of flooding by allowing for less obstructed flows and better maintenance access than existing conditions. Therefore, the extension of the articulated channel is proposed at Location 4.

Comment No. SA-1-7

This comment requests that Caltrans provide CDFW with all design and construction plans and hydraulic modeling information for its review. Caltrans will continue to work with CDFW and provide the requested information during the permitting process required for the project.

Comment No. SA-1-8

The commenter's request for an assessment of indirect impact biological species/habitat behind the check dam and hardening of the creek bed and bank is acknowledged. As stated in the NES, the concrete check dam proposed under Component 1 of the Build Alternative would result in localized increases in surface water elevations behind the proposed dam structure ranging from 1.68 to 7.55 feet. Impacts to hydrology upstream of the BSA would be negligible during a 100-year flood event, so effects during less extreme flood events are not anticipated to have

any adverse indirect effects to biological resources. Given the infrequency of extremely heavy flooding events, the increased floodplain and change in water velocity are not anticipated to substantially affect any habitats surrounding this project component. Decreased flow rates and increased detention have the potential to improve riparian habitat (e.g., sycamore riparian woodland and southern black willow forest) conditions both upstream and downstream of the proposed check dam structure within the BSA by reducing erosion rates and increasing the opportunity for groundwater recharge.

In addition, the proposed articulated block channel would replace an existing incised earthen channel adjacent to the existing roadway that is currently dominated by invasive plant species and contributes to flooding hazards during storm events. The functions and values of this existing ephemeral drainage feature are very low. Therefore, while several indirect temporary and permanent impacts to adjacent CSS and riparian vegetation communities that could result from the proposed drainage features are discussed in Sections 2.13.2.1 and 2.13.2.2 of the MND/FONSI, minor changes in hydrology are not expected to substantially alter factors contributing to stream sinuosity, sediment transport and deposition, or cooling effects from adjacent riparian vegetation.

Comment No. SA-1-9

CDFW raised concerns regarding temporary impacts to a previously permitted mitigation site. The existing mitigation site location has been added to Figure 2.13-2 of the MND/FONSI and a discussion of potential impacts has been added in Section 2.13.2.1. Caltrans continues to work with the County of Orange, utility companies, and local stakeholders to refine the project design, which has reduced the overall direct impact area in several locales. Although small temporary impacts to the mitigation site are identified under current plans, no loss in functions or values of the mitigation site is anticipated. Temporary impacts to this area will be avoided during construction, if feasible, and all temporary impact areas will be re-vegetated after construction. In-perpetuity conservation of the mitigation site will be maintained.

Comment No. SA-1-10

The comment requests additional information regarding impacts to all vegetation with the NCCP/HCP Reserve. A table has been added to Section 2.13 of the MND/FONSI that has acreages for each habitat type within and outside of the NCCP/HCP Reserve that are within the impact area of the proposed project.

Comment No. SA-1-11

The comment requests verification of the County of Orange's role in the current project for the purpose of mitigation for impacts to CSS habitat. As noted in Section 1.4, Project Description of the MND/FONSI, several components of the proposed project are covered in Initial Study/Mitigated Negative Declaration (IS/MND) IP 05-240 for the Laguna Canyon Road (SR-73 to El Toro Road) Improvement Project, which was prepared by the County of Orange and adopted in September 2006. The proposed project is being conducted in conjunction with the County of Orange, and Caltrans is serving as the project's lead federal agency.

Caltrans continues to work with the County of Orange, utility companies, and local stakeholders to refine the project design, which has reduced the overall direct impact area in several locales. As shown in Section 2.13 of the MND/FONSI, no permanent impacts to CSS within the NCCP/HCP Reserve would occur under the refined project design. Therefore, the County of Orange will not be required to use its CSS take authorization under the NCCP/HCP at this time.

Comment No. SA-1-12

The comment recommends that the MND/FONSI include a discussion of potential indirect permanent impacts and applicable mitigation measures. Several indirect temporary and permanent impacts to CSS and riparian vegetation communities that could result from the proposed project are discussed in Sections 2.13.2.1 and 2.13.2.2 of the MND/FONSI. Indirect temporary impacts may include those generated from construction-related activities (e.g., dust, potential fuel spills from construction equipment, and temporary changes in hydrology from water diversion, construction-related runoff, or erosion). Indirect permanent impacts may occur in limited areas outside the direct disturbance limits where construction activities would result in lasting effects on the physical environment (changes in hydrology where existing drainages are relocated or where existing drainage infrastructure is modified, or through enhancing the germination and proliferation of non-native invasive plant species).

Given that the articulated block channel is proposed to replace an existing incised earthen channel adjacent to the existing roadway that is currently dominated by invasive plant species, and that the drainages within the BSA are subject to highly variable annual flow rates, these proposed drainage improvement features are not anticipated to result in long-term adverse effects to natural communities outside of the direct disturbance limits. However, the potential for long-term local hydrological

alterations adjacent to several natural communities within the BSA cannot be entirely ruled out. Implementation of Measures BIO-1 through BIO-6 would avoid indirect permanent adverse impacts to sensitive natural communities within the BSA by (1) designating Environmentally Sensitive Areas that are to be preserved during construction, (2) restoring areas temporarily affected by construction activities, (3) using best management practices to prevent construction runoff and dust from entering adjacent habitat areas and minimizing fire risks, (4) preventing the spread of invasive species by implementing a weed abatement plan designed to minimize the spread and importation of non-native plant material during and after construction in compliance with Executive Order 13112, (5) monitoring construction activities to ensure that practicable measures are employed to avoid and to minimize incidental disturbance to sensitive resources, and (6) training all construction personnel regarding the applicable avoidance and minimization measures. While Measures BIO-1 through BIO-6 apply specifically to the construction period, implementation of these measures during the construction phase will create benefits that extend beyond the construction period, preventing potential long-term or permanent effects during operation. For example, protecting adjacent habitat areas during construction will prevent long-term effects associated with habitat loss and modification. Therefore, the proposed project is not anticipated to result in permanent indirect adverse effects to sensitive upland or riparian vegetation communities.

Comment No. SA-1-13

This comment recommends specific mitigation ratios for impacts to oak trees. Caltrans acknowledges the important role that oak woodlands have in providing habitat for various wildlife species, and has proposed several measures to ensure that oak woodlands and individual oak trees are protected during construction of the project and that permanent impacts are compensated for (refer to Measures BIO-7 through BIO-10 in Section 2.13 of the MND/FONSI). In accordance with applicable regulations and policies, including State Senate Concurrent Resolution No.17, Caltrans will replace permanently impacted oak trees located in an upland setting in accordance with the original ratios provided in Measure BIO-10 of the IS/EA. It should be noted that coast live oak trees not associated with riparian areas are not subject to the requirements of a Streambed Alteration Agreement. For impacts to oak trees within associated riparian habitat (under the jurisdiction of CDFW), compensation will be provided under Measure BIO-11. Mitigation for impacts to jurisdictional areas, including associated riparian habitat, will be negotiated during the permitting phase. These points of clarification have been added to Measure BIO-10 in Section 2.13 of the MND/FONSI.

In addition, Caltrans continues to work with the County of Orange, utility companies, and local stakeholders to refine the project design, which has reduced the overall direct impacts to oak woodland habitat by more than 50 percent. Direct impacts to individual coast live oak trees have also been reduced. The refined project design, as analyzed in Section 2.13 of the MND/FONSI, would result in permanent impacts to less than 0.1 acre of upland coast live oak woodland. Compensatory mitigation would ensure no net loss of this habitat type.

Comment No. SA-1-14

The comment requests clarification for the use of the words "riparian habitat" and "vegetated streambed" when referring to project impacts. Section 2.14.3.1 of the MND/FONSI has been revised to add clarification on the permanent and temporary impacts to riparian habitat per the comment and pursuant to refinements to the project design subsequent to the circulation of the IS/EA. The use of "vegetated streambed (riparian)" in Table 2.41-1 of the IS/EA was meant to be synonymous with "riparian habitat."

Comment No. SA-1-15

The comment requests revision of Mitigation Measure BIO-13 to include the raptor-nesting season. Mitigation Measure BIO-13 has been revised to extend the nesting season from January 1 through September for raptors. It should be noted that nesting after August is extremely rare in the region. Standard nesting buffers will not be added to the Mitigation Measure because every nesting situation is different and the appropriate nesting buffer is contingent upon a variety of factors (e.g., topography, precise nest location, or type of work conducted); the monitoring biologist will determine the appropriate buffer to avoid impacts to nesting birds during construction activities conducted inside of the nesting season.

Comment No. SA-1-16

The comment requests clarification for the species protected with implementation of Mitigation Measure BIO-17. Clarification has been added to Mitigation Measure BIO-17 in the MND/FONSI to denote specific bat species that are discussed in detail in Section 2.16.2.6.

Comment No. SA-1-17

The comment recommends that bat eviction or exclusion be completed by Caltrans or an authorized consultant under the supervision of a bat biologist. The comment also requests a bat mitigation and monitoring plan be submitted to CDFW for review and

approval prior to conducting surveys. Measure BIO-18 has been revised in the MND/FONSI to require that a preconstruction bat assessment to be conducted during the year prior to construction to allow for preventative measures to be developed, if warranted, as requested by CDFW. Measure BIO-20 has been revised in the MND/FONSI to clarify that CDFW would be contacted in the event that the preconstruction bat survey documents a maternity colony with potential to be affected, and that Caltrans or authorized consultants will perform the eviction and exclusion under the supervision of a bat biologist. Because maternity roosts have not been documented within the BSA and significant impacts to bats have not been identified, a bat mitigation and monitoring plan, as requested by CDFW, is not warranted at this time. Measures BIO-17 through BIO-20 provide sufficient protection for protected bat species, and any further measures will be implemented in consultation with CDFW, pursuant to Measure BIO-20 and as warranted.

Comment No. SA-1-18

The comment requests identification of an alternative restoration site or mitigation bank in the case that Soquel Canyon Mitigation Bank is not feasible. Caltrans and the County of Orange, OC Parks, the City of Laguna Beach, and local stakeholder organizations (e.g., The Laguna Canyon Foundation and Laguna Greenbelt) have met several times since circulation of the IS/MND to discuss potential mitigation areas within the canyon that may be suitable for riparian/wetland enhancement and/or creation. In July 2018, a preliminary mitigation and planting area assessment was conducted throughout the general vicinity and within the watershed of the proposed project. Mitigation Measure BIO-11 has been revised in the MND/FONSI to describe the current mitigation strategy and potential locations of the mitigation within the watershed of the proposed project.

Comment No. SA-1-19

The comment requests the opportunity to review and comment on Caltrans' responses to these comments. CDFW was notified of the public hearing held during the public review period as part of the Notice of Availability transmitted with the IS/EA for review. The notification meets the requirements of Section 15073 of the *CEQA Guidelines*. In addition, Caltrans will submit these responses to CDFW prior to approval of the MND/FONSI.

Lo, Ka-Man@DOT

From: Dolan, Edward C@DOT
Sent: Wednesday, July 11, 2018 10:28 AM
To: Lo, Ka-Man@DOT
Subject: State Route 133 Laguna Canyon Road Improvement Project - Coastal Commission staff comments on proposed MND
Attachments: State Route 133 Laguna Canyon Road Improvement Project - Coastal Commission staff comments on proposed MND.pdf; State Route 133 Safety Project - Coastal Commission staff comments on Initial Study.pdf

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From: Rehm, Zach@Coastal [mailto:Zach.Rehm@coastal.ca.gov]
Sent: Tuesday, July 10, 2018 5:37 PM
To: Dolan, Edward C@DOT <edward.dolan@dot.ca.gov>
Cc: Schwing, Karl@Coastal <Karl.Schwing@coastal.ca.gov>; Grove, Tami@Coastal <Tami.Grove@coastal.ca.gov>
Subject: State Route 133 Laguna Canyon Road Improvement Project - Coastal Commission staff comments on proposed MND

Mr. Dolan:

Thank you for the invitation to comment on the proposed Mitigated Negative Declaration for the State Route 133 Laguna Canyon Road Improvement Project. These comments are supplemental to the Coastal Commission staff comments on the Initial Study for the SR 133 Safety Project provided July 24, 2017. Both comment letters are attached and will be provided by regular mail.

You or the project team may call me with any questions.

--
Zach Rehm
Senior Transportation Program Analyst
California Coastal Commission
200 Oceangate, 10th Floor
Long Beach, CA 90802
(562) 590-5071

CALIFORNIA COASTAL COMMISSION

CALIFORNIA COASTAL COMMISSION
South Coast Area Office
200 Oceangate, Suite 1000
Long Beach, CA 90802-4302
(562) 590-5071

July 10, 2018

Edward Dolan
Division of Environmental Analysis
California Department of Transportation, District 12
1750 East 4th Street. Suite 100
Santa Ana, CA 92705

RE: State Route 133 Laguna Canyon Road Improvement Project (SR 133, PM 3.1-4.1)
Coastal Commission Staff Comments on Proposed Mitigated Negative Declaration

Mr. Dolan:

Thank you for the invitation to comment on the proposed Mitigated Negative Declaration for the SR 133 Laguna Canyon Road Improvement Project (Project). These comments are supplemental to the Coastal Commission staff comments on the Initial Study for the SR 133 Safety Project provided July 24, 2017[1].

The Project is within the Coastal Zone and constitutes development, so a coastal development permit will be required following the CEQA review phase of the Project. The Project is within an area of Laguna Beach where the Coastal Commission has certified a Local Coastal Program (LCP); thus the standard of review for a coastal development permit is the policies of the Laguna Beach LCP. The City of Laguna Beach may process a coastal development permit for the Project, which could be appealed to the Coastal Commission. SA-2-1

One of the primary tenets of the Coastal Act is to preserve and enhance public access to and along the coast, which requires an interconnected and multi-modal transportation system. The Coastal Act also includes policies to preserve and enhance visual resources, biological resources, and water quality, which should inform the project design. SA-2-2

The project description includes new travel lanes, bicycle lanes, shoulder widening, drainage infrastructure, and utility undergrounding along SR 133 (Laguna Canyon) in both directions from approximately 1,700 feet south of El Toro Road to the SR 133/SR 73 interchange between Post Mile 3.1 and Post Mile 4.1 in Laguna Beach. The project would also increase impermeable area and permanently impact approximately 1.74 acres of wetlands, with temporary impacts of 0.86 acres[2]. Approximately 2.95 acres of upland habitat would be permanently impacted, with temporary impacts of 1.43 acres. SA-2-3

[1] Coastal Commission staff comments on Initial Study for SR 133 Safety Project were provided to Caltrans staff by email and regular mail on July 24, 2017 but were not included in MND Chapter 4: Comments and Coordination

[2] Based on calculations referencing California Department of Fish and Wildlife wetland criteria (Coastal Commission wetland criteria may be different)

A selection of public access and biological resources policies from the certified Laguna Beach LCP are copied below. The project should be designed and analyzed for consistency with these policies:

The Laguna Canyon Specific Plan, a component of the certified Implementation Plan states: The California Department of Transportation has attempted to widen Laguna Canyon Road as recently as 1988. This plan has met with considerable citywide opposition and was denied by the California Coastal Commission. The widening would have resulted in a significant loss of natural vegetation and landscape features, adversely impacting the Canyon environment.

The Laguna Canyon Specific Plan continues: The Canyon is marked by significant landscape and open space features. Steep, undeveloped hillsides define both sides of the Canyon while the lowlands, where undeveloped, are rich with natural, mature vegetation… More than forty species constitute the plant community. Though residential, commercial, and manufacturing, and agricultural encroachments have significantly changed the Canyon flood plain and the middle and upper northwest slopes, there are areas where the habitat is relatively undisturbed.

Laguna Beach Coastal Land Use Plan Principle 4 states: Minimize the impact of the automobile on the character of Laguna Beach and emphasize a more pedestrian-oriented environment, safer sidewalks/pathways, landscaped buffer zones, and alternative means of transportation. Transportation alternatives are a high priority for Laguna Beach, particularly during the summer festival season. During the summer months and on holidays and weekends Laguna Beach is frequently impacted by traffic. Through its General Plan policies, the City continually strives to facilitate the movement of traffic in a safe and uncongested manner consistent with a pedestrian-oriented community. The proximity of some commercial and residential land uses in the City and mixed-use development are ideal for pedestrian and bicycle use. General Plan policies promote and encourage a pedestrian-oriented community by developing a system of bicycle rights-of-way and pedestrian paths, increasing alternative transit opportunities, and discouraging high-speed traffic along City streets. SA-2-4

Coastal Land Use Plan Action 1.1.2: Revise and update the Transportation, Circulation, and Growth Management Element and continue to encourage and promote the use of mass transit and other high-occupancy vehicles, bicycling walking, and telecommuting as a means to reduce the City's greatest local contributor to global warming.

Coastal Land Use Plan Action 1.1.10: Coordinate with surrounding cities and governmental agencies to maximize the use of public transportation including buses and metro link.

Coastal Land Use Plan Open Space Conservation Element Topic 4A: Ensure that development plans and designs incorporate appropriate Site Design, Source Control and Structural Treatment Control Best Management Practices (BMPs), where feasible, to

reduce to the maximum extent practicable, pollutants and runoff from the proposed development. Structural Treatment Control BMPs shall be implemented when a combination of Site Design and Source Control BMPs are not sufficient to protect water quality.

Coastal Land Use Plan Open Space Conservation Element Topic 4E: Ensure that development is sited and designed to limit disturbances and to preserve the infiltration, purification, retention and conveyance functions of natural drainage systems that exist on the site to the maximum extent practicable.

Coastal Land Use Plan Open Space Conservation Element Topic 4G: Ensure that all development minimizes erosion, sedimentation and other pollutants in runoff from construction-related activities to the maximum extent practicable. Ensure that development minimizes land disturbance activities during construction (e.g., clearing, grading and cut-and-fill), especially in erosive areas (including steep slopes, unstable areas and erosive soils), to minimize the impacts on water quality.

Coastal Land Use Plan Open Space Conservation Element Topic 4J: Promote infiltration of both storm water and dry weather runoff, as feasible, to protect natural hydrologic conditions.

Coastal Land Use Plan Open Space Conservation Element Topic 8A: Preserve the canyon wilderness throughout the City for its multiple benefits to the community, protecting critical areas adjacent to canyon wilderness, particularly stream beds whose loss would destroy valuable resources.

Coastal Land Use Plan Open Space Conservation Element Topic 9F: Where possible, require restoration of deteriorated significant natural drainage courses that have been disturbed by development, but which retain potential for natural function.

SA-2-4

Additionally, while not a component of the certified Local Coastal Program, the Laguna Beach Transportation, Circulation, and Growth Management Element states: "While recognizing that the automobile is the primary mode of transportation in the Southern California area, the City of Laguna Beach has long sought to be innovative in its policies and commitment to transportation planning. The City of Laguna Beach opposes widening of Pacific Coast Highway and Laguna Canyon Road; and discourages building new roads and road extensions into currently inaccessible areas or environmentally sensitive areas"

SA-2-5

The proposed road widening and impacts to environmentally sensitive habitat areas are plainly inconsistent with many of the above referenced policies of the certified Laguna Beach Local Coastal Program – and the Mitigated Negative Declaration does not analyze any alternatives to the project, aside from the No Build Alternative. In the July 24, 2017 comments on the Initial Study, Coastal Commission staff noted:

SA-2-6

"The certified Laguna Beach LCP and the Coastal Act require that impacts to habitat areas and open space be avoided if possible, or otherwise minimized. Please include additional project alternatives and sub-alternatives in the upcoming CEQA analysis. Please analyze whether the Build Alternative is the least damaging environmental alternative to satisfy project goals, and whether the Build Alternative can be found to be consistent with the policies of the Laguna Beach LCP." SA-2-6

The proposed Mitigated Negative Declaration does not provide analysis of the consistency of the Build Alternative with the certified Laguna Beach LCP, with respect to road widening or impacts to biological resources (analysis within the proposed MND is limited to land use and the consistency of a roadway within an area designated by the LCP for open space). Thus, please revise the MND to provide an analysis of alternatives that would not result in the addition of travel lanes and would avoid impacts to wetlands and upland habitat areas, consistent with the LCP. Please also revise the CEQA Evaluation in Section 3.2.10 of the MND to note that the project *does* conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect. Please also note that as proposed, the project *does* conflict with an applicable habitat conservation plan or natural community conservation plan – this should be resolved by revising the project plans to avoid any impacts to the NCCP/HCP Reserve, as impacts to an established habitat reserve would be inconsistent with the LCP and previous Coastal Commission actions, even with mitigation proposed. SA-2-7

In addition to being inconsistent with the LCP policies identified above, the proposed MND does not provide adequate detail or analysis to justify a Less than Significant Impact on Biological Resources, even with the proposed mitigation incorporated. Provided that avoidance of impacts must be the first priority in project design and the alternatives analysis, any unavoidable impacts must be mitigated. SA-2-8

Mitigation Measure BIO-11 "Compensatory Mitigation for Riparian Habitats" does not provide adequate mitigation to offset identified impacts. The proposal to mitigate temporary impacts to riparian habitat on site with planting of native shrubs and grasses after construction of all project components does not provide mitigation for temporal loss of habitat and the proposed MND does not provide adequate detail to assess the habitat value of the existing habitat compared to the proposed post-construction site restoration. In previous actions, the Coastal Commission has required off site mitigation to offset impacts during construction – with varying mitigation requirements depending on the temporal impacts to existing habitat, the value of the habitat being impacted, and the success criteria for the proposed restoration. SA-2-9

Mitigation Measure BIO-11 also states that "permanent impacts will be mitigated at a 3:1 ratio at an on-site mitigation area identified in Initial Study/Mitigated Negative Declaration (IS/MND) IP 05-240 for the Laguna Canyon Road (SR-73 to El Toro Road) Improvement Project, which was prepared by the County of Orange and adopted in September 2006. The current suitability of this identified on-site mitigation site will be assessed. If this site is determined to be unsuitable for the identified mitigation requirements, Caltrans proposes that permanent impacts will be mitigated off-site at a 3:1 ratio by purchasing mitigation credits from the Soquel Canyon Mitigation Bank. The Soquel Canyon Mitigation Bank is approved to provide mitigation for permitted projects under USACE Section 404 permits,

RWQCB Section 401 certifications, and CDFW 1600 streambed alteration agreements." The identified mitigation site should be called out in the proposed MND for the subject project (rather than referencing another MND for a different project) and the proposed MND should analyze the mitigation site's potential to provide adequate acreage and habitat types to offset the project impacts. Please note that if mitigation cannot be provided on site, the Soquel Canyon Mitigation Bank will not be an adequate alternative to offset impacts identified in a coastal development permit application (which may be processed by the City of Laguna Beach, subject to an appeal to the Coastal Commission), as the Soquel Canyon Mitigation site is outside the Coastal Zone. Finally, please note that the Coastal Commission has required mitigation at ratios greater than 3:1 in previous actions where the potential success of proposed mitigation activities was uncertain. SA-2-9

Given that the primary goal of the project is to improve safety, could the goal be satisfied without extensive road widening, landform alteration, and habitat destruction? For example, could the lane drop in the northbound direction be resolved by re-striping the existing paved roadway, which features an extra wide median in the area where the lane drop occurs (it appears removal of the median would enable two continuous lanes northbound from El Toro Road)? Could the lane drop in the southbound direction be resolved by removing the partial second southbound lane that may be contributing to unsafe merging and collisions? The partial second southbound lane on either side of SR 133 does not appear to be necessary for vehicle throughput, as there is just one southbound lane on either side of the El Toro Road intersection for nearly two miles. Could re-striping the roadway to provide one continuous southbound lane improve traffic flow, relative to simply extending the second partial lane which would still require merging further down the canyon? SA-2-10

Alternatively, could safety goals and public access improvements be accomplished by providing bicycle and emergency vehicle access facilities along the canyon corridor instead of additional vehicle travel lanes? El Toro Road appears to be a bicycle route with a bicycle lane designated along the eastbound shoulder. Additionally, cyclists appear to be utilizing both shoulders of SR 133 to access to the coast. One of most narrow sections along the roadway appears to be in the area of the southbound lane drop. If this partial second lane were eliminated and a wider shoulder were installed, could cycling access and emergency vehicle access be improved? Could cycling and emergency vehicle access be improved, and habitat area and open space preserved, by providing 10-foot wide vehicle travel lanes instead of 12-foot wide vehicle travel lanes? Could reconfiguration of the intersection allow for the provision of a public bus stop at the northeast and southwest corners? SA-2-11

Could non-structural alternatives be implemented to improve safety and traffic conditions? For example, could the timing of the stop light at the intersection be adjusted to provide longer intervals and increased slow down/stopping times? Could signage be installed to encourage motorists to drive more safely, or avoid the route at peak traffic times? Could bus service be increased to reduce potential vehicle trips and improve public access to the coast? Could police enforcement of existing traffic laws reduce speeding and collisions along the route? SA-2-12

If adjacent facilities are currently substandard in width or inadequately buffered from vehicles traveling at a high rate of speed, could the Project limits be expanded to provide safe bicycle and emergency vehicle passage along the entire State Route 133 corridor, consistent with Caltrans Complete Streets SA-2-13

Program, the public access and recreation policies of the Coastal Act, and the public access and recreation policies of the Laguna Beach LCP? Are there existing or planned bus stops in the vicinity of the proposed improvements? SA-2-13

Please analyze the suggested alternatives in this letter for feasibility and consistency with project goals and consistency with Laguna Beach LCP policies, as well as other alternatives suggested by the resource agencies and by the public, and alternatives devised by Caltrans staff. SA-2-14

Please note that the comments provided herein are preliminary in nature. Thank you for the opportunity to comment on the proposed Mitigated Negative Declaration. More specific comments may be appropriate as the project develops. Coastal Commission staff requests notification of any future activity associated with this project or related projects. Please contact me at 562-590-5071 with any questions.

Sincerely,

Zach Rehm
Senior Transportation Program Analyst

Attachment: Coastal Commission staff comments on Initial Study for SR 133 Safety Project (7/24/17)

Cc: Karl Schwing, Deputy Director, CCC
Tami Grove, Statewide Development and Transportation Program Manager, CCC

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I.3.2 SA-2 – California Coastal Commission (CCC)

Comment No. SA-2-1

The commenter notes that the proposed project is in the California Coastal Zone (Coastal Zone) within the jurisdiction of the City of Laguna Beach. The certified City of Laguna Beach Local Coastal Program (LCP) governs development within the Coastal Zone under the City's jurisdiction. Caltrans acknowledges that a Coastal Development Permit (CDP) would be processed through the City for the proposed project. If approved by the City, this CDP could be appealed to the Coastal Commission. It should also be acknowledged that a portion of the proposed project is within the Newport Coast LCP administered by the County of Orange.

Caltrans also acknowledged that these comments are supplemental to the comment provided by the Commission on Component 2 (Safety Project) in July 2017.

Comment No. SA-2-2

This comment summarizes the primary tenets of the California Coastal Act (Coastal Act) and that the Coastal Act includes policies to preserve and enhance visual, biological and water quality resources. Caltrans acknowledges the purpose and intent of the Coastal Act and has conducted an evaluation of the proposed project's effects within the Coastal Zone. This analysis is provided in Section 2.1 of the MND/Finding of No Significant Impact (FONSI).

Comment No. SA-2-3

This comment includes a description of the project. Caltrans acknowledges the stated description of the project is accurate. See Common Response No. 1 for design refinements that have taken place subsequent to public review of the IS/MND. It should be noted that only a small portion of the proposed project components occur within the Coastal Zone; therefore, most of the impacted acreages referenced in the comment fall outside of Coastal Commission/LCP jurisdiction. Furthermore, Caltrans continues to work with the County of Orange, utility companies, and local stakeholders to refine the project design, which has reduced the overall direct impacts in several locales. Impacts to wetlands and other land cover types that would occur within the Coastal Zone are described in Section 2.1.3 of the MND/FONSI.

Comment No. SA-2-4

The commenter identified several policies that the agency requested be included in the Coastal Zone Analysis provided in Section 2.1.3 of the IS/Environmental Assessment (EA).

Reference was made to the Laguna Canyon Annexation Area Specific Plan and statements in that Plan relative to prior Caltrans projects on Laguna Canyon Road and the natural characteristics of Laguna Canyon. The Specific Plan addresses development within Laguna Canyon and not transportation projects. There are no policies relative to SR-133 within the Specific Plan and no discussion of the Specific Plan has been included in Table 2.1.4 – Coastal Zone Policy Consistency Summary in the MND/FONSI.

The remainder of the policies identified in the comment is derived from the City's General Plan. Two of the policies identified (Open Space/ Conservation Element Topics 4A and 4G) were included in Table 2.1.4 of the IS/EA. One topic (Open Space/Conservation Topic 9F) is not applicable because it refers to revegetation of deteriorated drainages and there is none of this type of resource within the project limits.

One policy (Land Use Element Policy 1.1.2) refers to updating the Transportation, Circulation and Growth Management Element (which is not a part of the LCP) and encourages use of mass transit and other high-occupancy vehicles, bicycling, walking, and telecommuting. Please refer to Response to Comment SA-2-5, which discusses the Transportation, Circulation and Growth Management Element. Discussion has been added to Table 2.1.4 to describe the bicycle lanes included in the proposed project.

Table 2.1.4 of the MND/FONSI has been updated to include discussion of Land Use Element Policy 1.1.10 and Opens Space/Conservation Element Topics 4E, 4J and 8A. The Build Alternative is not inconsistent with the four policies identified above, as discussed in Table 2.1.4.

Comment No. SA-2-5

This comment states that the Transportation, Circulation and Growth Management Element of the City of Laguna Beach General Plan opposes the widening of Pacific Coast Highway and Laguna Canyon Road and new roads or roadway extensions into inaccessible areas or environmentally sensitive areas. As discussed in Chapter 1, for the Build Alternative the purpose of the project is to improve safety at the SR-133/El Toro Road intersection, to bring SR-133 up to more current design standards, and to reduce flooding within this portion of SR-133. The Build Alternative includes drainage improvements, shoulder widening to include bicycle lanes, utility undergrounding, vault construction, and safety improvements that include extension

of the southbound merge lane along SR-133. The Build Alternative will not result in the construction of a new road or an extension of a road, but rather will provide modification to the existing SR-133 geometrics to improve safety and provide Class II bikeways, to reduce flooding, and to underground utilities.

Comment No. SA-2-6

The commenter asserts that the Build Alternative is inconsistent with the policies referenced in Comment No. 4, above, and that the IS/EA did not analyze alternatives to the proposed project other than the No Build Alternative. Please refer to Response to Comment SA-2-4 regarding consistency of the Build Alternative with the policies identified. In addition, Section 1.6.1 discusses alternative designs considered during preparation of the IS/EA and considered as part of the MND/FONSI based on input provided during the public review.

Several design alternatives were provided through the public review process; however, Caltrans, as the Lead Agency, is limited in its ability to alter traffic flows on local roadways. Certain suggestions may be useful to be considered by agencies with authority over local roadways independent of the proposed project. The alternative road alignments suggested were considered but rejected for the following reasons:

- Construction of a roundabout or creation of a park-and-ride would result in significant additional takes of land within the project area, beyond the permanent impacts that would result from the Build Alternative.
- The idea of El Toro Road (City of Laguna Beach) closure or converting to a one-way road between SR-133 and SR-73 is beyond the scope and resources of this project and should not be studied by this project.
- The idea of reducing Laguna Canyon Road to a single lane from SR-73 to Canyon Acres Drive and adding new additional traffic lights is beyond the scope and resources of this project and should not be studied by this project.
- The idea of a tunnel alternative connecting Philips Street to SR-133 is infeasible due to high cost, significant environmental and technical challenges, and the existing available surface transportation alternatives.

Privately funded studies could further develop these ideas and weigh the benefits with cost; however, the use of public funds for these ideas is not prudent. Therefore, the project design suggestions are infeasible for the following reasons: they are outside the scope of Caltrans' jurisdiction, they would result in greater environmental

impacts, or they would not meet the project's purpose and need. No further analysis is required.

Furthermore, Caltrans continues to work with the County of Orange, the City of Laguna Beach, utility companies, and other local stakeholders to refine the project design. As described in Section 1.5 of the MND/FONSI, design refinements have been identified that have reduced the overall direct impacts to natural communities within the project limits, particularly south of El Toro Road (which is in the Coastal Zone). Specifically, several design alternatives are under consideration that will result in fewer impacts to oak trees and natural slopes within areas covered under the Laguna Beach LCP.

This comment notes that the Laguna Beach LCP and the Coastal Act require impacts to habitat areas and open space to be avoided or minimized. Furthermore, the commenter asks for additional analysis on whether the Build Alternative is the least damaging environmental damaging alternative and whether the Build Alternative can be found to be consistent with policies of the Laguna Beach LCP.

Due to the nature of the deficiencies in the project area, two alternatives were considered: the Build Alternative, and the No Build Alternative. The Build Alternative considered was to modify the existing SR-133 geometrics to improve safety and to provide Class II bikeways, to reduce flooding, and to underground utilities. These upgrades will provide a safer environment for travelers using SR-133 and will provide for a more efficient flow pattern through the El Toro Road intersection, reducing future collision rates. The project will result in minimal impacts to sensitive habitat areas; however, Section 2.13 of the Initial Study has listed avoidance, minimization, and mitigation measures that will result in the avoidance or minimization of impacts within the Coastal Zone.

The proposed articulated block channel will replace an existing incised earthen channel adjacent to the existing roadway that is currently dominated by invasive plant species and contributes to flooding hazards during storm events. Although there will be modification to adjacent riparian habitats associated with the articulated channel, most of the existing riparian habitat within the Laguna Beach LCP area will be retained. Therefore, there will still be habitat that allows for sheltering and passage of terrestrial and aquatic animals adjacent to the proposed articulated channel and other project components both during and after construction. The articulated channel will help reduce the risks of flooding by allowing for less obstructed flows and better

maintenance access than exists today. This project component is consistent with the policies of the Laguna Beach LCP that strive "*to facilitate the movement of traffic in a safe and uncongested manner*."

Considerations have been made of the *Coastal Land Use Plan Open Space Conservation Elements* covered in the comment letter (Topics 4A, 4E, 4G, 4J, 8A, and 9F). The proposed project incorporates measures that will avoid or minimize effects to each covered resource to the extent feasible, consistent with the policies set forth in the Laguna Beach LCP. Implementation of Measures BIO-1 through BIO-11 detailed in Section 2.13 of the IS/EA would avoid adverse impacts to sensitive resources within the Coastal Zone by (1) designating Environmentally Sensitive Areas that are to be preserved during construction, (2) restoring areas temporarily affected by construction activities, (3) using best management practices to prevent construction runoff and dust from entering adjacent habitat areas and minimizing fire risks, (4) preventing the spread of invasive species by implementing a weed abatement plan designed to minimize the spread and importation of non-native plant material during and after construction in compliance with Executive Order 13112, (5) monitoring construction activities to ensure that practicable measures are employed to avoid and to minimize incidental disturbance to sensitive resources, (6) training all construction personnel regarding the applicable avoidance and minimization measures, (7) implementing avoidance and monitoring measures for oak trees, (8) compensating for adverse impacts to oak trees, and (9) providing compensation for impacts to riparian habitats. While Measures BIO-1 through BIO-6 apply specifically to the construction period, implementation of these measures during the construction phase will create benefits that extend beyond the construction period, preventing potential long-term or permanent effects during operation. For example, protecting adjacent habitat areas during construction will prevent long-term effects associated with habitat loss and modification. The proposed project is not anticipated to result in permanent adverse effects to sensitive upland or riparian vegetation communities within the Coastal Zone.

Therefore, the Build Alternative is considered consistent with the policies of the Laguna Beach LCP. On August 30, 2018, the United States Fish and Wildlife Service issued an informal Section 7 consultation letter regarding the proposed project that concludes that the project is not anticipated to adversely affect the federal and state-listed least Bell's vireo (*Vireo bellii pusillus*) and that "Caltrans has proposed measures to offset impacts to riparian habitat as part of the proposed project".

Comment No. SA-2-7

This comment states that the MND does not provide analysis of the consistency of the Build Alternative with the Laguna Beach LCP in respect to road widening or impacts to wetlands and upland habitat. Furthermore, the comment asks that the MND be revised to provide analysis of alternatives that would not result in additional travel lanes and would avoid impacts to wetlands and upland habitat areas, consistent with the LCP. The comment also asks that Section 3.2.10 of the MND be revised to note that the project does conflict with applicable land use plans, policies, or regulation of an agency with jurisdiction over the project and the project conflict with an applicable NCCP/HCP.

The proposed project would not result in additional highway capacity; several lane drop extensions are proposed to help alleviate the high levels of collision rates that occur within the project area. Drainage improvements proposed under the project within the Coastal Zone would help reduce the risks of flooding by allowing for less obstructed flows and better maintenance access than exists today. The addition of designated bicycle lanes would also contribute to increased safety along SR-133. Each of these components is consistent with policies of the Laguna Beach LCP aimed at providing highway safety and facilitating bicycle use. Please refer to Response to Comment SA-2-6 and Common Response No. 1 for additional discussion of alternatives considered for the proposed project.

Caltrans and the County of Orange, OC Parks, the City of Laguna Beach, and local stakeholder organizations (e.g., The Laguna Canyon Foundation and Laguna Greenbelt) have met several times since the circulation of the IS/MND to discuss and refine the project design, which has reduced the overall direct impact area in several locales within the Coastal Zone. A table has been added to Section 2.13 of the MND/FONSI that provides acreage for each habitat type within the revised footprint of the proposed project, and impact acreage to areas within the Coastal Zone have been revised. These project refinements and ongoing coordination will ensure that impacts to park/open space and biological resources are minimized to the maximum extent feasible, which is consistent with the Laguna Beach LCP. Although some impacts to sensitive habitat communities would occur under the proposed project, vast areas of protected habitat that surround the proposed project would remain unaffected and long-term impacts to sensitive species within the project area are not anticipated. Furthermore, implementation of Measures BIO-1 through BIO-11 detailed in Section 2.13 of the IS/EA would avoid adverse impacts to sensitive resources within the Coastal Zone.

As noted in Section 2.13 of the IS/EA, planned impacts to the NCCP/HCP Reserve System by the proposed project were acknowledged in the NCCP/HCP documents. Authorization for impacts of covered infrastructure projects, within specified limits, was granted to participating landowners, including the County of Orange (which is working in coordination with Caltrans for this project). Therefore, the proposed project is considered to be consistent with the NCCP/HCP. Furthermore, project refinements that have taken place after the IS/EA was circulated have reduced the impacts to covered habitats within the NCCP/HCP Reserve. A table has been added to Section 2.13 of the MND/FONSI that has acreage for each habitat type within the revised footprint of the proposed project both inside and outside of the NCCP/HCP Reserve.

Comment No. SA-2-8

This comment states that the IS/EA does not provide adequate detail or analysis to justify a Less than Significant Impact on Biological Resources under the California Environmental Quality Act (CEQA). The commenter does not provide a specific impact determination or mitigation measure that the Coastal Commission deems to be inappropriate.

According to California Public Resources Code Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans Standard Environmental Reference (SER). Caltrans does not use CEQA thresholds in determining the significance of an impact. Instead, the determination of significance is based upon the context of the CEQA checklist question. Because the significance of an effect may vary depending on the environmental setting and context, set rules for determining significance in every case have not been established. Because Caltrans has statewide jurisdiction and the setting for projects varies so extensively throughout the state, Caltrans has not and has no intention to develop thresholds of significance for CEQA. The determination of significance is left to the internal project development team, which includes environmental staff and specialists.

The threshold of significance used for a given impact to biological resources is based on a variety of factors, including survey data and the overall context of the potential impact. In this case, habitats within the direct impact limits of the proposed project are (1) not known to be occupied by any state or federally listed species, (2) relatively

disturbed due to their location adjacent to the roadway, and (3) near expansive preserved areas containing less disturbed riparian habitats.

Detailed information regarding the environmental setting and context by which project-related impacts to biological resources were assessed can be found in the following documents:

- Natural Environment Study prepared for the SR-133 Safety Improvement Project at El Toro Road (EA 0N0600) (ICF 2017)
- Amended Natural Environment Study prepared for the SR-133 Safety Improvement Project at El Toro Road (EA 0N0600) (LSA 2018)
- Natural Environment Study prepared for the SR-133 Widening and Drainage Improvement Project (EA 0Q3600) (LSA 2018)
- Biological Resources Technical Memorandum prepared for the Laguna Canyon Road Improvement Project Initial Study/Mitigated Negative Declaration Addendum (Appendix A to the Addendum to IS/MND IP 05-240) (May 2018)
- Jurisdictional Delineation Report prepared for the SR-133 Safety Improvement Project at El Toro Road (EA 0N0600) (ICF 2017)
- Jurisdictional Delineation Report prepared for the SR-133 Widening and Drainage Improvement Project (EA 0Q3600) (LSA 2018)
- Location Hydraulic Study and Floodplain Evaluation Report (ACT 2018)
- Water Quality Assessment Report (Caltrans 2018)
- Water Quality Assessment Report Addendum (Caltrans 2018)
- Water Quality Technical Memorandum for the Safety Project (Caltrans 2016)

Comment No. SA-2-9

This comment cites information from Mitigation Measure BIO-11 and states that the identified mitigation area is inappropriate because it is referenced as being associated with another project. Caltrans acknowledges the stated language from Mitigation Measure BIO-11. This comment also states that the Coastal Commission has required mitigation at ratios greater than 3:1 in previous actions where the potential success of proposed mitigation activities was uncertain. Caltrans acknowledges the Coastal Commission's previous mitigation requirements.

As noted in Section 1.4, Project Description of the IS/EA, several components of the proposed project are covered in Initial Study/Mitigated Negative Declaration (IS/MND) IP 05-240 for the Laguna Canyon Road (SR-73 to El Toro Road) Improvement Project, which was prepared by the County of Orange and adopted in

September 2006. The proposed project consists of several highway safety components that were originally proposed and analyzed more than a decade ago. The proposed project is being conducted in conjunction with the County of Orange, and Caltrans is serving as the project's lead federal agency.

Caltrans and the County of Orange, OC Parks, the City of Laguna Beach, and local stakeholder organizations (e.g., The Laguna Canyon Foundation and Laguna Greenbelt) have met several times since circulation of the IS/MND to discuss potential mitigation areas within Laguna Canyon that may be suitable for riparian/wetland enhancement and/or creation. In July 2018, a preliminary mitigation and planting area assessment was conducted throughout the general vicinity and within the watershed of the proposed project. Mitigation Measure BIO-11 has been revised in the MND/FONSI to describe the current mitigation strategy and potential locations of the mitigation within the watershed of the proposed project.

Comment No. SA-2-10

The comment asks that, given the goal of the project is to improve safety, could the goal be satisfied without road widening, landform alteration, and habitat destruction? As described in Section 1.2 (Purpose and Need), the purpose of the project is to address existing deficiencies of SR-133, including nonstandard shoulder widths, a lack of bicycle lanes, and inadequate drainage. Therefore, these components of the purpose and need would not be met without modification to the SR-133/El Toro Road intersection and the northbound and southbound approaches.

Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City of Laguna Beach and the County of Orange, to identify further refinements to the project design to minimize impacts to landforms and habitat. Based on these discussions, one Utility Company Access Point (UCAP) has been removed south of the SR-133/El Toro Road intersection, and the size of the remainder of the proposed UCAPs has been reduced by 25 percent. Additionally, as a result of these discussions, a combination of a low retaining wall/minimal slope grading south along the southbound lanes is being considered during final design to further minimize impacts to natural resources in this area. These design refinements will reduce slope grading and minimize impacts to habitat. The MND/FONSI has been updated to reflect the revisions to the number and size of UCAPs and the hybrid wall/contoured slope design option.

The comment asks if the partial second southbound lane could be removed and states this lane does not appear to be necessary for vehicle throughput. As described in Section 1.2 (Purpose and Need), the purpose of the project is to address existing operational deficiencies of SR-133 at the intersection with El Toro Road, not to reduce the vehicle demand. The proposed project is not capacity enhancing and does not address existing and forecast congestion on SR-133 or El Toro Road. The proposed improvements would contribute to safer travel along this section of SR-133. The extension of the merge lane is needed to meet Caltrans/Federal Highway Administration (FHWA) safety standards. The southbound improvements in the proposed project will achieve safer travel through the intersection.

The comment asks if restriping the roadway to provide one continuous southbound lane would improve traffic flow, rather than extending the merge lane. As described above, the purpose of the project is to address operational deficiencies at the intersection. Extension of the merge lane to just south of the Willow Staging Area provides an operational safety benefit. In addition, please refer to Response to Comment SA-2-6 above for a discussion of other design alternatives considered, but rejected.

Comment No. SA-2-11

The commenter asks if bicycle and emergency access could be provided in the canyon corridor instead of additional vehicle travel lanes. As noted above in SA-2-5, the proposed project would bring SR-133 up to current design standards with the proposed, standard 8-foot shoulders. These 8-foot shoulders allow for a Class II bicycle lane and will be signed in accordance with Caltrans/FHWA policies and guidance. This will provide for a safe travelway for bicycles along this section of SR-133. These shoulders could also be used for effective emergency/service vehicle access through the project area. The extension of the southbound merge lane would also provide a net operational safety improvement, satisfying the need for vehicular safety improvements in this area. Removal of the southbound merge lane in the project limits, along with no expansion of the shoulders, would not provide the safety enhancements as proposed.

The commenter asks if the partial second lane was eliminated and a wider shoulder provided, could bicycle access and emergency vehicle access be improved? The proposed improvements provide adequate shoulder width for cyclists and emergency vehicles. In addition, as described in Section 2.4 (Traffic and Transportation), the net

result of the project will provide for a safety improvement of southbound traffic flow from El Toro Road intersection to just south of the Willow Staging Area.

The commenter asks whether 10-foot-wide vehicle lanes are possible instead of 12-foot-wide lanes to provide cycling and emergency access while preserving habitat. According to Caltrans Highway Design Manual Standards Section 301.1, the minimum lane width on two-lane and multilane highways, ramps, collector-distributor roads, and other appurtenant roadways shall be 12 feet; therefore, in accordance with the purpose of the project to bring SR-133 up to design standards, the lane width has been designed at 12 feet.

The commenter asks if the intersection could be reconfigured to allow for a public bus stop at the northeast and southwest corners. The Build Alternative would not remove the existing Orange County Transportation Authority (OCTA) bus stop locations along SR-133. In addition, the creation of additional bus stops would result in greater environmental impacts. Additionally, OCTA is the agency with jurisdiction over bus service. If OCTA identifies a demand for increased service, in conjunction with the County of Orange/Cities of Laguna Beach and Irvine), it would work with Caltrans on public transit solutions along SR-133.

Comment No. SA-2-12

The commenter asks about non-structural alternatives, including timing of stoplights at the intersection, signage, increased bus service, and increased police enforcement. As described in Section 1.2 (Purpose and Need), the need for the project arises from the existing deficiencies of SR-133, including nonstandard shoulder widths, a lack of bicycle lanes, and inadequate drainage.

Caltrans' traffic operation division analyzed the intersection and identified the geometric deficiencies needed to address the project purpose and need. To solve these deficiencies and to bring these up to Caltrans/FHWA standards, the drop lanes need to be extended to provide standard sight/stopping distances. Although non-structural alternatives may be useful for future consideration, they would not satisfy the purpose and need of the proposed project.

Please refer to Response to Comment No. SA-2-11 regarding bus operations on SR-133.

Caltrans does not enforce the speed limit along SR-133; this is the jurisdiction of the California Highway Patrol. Caltrans's signs speed limits based on standards developed by Caltrans/FHWA policies and guidelines.

Comment No. SA-2-13

The commenter's request for expansion of the project limits is acknowledged. This expansion is requested to consider alternatives that would provide safe bicycle and emergency vehicle passage along SR-133 consistent with the Caltrans Complete Streets Program, public access and recreation policies of the Coastal Act, and the Laguna Beach LCP. Additionally, the comment asks if there are existing or planned bus stops in the vicinity of the proposed improvements.

Caltrans is the owner/operator of SR-133 through unincorporated Orange County/city of Laguna Beach and does not have rights/controls over any adjacent local facilities. In addition, there are no similar adjacent facilities to SR-133, as it is the lone route through Laguna Canyon. One of the components of the proposed project is to improve safety and eliminate deficiencies at the SR-133/El Toro Road intersection; other components include reducing flooding of the roadway in the project limits during storm events and undergrounding overhead utilities. Increasing the limits of the project would be beyond the scope of the proposed project and the identified purpose and need. As referenced above in SA-2-11, the proposed project would enhance bicycle access through the project area by providing Class II lanes north of the intersection, as well as improving emergency/service vehicle access by providing shoulders through the project limits.

Please refer to Responses SA-2-5 through SA-2-10 above for a discussion of the Build Alternative's consistency with the Coastal Act and Laguna Beach LCP.

There are two existing OCTA bus stops (Route 89) within the project limits. These bus stops are on northbound SR-133, north of the entrance to the Anneliese School, and on southbound SR-133 south of the Willow Staging Area. However, with implementation of Project Feature PF-TR-1, transit operations would not be disrupted during construction and operation of the proposed project would maintain these bus stops with the new configuration of the road shoulder.

Comment No. SA-2-14

The comment requests analysis of the alternatives suggested in this letter as well as alternatives suggested by the resource agencies and the public. Responses to

Comment Nos. SA-2-6 through SA-2-13 address comments raised by the Coastal Commission relative to consideration of alternatives identified by the Commission that are consistent with project goals and Laguna Beach LCP policies. Additionally, alternatives identified by resource agencies and the public were also considered. Please refer to Response to Comment SA-2-6 above for a discussion of other design alternatives considered, but rejected.

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I.4 Comments from Regional Agencies

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OCTA

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July 9, 2018

Mr. Edward Dolan
Division of Environmental Analysis
California Department of Transportation, District 12
1750 East 4th Street
Santa Ana, CA 92705

Subject: **State Route 133 Improvement Project Initial Study/ Environmental Assessment**

Dear Mr. Dolan:

The Orange County Transportation Authority (OCTA) has reviewed the proposed State Route 133 (SR-133) Improvement Project's Initial Study/Environmental Assessment. We understand the project proposes safety improvements near the El Toro Road intersection, which would include extending the second travel lane from the El Toro Road intersection by 1,200 feet (ft) in the northbound (NB) direction and by 900 ft in the southbound (SB) direction, which will taper to one lane to the end of the project limits. This project will enable motorists to merge more efficiently.

The following comments are provided for your consideration:

- Since OCTA is charged with different levels of transportation planning for Orange County, we would appreciate receiving future notifications on this project as well as any other projects in Orange County. RA-1-1
- As part of the Measure M2 freeway mitigation program, OCTA has funded a Big Bend Habitat Restoration Project approximately 2.5 miles south of the proposed project improvements. Please notify OCTA if the California Department of Transportation (Caltrans) intends to extend the improvements further south of the existing project area. RA-1-2
- OCTA currently operates transit service (Route 89) within the project area, along Laguna Canyon Road. Please contact OCTA if there are anticipated disruptions to transit service resulting from construction activities. RA-1-3
- In cooperation with the Orange County Council of Governments, OCTA coordinated with local jurisdictions and community members to develop regional bikeway corridors as shown in the South (District 5) Orange County Bikeways Strategy Report (March 2015). RA-1-4

The report identified Corridor B along SR-133 (Laguna Canyon Road) and Corridor C along El Toro Road as regional bikeway corridors within the Project area. OCTA recommends the proposed project consider evaluation of the South Orange County Bikeways Strategy Report to identify opportunities to enhance active transportation facilities and encourage increased travel by people walking and biking. RA-1-4

- We commend Caltrans for seeking to improve conditions for all users along the roadway and providing striped Class II bicycle lanes. RA-1-5
- OCTA obtained fiscal year 2013-14 data from the Strava mobile application which shows a weekend-day average of over 70 bicycle users on SR-133 south of El Toro Road. However, not all bike riders subscribe to this service; therefore, the actual ridership is greater. RA-1-6
- Based on the high bicycle ridership on SR-133, we recommend Caltrans consider enhanced traffic control measures be utilized to support people bicycling during construction activities. While the traffic control plans were not included in the Caltrans project website, we recommend traffic control provide a minimum of 14-feet wide travel lanes during construction adjacent temporary K-rail barriers. Where a 14-feet wide travel lane cannot be provided, we recommend use of standardized California Manual on Uniform Traffic Control Devices engineering measures such as a reduced construction zone speed limit, installation of "Bicycles May Use Full Lane" (R4-11) signs, and installation of shared lane markings to inform road users that bicyclists might occupy the travel lane. RA-1-7

Throughout the development of this project, we encourage communication with OCTA on any matters discussed herein. If you have any questions or comments, please contact me at (714) 560-5907 or at dphu@octa.net.

Sincerely,

Dan Phu
Manager, Environmental Programs

c: Scott Shelley, Caltrans District 12 IGR

I.4.1 RA-1 – Orange County Transportation Authority

Comment No. RA-1-1

This comment requests future notifications on this project. Caltrans will ensure that OCTA is informed of future project developments.

Comment No. RA-1-2

This comment requests notification if Caltrans intends to extend the improvements farther south. Caltrans does not intend to extend improvements further south of the existing project limits; however, if any potential extension would occur in the future, Caltrans will coordinate with OCTA.

Comment No. RA-1-3

This comment requests OCTA be contacted if there are anticipated disruptions to transit services. Caltrans will coordinate with OCTA during development of the final Transportation Management Plan (TMP) and prior to and during construction of the Project regarding potential temporary effects to all public transportation services within the corridor, including transit services and bicyclists, and to finalize measures to avoid and/or minimize any delays during construction.

Comment No. RA-1-4

This comment recommends the proposed project consider evaluation of the South Orange County Bikeways Strategy Report. Caltrans thanks OCTA for providing their recommendation. Section 2.4 (Traffic and Transportation) of the MND/FONSI has been revised to discuss the South Orange County Bikeways Strategy Report. This report identifies upgrading existing Class III bike facilities to Class II bike facilities as an opportunity to enhance active transportation along SR-133 (Corridor B: Laguna Canyon). The SR-133 Improvement Project includes a Class II bike facility, which is consistent with the South Orange County Bikeways Strategy Report.

Comment No. RA-1-5

OCTA's support for the Project, in particular the provision of Class II bicycle lanes, is acknowledged.

Comment No. RA-1-6

This comment states data about bicycle ridership has been obtained from the Strava mobile application. The bicycle ridership data provided by the Strava application, as cited by OCTA is acknowledged. Given its limitations, data from the Strava application has not been incorporated into the MND/FONSI.

Comment No. RA-1-7

This comment recommends enhanced traffic control for bicycles during construction activities. OCTA's request for enhanced traffic control measures to protect bicyclists is acknowledged. Please refer to Response to Comment RA-1-3 regarding preparation of the TMP to address temporary impacts to all transportation modes, including bicyclists. The recommendations provided by OCTA will be considered during preparation of the final TMP.

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS: June 13, 2018

D12.SR133@dot.ca.gov
Edward Dolan, Associate Environmental Planner
Caltrans District 12 – Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana CA 92705

Mitigated Negative Declaration (MND) for the State Route 133 Improvement Project

The South Coast Air Quality Management District (SCAQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final MND.

SCAQMD Staff's Summary of Project Description

The Lead Agency proposes to make safety improvements to State Route (SR) 133 from south of El Toro Road to SR-73 between Post Mile [PM] 3.1 to PM R4.1 (Proposed Project). The Proposed Project would also include drainage improvements, widening of shoulders, addition of a bike lane, and underground overhead utilities. Based on a review of Figure 1-2, *Project Location*, in the MND and aerial photographs, SCAQMD staff found that sensitive receptors such as residential uses are located in proximity to the southern portion of the Proposed Project near the intersection between SR 133 and Phillips Street. The Proposed Project (Build Alternative or Alternative 1), if selected, is expected to be constructed over a 26-month period[1]. RA-2-1

General Comments

In the Air Quality Analysis Section, the Lead Agency quantified the Proposed Project's construction emissions[2] but did not compare to SCAQMD regional air quality CEQA significance thresholds to determine the level of significance for construction impacts. Additionally, the Lead Agency did not conduct a localized air quality analysis. Detailed comments are included in the attachment. Furthermore, the attachment includes SCAQMD staff's recommendations on additional mitigation measures to further reduce impacts to residences from the construction activities. RA-2-2

Closing

Pursuant to CEQA Guidelines Section 15074, prior to approving the Proposed Project, the Lead Agency shall consider the MND for adoption together with any comments received during the public review process. Please provide the SCAQMD with written responses to all comments contained herein prior to the adoption of the Final MND. When responding to issues raised in the comments, response should provide sufficient details giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful or useful to decision makers and to the public who are interested in the Proposed Project. RA-2-3

SCAQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact me at lsun@aqmd.gov or Daniel Garcia, Program Supervisor, at dgarcia@aqmd.gov if you have any questions.

[1] MND. Page 1-18.
[2] MND. Table 2.11.1. Page 2.11-7.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS
ORC180612-04
Control Number

ATTACHMENT

SCAQMD's Air Quality CEQA Thresholds of Significance

1. While CEQA permits a Lead Agency to apply appropriate thresholds to determine the level of significance, the Lead Agency may not apply thresholds in a manner that precludes consideration of substantial evidence demonstrating that there may be a significant effect on the environment. Evaluation of air quality impacts, unlike some other impact areas, easily lends itself to quantification. Not only does quantification make it easier for the public and decision-makers to understand the breadth and depth of the potential air quality impacts, but it also facilitates the identification of mitigation measures required to reduce any significant adverse air quality impacts. SCAQMD's CEQA thresholds of significance for air quality provide a clear quantitative benchmark to determine the significance of a project's air quality impacts. Therefore, for most projects within the SCAQMD, SCAQMD's air quality CEQA thresholds of significance for construction and operation[3] are used to determine the level of significance of a project's air quality impacts. RA-2-4

   The Lead Agency quantified the maximum construction emissions for the Proposed Project's Build Alternative in pounds per day[4] but did not compare those emissions to SCAQMD regional air quality CEQA significance thresholds to determine the level of significance for the Proposed Project's construction impacts[5]. Using SCAQMD's CEQA significance thresholds would clearly identify whether the Build Alternative would result in significant air quality impacts under CEQA, disclose the magnitude of the impacts, facilitate the identification of feasible mitigation measures, and evaluate the level of impacts before and after mitigation measures. Therefore, SCAQMD staff recommends that the Lead Agency compare the Build Alternative's construction emissions to SCAQMD regional air quality CEQA significance thresholds in the Final MND to determine the level of significance.

Localized Air Quality Impact Analysis during Construction

2. Air quality impacts from both construction (including demolition, if any) and operation activities should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). RA-2-5

   Sensitive receptors are people that have an increased sensitivity to air pollution or environmental contaminants. They include schools, parks and playgrounds, daycare centers, nursing homes, elderly care facilities, hospitals, and residential dwelling units. Based a review of aerial photographs, SCAQMD staff found that single-family residential uses are located in proximity to the southern portion of the Proposed Project near the intersection between SR 133 and Phillips Street. However, the Lead Agency did not quantify the Proposed Project's localized construction emissions in the MND. To ensure that any nearby sensitive receptors are not adversely affected by the construction activities that are occurring in close proximity, SCAQMD staff recommends that the Lead Agency quantify the Proposed Project's localized construction emissions and disclose the localized air quality impacts in the Final MND. SCAQMD guidance for performing a localized air quality analysis is available on SCAQMD website[6].

[3] South Coast Air Quality Management District. March 2015. *SCAQMD Air Quality Significance Thresholds*. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf.
[4] MND. Table 2.11.1. Page 2.11-7.
[5] *Ibid*.
[6] South Coast Air Quality Management District. *Localized Significance Thresholds*. Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

Additional Recommended Air Quality Mitigation Measures

3. SCAQMD staff recommends that the Lead Agency incorporate the following mitigation measures in the Final MND to further reduce criteria pollutants emissions during construction and their impacts to sensitive receptors.

   a) Require the use of 2010 model year diesel haul trucks that conform to 2010 U.S. EPA truck standards or newer diesel haul trucks (e.g., material delivery trucks and soil import/export) during construction, and if the Lead Agency determines that 2010 model year or newer diesel haul trucks are not feasible, the Lead Agency shall use trucks that meet EPA 2007 model year NOx emissions requirements, at a minimum. Include this requirement as a bid or contract specification with contractors. Require periodic reporting and provision of written documents by contractors to prove and ensure compliance. RA-2-6

   b) Requires the use of Tier 4 emissions standards for off-road diesel-powered construction equipment with more than 50 horsepower. Include this requirement as a bid or contract specification with contractors. Require periodic reporting and provisions of written documents by contractors to prove and ensure compliance.

   c) Minimize idling of all construction vehicles to five minutes or less. This is consistent with the California Air Resources Board's (CARB) idling policy[7].

Other Comment

4. In the Air Quality Analysis in Chapter 3, *CEQA Evaluation*, the Lead Agency stated that "See Section 2.11, Air Quality, in this IS/EA for a list of standardized project features (Project Features PF-AQ-1 through PF-AQ-5) that would avoid and/or minimize air quality impacts resulting from construction activities[8]." After a review of Section 2.11, *Air Quality*, in the MND, SCAQMD staff found that the Lead Agency discussed PF-AQ-1 from Pages 2.11-4 to 2.11-6 but did not include PF-AQ-2 through PF-AQ-5 for discussion. Therefore, it is recommended that the Lead Agency include the additional air quality project features in the Final MND or revise the Air Quality Analysis in Chapter 3. RA-2-7

[7] California Air Resources Board. June 2009. *Written Idling Policy Guidelines*. Accessed at: https://www.arb.ca.gov/msprog/ordiesel/guidance/writtenidlingguide.pdf.

[8] MND. Page 3-8.

I.4.2 RA-2 – South Coast Air Quality Management District

Comment No. RA-2-1

Caltrans acknowledges SCAQMD's summary of the project description.

Comment No. RA-2-2

The comment states that the analysis did not compare the construction emissions to SCAQMD thresholds. The SCAQMD thresholds referred to in this comment are useful for comparative purposes. However, as a matter of practice, Caltrans does not use California Environmental Quality Act (CEQA) thresholds to determine the significance of an impact. Instead, the determination of significance is based upon the context of the CEQA checklist question. Because the significance of an impact may vary depending on the environmental setting and context, set rules for determining significance in every case have not been established. Because Caltrans has statewide jurisdiction and the setting for projects varies so extensively throughout the state, Caltrans has not, and has no intention to develop thresholds of significance for CEQA. The determination of significance is left to the internal project development team, which includes environmental staff and specialists.

Comment No. RA-2-3

SCAQMD's request for written responses to comments prior to adoption of the Final Mitigated Negative Declaration (MND) is acknowledged. The written responses included herein the MND/Finding of No Significant Impact (FONSI) will be sent to each commenting agency prior to finalization of the MND/FONSI. Each comment received during the public review period has been reviewed and responded to in good faith according to the *CEQA Guidelines* guidance on responding to public comments. All relevant sections of the MND/FONSI have been revised consistent with the response to comments.

Comment No. RA-2-4

The comment requests that the quantification of air quality impacts from the proposed construction activities be compared with the SCAQMD thresholds of significance; however, the proposed project involves modifications to State Route 133, which is under the jurisdiction of Caltrans District 12. According to California Public Resources Code (PRC) Section 21082, CEQA provides lead agencies with general authority to adopt criteria for determining whether a given impact is significant. As a result, the analysis for the proposed project followed the guidance within the Caltrans

Standard Environmental Reference (SER). Chapter 11 (Air Quality) of the SER provides for a qualitative analysis for temporary construction activities.

The SCAQMD thresholds referred to in this comment are useful for comparative purposes. However, as a matter of practice, Caltrans does not use CEQA thresholds in determining the significance of an impact. Instead, the determination of significance is based upon the context of the CEQA checklist question. Because the significance of an effect may vary depending on the environmental setting and context, set rules for determining significance in every case have not been established. Because Caltrans has statewide jurisdiction and the setting for projects varies so extensively throughout the state, Caltrans has not and has no intention to develop thresholds of significance for CEQA. The determination of significance is left to the internal project development team, which includes environmental staff and specialists.

Comment No. RA-2-5

The comment requests that air quality impacts be calculated from both construction and operation activities. As described in Section 2.11 (Air Quality of the MND/FONSI), to determine project construction emissions, the analysis used Sacramento Metropolitan Air Quality Management District's Roadway Construction Emission Model (RoadMod). Operational emissions were not calculated as the proposed project is a safety project as well as a shoulder widening and bike lane project and is exempt under the Clean Air Act conformity rule under 40 Code of Federal Regulations 93.126. Also, please refer to Response to Comment RA-2-4 above regarding the use of SCAQMD thresholds.

Comment No. RA-2-6

This comment recommends additional measures to reduce construction-related air quality impacts on sensitive receptors. As stated in Section 2.11 (Air Quality) Project Feature PF-QA-1, Section 14 specifically requires compliance by the contractor with all applicable laws and regulations related to air quality, including air pollution control district and air quality management district regulations and local ordinances. This measure is inclusive of the applicable laws and regulations set forth by SCAQMD.

Comment No. RA-2-7

The comment states that Chapter 3 references project features in Section 2.11 (Air Quality) that are not included. Chapter 3 (CEQA Evaluation) of the MND/FONSI has

been revised to reference only Project Feature PF-AQ-1. In addition, Section 2.11 (Air Quality) of the MND/FONSI has been revised as follows:

> *The proposed project would comply with SCAQMD Rule 403 requiring the implementation of best available dust control measures during active operations capable of generating fugitive dust. ~~incorporate the~~ Project Feature PF-AQ-1 includes specific measures to reduce any air quality impacts resulting from construction activities. As a result, construction of the Build Alternative would not result in changes in regional air emissions or mobile source air toxics.*

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San Joaquin Hills
Transportation
Corridor Agency

Chair:
Fred Minagar
Laguna Niguel

Transportation Corridor Agencies™

Foothill/Eastern
Transportation
Corridor Agency

Chair:
Ed Sachs
Mission Viejo

July 10, 2018

Via email: D12.SR133@dot.ca.gov

Mr. Edward Dolan
Associate Environmental Planner
California Department of Transportation
Caltrans District 12
Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Re: Comments on the Notice of Intent to Adopt a Mitigated Negative Declaration/Notice of Availability of an Initial Study/Environmental Assessment for the State Route 133 Improvement Project

Dear Mr. Dolan,

The Transportation Corridor Agencies (TCA) has reviewed the Notice of Intent (NOI) to Adopt a Mitigated Negative Declaration (MND)/Notice of Availability (NOA) of an Initial Study/Environmental Assessment (IS/EA) for the State Route 133 (SR-133) Improvement project. We understand that the project proposes to make improvements to SR-133 in both directions from just south of El Toro Road to SR-73 in the City of Laguna Beach. The project will include drainage improvements, widen the shoulders, add a Class II bike lane, and underground overhead utilities. At this time, TCA has no comments to provide, but requests to be kept on Caltrans' distribution list. TCA looks forward to receiving all future notices, the final environmental document, along with any other forthcoming documentation for the Project. TCA appreciates the opportunity to provide input to your planning process. If you have questions or require additional information, please do not hesitate to contact me at 949.754.3487 or via email at vgomez@thetollroads.com.

RA-3-1

Sincerely,

Virginia Gomez
Environmental Analyst

cc: Document Control

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I.4.3 RA-3 – Transportation Corridor Agencies

Comment No. RA-3-1

TCA's request for continued notification regarding the Project is acknowledged. Caltrans will continue to coordinate with TCA during the project's Plans, Specifications, and Estimates (PS&E) and construction phases.

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I.5 Comments from Local Agencies

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July 10, 2018

Via U.S. Mail and Email

Edward Dolan, Associate Environmental Planner
Caltrans District 12, Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705
D12.SR133@dot.ca.gov

Subject: **City of Laguna Beach Comments Concerning Initial Study / Proposed Mitigated Negative Declaration for the Proposed SR-133 Improvement Project.**

Dear Mr. Dolan:

On behalf of the City of Laguna Beach ("Laguna Beach"), this letter provides comments on the Initial Study / Proposed Mitigated Negative Declaration ("IS/MND") for the SR-133 (Laguna Canyon Road) Improvement Project (the "Project"). Pursuant to the California Environmental Quality Act ("CEQA"), Laguna Beach's comments focus on the necessary scope and content of environmental information germane to the city's statutory responsibilities in connection with the proposed Project. (See Public Resources Code, § 21080.4; see also C.C.R., title 14, § 15204(d).)

The proposed Project is located within the City of Laguna Beach's jurisdiction and sphere of influence and will affect Laguna Canyon Road ("LCR"), a critically important arterial for the City. The Project includes the proposal to extend merge lanes on LCR, widen roadway shoulders, "underground" overhead utility lines, and add Class II bike lanes to both northbound and southbound LCR in this vicinity. The City generally agrees that the Project will improve traffic circulation and safety on LCR near the intersections of El Toro Road and SR-73. LA-1-1

According to the IS/MND, the Project has the potential to cause a number of significant short-term, long-term and cumulative environmental impacts. The California Department of Transportation ("CalTrans") has therefore correctly determined that a Mitigated Negative Declaration ("MND") is required pursuant to both CEQA and the National Environmental Policy Act ("NEPA") to analyze the significant environmental impacts of the Project. The IS/MND appears to be the appropriate CEQA / NEPA document for this Project, based on the relatively small scale of the Project and the fact that three out of the four Project components have already been the subject of prior environmental analyses. LA-1-2

The IS/MND addresses several changes to the three Project components that were previously analyzed and approved as well as the new fourth component. After careful review of the IS/MND,

we have identified several issues that should be addressed in a revised impact analysis. Below, we present an outline summary of those issues of concern.

1. IS/MND assumes, without sufficient supporting evidence, that currently undeveloped "project features" will effectively "minimize" or "reduce" Project impacts.

    a. Project Feature PF-TR-1 requires the development of a Transportation Management Plan ("TMP"); the IS/MND relies upon this requirement to conclude that Project construction will not cause any significant traffic impacts.

    Please make the draft TMP available for public review. The IS/MND does not describe the TMP with specificity or provide any analysis or information that verifies construction-period traffic impacts will be reduced to less-than-significant levels through its implementation. The IS/MND also does not include substantial evidence to support the conclusion that implementation of PF-TR-1 will reduce traffic impacts and impacts to the community

    LA-1-3

    b. Project Feature PF-LU-4 imposes unspecified limits to Project construction between Memorial Day Weekend and Labor Day; the IS/MND relies upon this vague restriction to conclude the Project will not conflict with the Laguna Beach Local Coastal Program ("LCP") and the Newport Coast LCP.

    This project feature does not specify how construction will be limited. The PF-LU-4 should be revised to <u>prohibit</u>, rather than merely "limit," all Project construction activities during this summer period (e.g., between Memorial Day Weekend and Labor Day).

    LA-1-4

    c. Project Feature PF-UES-2 requires coordination with law enforcement, fire protection, and emergency medical service providers concerning temporary lane closures to minimize temporary delays in emergency response times. The IS/MND does not explain how such coordination will effectively avoid or reduce delays in emergency response times.

    PF-UES-2 should be revised to include a performance standard (e.g., CalTrans will coordinate with law enforcement, fire protection, and emergency medical service providers so that Project-related lane closures do not result in delays in emergency response.

    LA-1-5

2. The traffic impact analysis has to be revised and improved in at least four (4) ways:

    a. The study area for the transportation analysis for the proposed Project should be expanded beyond the Project limits ("from approximately just south of SR-133 (Laguna Canyon Road)/ El Toro Road intersection (Post Mile [PM] 3.1) to the State Route 73 (SR-73)/SR-133 interchange (PM R4.1)"), to include the adjacent roadway segments on SR-133 and El Toro Road beyond the project limits.

    LA-1-6

b. The IS/MND transportation analysis apparently relies on an "Existing Year" baseline established in 2015. However, a 2015 baseline for analyzing traffic impacts will not reflect more recent worsening traffic on SR-133, especially during the summer months. The City recommends that the transportation analysis be revised to consider a more recent baseline for impact analysis. LA-1-7

c. The traffic impact analysis should be revised to evaluate the traffic safety implications of extending the southbound merge lane on SR-133 past the Willow Staging Area. Adding a third lane to this stretch of SR-133 could introduce a new traffic safety hazard because cars entering or exiting the Willow Staging Area would have to cross additional lanes of traffic or may interfere with southbound vehicles merging into the single lane just south of this park entrance. Because this aspect of the Project could "substantially increase hazards due to a design feature," CEQA requires an analysis of this potentially significant impact. LA-1-8

d. The IS/MND does not describe the duration of any temporary lane closures that would be required during Project construction or analyze the impacts of such closures with the required level of specificity. LA-1-9

3. The analyses of impacts to recreation facilities, habitats, open space, and species has to be improved in at least the following four (4) ways:

a. The change to Component 2 involving the substitution of an earthen embankment for the previously proposed retaining wall may cause impacts to hiking trails that parallel SR-133. For example, the embankment may encroach on the hiking trails or present a new safety risk for hikers. The IS/MND does not analyze these potentially significant impacts. The earthen embankment would also require the removal of more vegetation than the retaining wall design and may have greater impacts to habitat and species. The IS/MND does not compare the impacts of the earthen berm design to other potentially less impactful alternatives such as the originally proposed retaining wall. LA-1-10

b. The IS/MND also acknowledges that, during Project construction, "access at the Willow Staging Area may be temporarily affected; however, these effects would be temporary and would not result in permanent effects related to access or recreational opportunities." (IS/MND, p. 2.4-6.) However, the analysis should more specifically describe how access to the Willow Staging Area may be affected and for how long.

Will Project construction restrict or eliminate access to Laguna Coast Wilderness Park and the Aliso Woods Canyon Wilderness Park via the Willow Staging Area, and if so, for how long? If the Project would permanently impact access to the Willow Staging Area or create a new traffic safety hazard for vehicles entering and exiting this park entrance, the IS/MND should be revised to consider modifying the park entrance to minimize Project impacts or reduce the number of lanes to one LA-1-11

LA-1

lane at the intersection of El Toro and LCR. Because the IS/MND does not answer these questions, the analysis lacks evidence sufficient to conclude that effects to recreational opportunities will not be significant. LA-1-11

c. As proposed and described in the IS/MND and the Addendum to the 2006 IS/MND/CE, Component 4 of the Project involves undergrounding utility poles outside of the travelled way and outside of the widened shoulder. To further minimize the Project's impacts on the adjacent Laguna Coast Wilderness Park or Aliso and Wood Canyons Wilderness Park, CalTrans should modify the Project so that it locates the "undergrounded" overhead utilities within the expanded 8-foot roadway shoulder.

   Neither the IS/MND for the Project nor the June 2016 Addendum analyze a feasible alternative to relocating 19 to 21 utility poles (the documents do not describe the number of poles consistently) outside of the expanded shoulder. LA-1-12

   Because the roadway shoulder will be significantly altered during the course of Project construction, CalTrans should consider the alternative of undergrounding the 19-20 utility poles within the widened shoulder.The analysis of Component 4's impacts to recreation, habitat, and species rules out temporary and permanent impacts caused by the removal of approximately 0.2 acres of parkland for relocated utilities. (*See* June 2016 Addendum, p. 3-8; *see also* IS/MND, pp. 3-13 – 3-14.) If the utilities were instead located within the widened roadway shoulder, these impacts would be avoided entirely.

d. The Project includes the construction of a new culvert and an articulated concrete block-lined channel on the northbound side of SR-133 approximately 1,000 ft south of the El Toro Road intersection and the reconstruction and relocation of a drainage channel on the southbound side of SR-133 SR-133 from south of the SR-73 interchange to just north of the El Toro Road intersection. (IS/MND, pp. 1-16 – 1-17.)

   The IS/MND does not specifically identify the extent of impacts to riparian vegetation, wetlands, and obligate species associated with the construction of the articulated concrete block-line channels on either side of SR-133. (*See, e.g.*, IS/MND, pp. 2.13-17, 2.14-17.) The analysis should be revised to identify and quantify these impacts and identify on-site mitigation that will reduce the impacts to less-than-significant levels. Off-site mitigation, such as purchasing credits at an established mitigation bank, should only be considered if on-site mitigation is determined to be infeasible. LA-1-13

4. The IS/MND includes a separate chapter entitled "CEQA Evaluation" that purports to satisfy CEQA's requirements for impact analysis. LA-1-14

LA-1

a. Presenting the CEQA required analysis and conclusions in a separate chapter makes it more difficult for the public, responsible agencies, and decision-makers to understand and comment upon the environmental implications of the Project. LA-1-14

b. The discussions concerning the level of significance of various impacts following the implementation of project features and other measures should be incorporated into the chapters concerning each resource area, rather than being presented in a separate chapter. LA-1-15

For all of the foregoing reasons, CalTrans should revise and recirculate the draft IS/MND. The revised analysis must fairly and objectively address all of the Project's impacts and must consider project alternatives and mitigation measures to avoid or reduce those impacts. LA-1-16

Thank you for considering these comments. If you have any questions or concerns about anything expressed in this letter, please do not hesitate to contact Shohreh Dupuis, Assistant City Manager/Director of Public Works, at 949-497-0351.

The City appreciates the recent outreach efforts by Caltrans and is looking forward to work with the design team to make this a successful project.

Sincerely,

John Pietig

SDH

John Pietig
City Manager

c: Shohreh Dupuis, Assistant City Manager/Director of Public Works

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I.5.1 LA-1 – City of Laguna Beach

Comment No. LA-1-1

The City's agreement that the project would improve traffic circulation and safety at the State Route 133 (SR-133)/El Toro Road intersection is acknowledged.

Comment No. LA-1-2

The City's concurrence that the MND/FONSI is the appropriate CEQA/NEPA document for environmental clearance of the project is acknowledged.

Comment No. LA-1-3

This comment asks that the Draft TMP be made available and states that Project Feature PF-TR-1 does not provide information that verifies construction impacts will be less than significant. As discussed in Sections 1.5.1.2 (Construction Schedule) and 2.4 (Traffic and Transportation) of the MND/FONSI, a Preliminary TMP was prepared in 2017. This Preliminary TMP is available upon request from Caltrans District 12. As described in Project Feature PF-TR-1, the TMP will contain, but not be limited to, the following elements intended to reduce traveler delay and enhance traveler safety: a public information/awareness campaign, traveler information strategies, incident management, construction strategies, demand management, and alternate route strategies. These elements will be refined during final design and incorporated into the TMP for implementation by the construction contractor during project construction.

Comment No. LA-1-4

This comment requests Project Feature PF-LU-4 be revised to state that construction will be prohibited during the summer period. As discussed in Section 2.4 (Traffic and Transportation), the Final TMP would be prepared during the design phase and in coordination with the County of Orange (County) and the City. Caltrans intends to work with the City and the County to optimally manage traffic between the Memorial Day Weekend and Labor Day (see Project Feature PF-LU-4 in Section 2.1 [Land Use]).

Comment No. LA-1-5

This comment requests that Project Feature PF-UES-2 be revised to include performance standards of coordination with emergency service providers. As described in Section 2.4 (Traffic and Transportation) of the MND/FONSI, all traffic handling will be coordinated with the City, and the County. Caltrans has and will continue to coordinate with stakeholders such as affected cities, emergency

responders, the California Highway Patrol, and others to reduce delays during construction. Furthermore, Project Feature PF-UES-2 is a project feature that is standardized or a pre-existing feature that allows little discretion regarding its implementation.

Comment No. LA-1-6

The comment requests that the traffic analysis study area be expanded to include adjacent roadways. As described in Section 1.0 (Proposed Project), the proposed improvements comprise four components. Of the four components, Component 2 is the only one that proposes improvements affecting travel paths and roadway geometrics for motorized vehicles. Specifically, this component proposes to extend the second travel lane from the El Toro Road intersection by 1,200 feet in the northbound direction and 1,700 feet in the southbound direction. These limits were established based on the number and type of accidents reported in Table 1.2 (Study Area Accident Data). Components 1, 3, and 4 would not alter the travel paths or roadway geometrics for motorized vehicles. In addition, the proposed project does not include any capacity-enhancing features and would not result in any additional traffic. Therefore, the proposed improvements would not result in additional traffic or indirect traffic impacts on adjacent local roadways.

Comment No. LA-1-7

The comment expresses concern about the use of 2015 as the Existing Year condition in the traffic analysis. Caltrans collects Annual Average Daily Traffic (AADT) on an annual basis. This information is readily available on the Caltrans website. As shown in the table below, AADT volumes at the study location have changed nominally between 2012 and 2016. As such, the year 2015 and year 2016 AADT have remained the same; therefore, the traffic analysis is sufficient, and no further analysis is required.

Location					Year	Back			Ahead		
District	Route	Co	PM	Description		Peak Hour	Peak Hour Month	AADT	Peak Hour	Peak Hour Month	AADT
12	133	Ora	3.416	EL Toro Road	2012	2,900	41,500	37,500	1,500	21,500	18,500
					2013	2,900	42,000	37,600	1,550	22,000	19,000
					2014	2,900	42,000	37,700	1,600	22,900	19,800
					2015	2,900	42,000	37,500	1,600	23,300	20,100
					2016	2,900	42,000	37,500	1,600	23,300	20,100

AADT = Annual Average Daily Traffic
Co = County
PM = Post Mile

Comment No. LA-1-8

The comment requests that the traffic impact analysis be revised to evaluate the safety implications of extending the southbound merge lane. As stated in Section 2.4 (Traffic and Transportation) of the MND/FONSI, extension of the southbound merge lane would result in a net operational safety improvement as the signalization of the El Toro Road intersection would provide for adequate gaps in traffic flow to allow for egress from the Willow Staging Area. Furthermore, the MND/FONSI has been revised to include a "Keep Clear Zone" and associated hot mix asphalt apron as part of Component 2 at the Willow Staging Area access to allow park users to make a left in and out of the facility during extreme congestion conditions. See Section 1.0 (Proposed Project) for revisions to Component 2. Operation of this extended merge lane would not create a new safety hazard or exacerbate existing traffic operation conditions.

Comment No. LA-1-9

This comment states that the document does not describe the duration of temporary lane closures. As discussed in Section 2.4 (Traffic and Transportation) of the MND/FONSI, long-term partial closures required for construction would leave one travel lane open for use in both the northbound and the southbound directions of travel. A TMP would be finalized during the design phase as Project Feature PF-TR-1 and will include measures to minimize the duration of partial closures. The duration of these closures will be determined during the design phase. The objective of a TMP is to maintain a safe movement of vehicles through the construction zone, as well as to provide the optimum level of traffic flow and access during construction periods.

Comment No. LA-1-10

This comment expresses concern for impacts to existing hiking trails from the proposed retaining wall. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City and the County, to identify further refinements to the project design to minimize impacts within Laguna Coast Wilderness Park. Based on these discussions, a Utility Company Access Point (UCAP) has been removed south of the SR-133/El Toro Road intersection. Please refer to Section 1.0 (Proposed Project) of the MND/FONSI for this revision to Component 4. In addition to this design refinement, a combination of a low retaining wall/minimal slope grading south along the southbound lanes is under consideration to further minimize impacts to natural resources in this area and to Laguna Coast Wilderness Park. This hybrid design option would reduce slope grading and minimize

impacts to oak trees on the slope. Caltrans will continue to evaluate the feasibility of this hybrid concept during final design. If the hybrid option is found to be feasible and acceptable to the stakeholders and is incorporated into the project design, it would result in less slope grading and substantially reduced impacts to oak trees and other native vegetation at this location. As discussed in Section 2.1 (Land Use), Component 2, as described in the IS/EA circulated for public review, would not encroach or result in direct or indirect impacts to hiking trails or present a new safety risk for hikers. The identified refinements would not alter this conclusion.

Comment No. LA-1-11

The comment requests specific information regarding how access to the Willow Staging Area may be affected and for how long. Section 2.4 (Traffic and Transportation) of the MND/FONSI has been revised as follows:

> *…access at the Willow Staging Area may be temporarily affected by construction activities associated with Component 2. However, Project Feature PF-TR-1 would require implementation of a Transportation Management Plan (TMP), which would ensure access is adequately and safely maintained through construction strategies (e.g., temporary driveways).*

Specific construction activities that may impact access to the Willow Staging Area include the construction of additional pavement to widen the southbound roadway and shoulder. For the short duration of construction where this widening would occur at the existing driveway, construction strategies such as a temporary driveway would be used to ensure access is maintained for the entire duration of the construction period. Information related to the precise timing of this work will be finalized during the design and incorporated into the TMP prior to finalization.

The project would not permanently impact access to the Willow Staging Area or create a new safety hazard for vehicles entering and exiting. Furthermore, the MND/FONSI has been revised to include a “Keep Clear Zone” and roadside sign to allow park users to make a left in and out of the facility during extreme congestion conditions.

Upon project implementation, Caltrans will continue to monitor safety conditions. Should there be a safety issue, Caltrans will investigate and implement appropriate corrective measures.

Comment No. LA-1-12

This comment expresses concern about the relocation of utilities outside of the roadway shoulder. Utility relocations cannot occur within the roadway shoulder due to the safety of the travelling public and maintenance activities. As described in Project Feature PF-UES-1, "If relocations outside of existing ROWs or additional public ROWs and/or easements required for the project are necessary, final design will focus on relocating those facilities to minimize environmental impacts as a result of project construction and ongoing maintenance and repair activities." As described in Section 1.0 (Proposed Project), all construction activities called temporary impact areas would be maintained through permanent easements. This includes impacts related to utility maintenance. Furthermore, the MND/FONSI has been revised to remove one Utility Company Access Point from Component 4 and Section 2.1 (Land Use) has been revised to include Measure PR-5 as follows:

> *OC Parks supports Caltrans' efforts to coordinate with SCE to accomplish utility relocations within Caltrans right-of-way, in order to minimize impacts to natural resources. Reducing the project's footprint may also serve to reduce Caltrans' mitigation requirements, in particular riparian habitat for which mitigation opportunities are limited.*

Please refer to response LA-1-10 above for a discussion of Caltrans' efforts, subsequent to circulation of the IS/EA for public review, to identify further refinements to the project design to minimize impacts within Laguna Coast Wilderness Park. Please refer to Section 1.0 (Proposed Project) of the MND/FONSI for revisions to Component 4 to remove one UCAP.

Therefore, the placement of underground utilities included in the proposed improvements is consistent with applicable policies and would not result in any permanent impacts to natural communities. Please refer to Sections 2.13 (Natural Communities) and Figure 2.13-2 for the specific habitats and related species impacted by the proposed improvements. The City's request to place utilities within the shoulder is acknowledged, but is inconsistent with Caltrans standards for safety. However, Caltrans is continuing coordination with OC Parks and Southern California Edison to potentially relocate utilities within other portions of Caltrans right of way (ROW) and to minimize impacts. The MND/FONSI will be revised to correctly describe the number of utility poles being undergrounded as 19 throughout the document.

Comment No. LA-1-13

The comment expresses concern about impacts related to the relocation of a drainage channel and the potential for off-site mitigation. Temporary and permanent impacts to riparian vegetation and wetlands are discussed in Section 2.14 (Wetlands), and quantified in Table 2.14.1, Delineated Jurisdictional Areas Impacted by the Build Alternative of the MND/FONSI. Riparian habitats are included in the analysis of sensitive natural communities and multiple avoidance and minimization measures would be implemented to protect and preserve such areas to the extent possible (refer to Measures BIO-1 through BIO-6). The impact determinations are based on a variety of factors, including survey data and the overall context of the potential impact. In this case, riparian habitats within the direct impact limits of the proposed project are (1) not known to be occupied by any state or federally listed species, (2) relatively disturbed due to their location adjacent to the roadway, and (3) near expansive preserved areas containing less-disturbed riparian habitats. Furthermore, Measure BIO-11 would provide for full compensation of permanent impacts to riparian habitats. Compensatory planting of riparian habitat would be conducted within the immediate project vicinity, where possible. With the implementation of avoidance, minimization, and mitigation measures, impacts to riparian habitats would be less than significant. The City's request that off-site mitigation only be considered if on-site mitigation is not feasible is acknowledged.

Comment No. LA-1-14

The comment expresses concern about the presentation of the CEQA impact analysis in a separate chapter. After evaluating the potential impacts from the proposed SR-133 Improvement Project, a combined IS/EA was determined to be the appropriate environmental document to satisfy CEQA and NEPA regulatory requirements. This IS/EA was prepared per the Caltrans IS/EA Annotated Outline. As discussed in Section 3.0 (CEQA Evaluation), annotations to the CEQA Checklist are summaries of information contained in Chapter 2 to provide the readers with the rationale for significance determinations; a more detailed discussion of the nature and extent of impacts can be found in Chapter 2. In addition, Section 3.0 (CEQA Evaluation) evaluates impacts per CEQA and the *CEQA Guidelines* and provides conclusions regarding potentially significant impacts, whereas Sections 2.1 through 2.18 evaluate effects per NEPA and provide conclusions regarding significant adverse effects.

Comment No. LA-1-15

The comment requests the level of significance and project features be provided in other chapters rather than being presented in a separate chapter. While a discussion of impacts pursuant to CEQA and the *CEQA Guidelines* is provided in Section 3.0 (CEQA Evaluation), project impacts, project features, and measures are also provided in Sections 2.1 through 2.18 and are summarized in Table 1.4 (Summary of Impacts) in Section 1.0 (Proposed Project). Appendix E (Environmental Commitments Record) also contains a list of the project's avoidance, minimization, and mitigation measures.

Comment No. LA-1-16

The comment requests recirculation based on revised analysis for project impacts, alternatives, and mitigation measures. Consistent with *CEQA Guidelines*, Section 15073.5 and based on the responses to the comments provided during the public review period, no new information has been identified. In addition, no substantial revisions to the IS(MND)/EA(FONSI) have been made resulting in new significant impacts that would require additional analysis and recirculation. Therefore, all of the IS/EA's conclusions remain valid.

In addition, Caltrans is working with local agencies, the local community, and interested parties to further address concerns. The MND/FONSI has been revised to include a footnote stating: "Subsequent to circulation of the IS/EA, coordination between Caltrans, the County of Orange, the City of Laguna Beach and stakeholders identified the potential for a hybrid retaining wall/contoured slope concept (hybrid option). Caltrans will continue to evaluate the feasibility of this hybrid option during final design. If the hybrid option is found to be feasible and acceptable to the stakeholders and is incorporated into the project design, it would result in less slope grading and substantially reduced impacts to oak trees and other native vegetation at this location."

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OC Public Works
Integrity, Accountability, Service, Trust
Shane L. Silsby, Director

July 10, 2018 NCL-18-041

Edward Dolan, Associate Environmental Planner
Caltrans District 12
Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Subject: State Route 133 Improvement Project

Dear Mr. Dolan:

Thank you for the opportunity to comment on the Initial Study/Mitigated Negative Declaration (IS/MND) for the State Route 133 Improvement Project. The County of Orange offers the following comments for your consideration.

OC Parks

The comments below are consistent with previously-provided comments to Caltrans 4(f) de minimis finding request, with the exception of the added text in ***bold italic*** font, which reflects ongoing coordination.

1. To ensure that the project does not result in a net loss of Reserve acreage or function and thus is consistent with the Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP), Caltrans has committed to work with the Natural Communities Coalition and signatories to the NCCP/HCP to add to the Reserve habitat that is of equivalent to or greater than the habitat removed from the Reserve, both in terms of acreage and habitat quality. This boundary modification to the Reserve must be completed prior to project implementation for the project to be consistent with the NCCP/HCP. LA-2-1

2. Existing coast live oak trees disturbance (Quercus agrifolia) within the subject project's limit of shall be protected in place. A qualified arborist shall be retained to develop tree protection measures to minimize impacts to the existing trees root systems during construction. ***Caltrans has indicated to OC Parks that up to 14 coast live oak trees could be disturbed; and that more precise information regarding these impacts will be identified during the project's design phase. OC Parks remains concerned about coast live oak tree impacts in the project area and requests that Caltrans consider an alternative solution that may facilitate better protection of these trees, such as a combination low retaining wall / minimal grading option.*** LA-2-2

3. The subject project as described in the initial environmental review called for a 10-foot high retaining wall with cable fencing along the westerly edge of the roadway abutting Laguna Coast Wilderness Park (LCWP). OC Parks provided comment that the retaining wall, as originally contemplated in the Alternative 2 Build Alternative, constituted a moderate to high visual impact and therefore, could not concur with a finding of de minimis impact. Caltrans subsequently performed a geotechnical analysis and found that the wall can be eliminated by contour grading the natural sandstone slope. Caltrans will contour grade the slope to create naturalistic undulating slopes to mimic the surrounding natural terrain. ***OC Parks remains concerned about impacts to the natural rock landforms and outcrops in this area, and encourages Caltrans to consider an alternative solution that may facilitate better protection of these resources, such as a combination low retaining wall / minimal grading option.*** LA-2-3

4. Caltrans shall install new boundary fencing to match existing cable strand fencing. Caltrans will revegetate the graded slope with appropriate native habitat and ensure plant species are established with a minimum 5-year plant establishment period, including exotic plant species removal and re-application of native seed and/or replanting of container plants as necessary. ***Success criteria shall be submitted to OC Parks for concurrence during the design phase of the project.*** Temporary irrigation will be removed following plant establishment. LA-2-4

5. Utility relocations will occur within Caltrans right-of-way and not encroach into LCWP. LA-2-5

6. The project proposes to add an additional 12-foot travel lane and an 8-foot Class 2 bike lane for southbound SR-133 in front of the existing driveway for LCWP Willow Canyon Staging Area. OC Parks has notified Caltrans of its concerns regarding added safety risk associated with staff and park vehicle turn movements to and from the driveway to navigate the additional travel lanes. Caltrans will review safety issues at the Willow Canyon Staging Area and incorporate appropriate safety features as needed. Such features shall not include a no left turn requirement for vehicles entering and existing the staging area. Caltrans shall allow for a portion of the bike lane shoulder near the Willow Canyon Staging Area driveway to be used for vehicles entering and exiting the staging area. ***Additionally, Laguna Canyon Foundation brings in several dozens of school buses to the Willow Parking Lot during the year for ongoing inner-city education programs. OC Parks is concerned that requiring these buses to cross the proposed lanes of traffic in the Cal Trans Safety Plan would present a clear challenge and additional safety hazard.*** LA-2-6

7. The existing LCWP monument sign near the Willow Canyon Staging Area driveway may be impacted by the project. Should the sign need to be relocated due to project construction, Caltrans shall relocate the sign to a location approved by OC Parks. LA-2-7

8. ***The proposed utility vehicle pullouts located along the southbound side of Laguna Canyon Road (one just before and the other just after El Toro Road) appear to be oversized and redundant. OC Parks recommends eliminating the proposed pullout south of El Toro Road to minimize impacts to the viewshed in this sensitive area. OC Parks also has concerns about the increased pavement impermeability due to the additional pavement width these pullouts require.*** LA-2-8

If you have any questions regarding these comments, please contact Eric Hull at (949) 585-6446 in OC Parks or Cindy Salazar at (714) 667-8870 in OC Development Services.

Sincerely,

Richard Vuong, Manager, Planning Division
OC Public Works Service Area/OC Development Services
300 North Flower Street
Santa Ana, California 92702-4048
Richard.Vuong@ocpw.ocgov.com

cc: Eric Hull, OC Parks
John Gannaway, Division Manager, OC Parks
Barbara Norton, Operations Manager, OC Parks
Scott Thomas, Planning & Design Manager, OC Parks
Jennifer Naegele, Natural Resources Management, OC Parks
Stacy Blackwood, Director, OC Parks

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I.5.2 LA-2 – Orange County Public Works

Comment No. LA-2-1

This comment states the boundary modification to the Reserve must be complete prior to project implementation. As discussed in Section 2.13 (Natural Communities) of the Draft Initial Study/Environmental Assessment (IS/EA), any loss of Reserve acreage would be addressed through a minor amendment to the NCCP/HCP. The amendment will be made between the County and the resource agencies (the California Department of Fish and Wildlife and the United States Fish and Wildlife Service). Caltrans will continue to work with OC Parks, Natural Communities Coalition, and signatories to appropriately address impacts to the Reserve prior to project implementation to be consistent with the NCCP/HCP. This requirement is incorporated as a minimization measure in Sections 2.1 (Land Use) and Sections 2.13 through 2.18 (Biological Resources sections) of the MND/FONSI.

Comment No. LA-2-2

This comment expresses concern for the loss of oak trees and requests a combination low retaining wall/minimal grading option. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City of Laguna Beach and the County of Orange, to identify further refinements to the project design to minimize impacts within Laguna Coast Wilderness Park (Laguna Coast Wilderness Park). Based on these discussions, one Utility Company Access Point (UCAP) has been removed south of the SR-133/El Toro Road intersection and the total area of the UCAPs has been reduced by approximately 25 percent. The MND/FONSI has been updated to reflect the design refinements. In addition, a combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts to natural resources in this area and to Laguna Coast Wilderness Park. This hybrid option would reduce slope grading and minimize impacts to oak trees within this area. Caltrans will continue to evaluate the feasibility of this hybrid concept during final design. If the hybrid option is found to be feasible and acceptable to the stakeholders and is incorporated into the project design, it would result in less slope grading and substantially reduced impacts to oak trees and other native vegetation at this location.

Comment No. LA-2-3

This comment expresses concern about the impacts to rock landforms and outcrops and suggests a combination low retaining wall/minimal grading option. Please refer to

response LA-2-2 above regarding continued consideration of a retaining wall/minimal slope grading option.

Comment No. LA-2-4

This comment requests that Caltrans install boundary fencing, revegetate the slope, and implement measures for invasive species. In addition, the comment requests that success criteria be submitted to OC Parks for concurrence. Section 2.1 (Land Use) of the MND/FONSI has been revised to include Measure PR-4, which states the following:

> *Caltrans shall install new boundary fencing to match existing cable strand fencing. Caltrans will revegetate the graded slope with appropriate native habitat and ensure plant species are established with a minimum 5-year plant establishment period, including exotic plant species removal and re-application of native seed and/or replanting of container plants as necessary. Temporary irrigation will be required, and removed following plant establishment.*

Section 2.13 (Natural Communities) of the MND/FONSI has been revised to clarify that OC Parks will review and approve the restoration plan included in Measure BIO-2 for restoration of temporary impacts to native vegetation.

Comment No. LA-2-5

The comment requests utility relocations take place within Caltrans right of way and not encroach into Laguna Coast Wilderness Park. Please refer to response LA-1-12 above for a discussion of Caltrans requirements for utility relocations, the removal of one UCAP from south of the SR-133/El Toro Road intersection, the total area of the UCAPs reduced by approximately 25 percent, and on-going coordination with OC Parks and Southern California Edison (SCE).

Comment No. LA-2-6

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. As stated in Section 2.4 (Traffic and Transportation) of the IS/EA, the addition of 8-foot shoulders and the extension of the southbound merge lane would result in a net operational safety improvement at the Willow Staging Area park entry. Signalization at the El Toro Road intersection will continue to provide adequate gaps in traffic to allow egress from the Willow Staging Area. Furthermore, the left-turn egress to northbound SR-133 is aided by use of the

two-way left-turn lane (TWLTL) as a refuge lane to accelerate into the northbound traffic stream. Operation of this extended merge lane is not anticipated to create a new safety hazard or exacerbate existing traffic operation conditions and is in more accordance with Caltrans design standards. Furthermore, the Final Environmental Document has been revised to include a "Keep Clear Zone" and associated hot mix asphalt apron as part of Component 3 at the Willow Staging Area access to allow park users to make a left in and out of the facility during extreme congestion conditions.

Comment No. LA-2-7

This comment requests Caltrans to relocate the sign to a location approved by OC Parks. Section 1.0 (Proposed Project) has been revised to include the relocation of the Willow Staging Area entrance monument sign as a part of the Component 2 improvements.

Comment No. LA-2-8

This comment provides a recommendation to eliminate the proposed pullout south of El Toro Road to minimize impacts to the viewshed. The comment also expresses concern about increased impervious surfaces. The MND/FONSI has been revised to replace all references with "Maintenance Vehicle Pullouts (MVPs)" to "Utility Company Access Points (UCAPs)". In coordination with SCE, Caltrans has revised the design to reduce the size of the UCAPs in the southbound direction of SR-133, to increase the size of the UCAPs in the northbound direction, and to remove one UCAP south of the El Toro Road intersection. These revisions would result in an approximately 25 percent net reduction in size of the proposed UCAP area. Additionally, one UCAP at Station 121+00 (southbound direction just south of El Toro Road) was eliminated. The elimination of this UCAP would further lessen impacts to oak trees and would reduce the increase in impervious surfaces. Caltrans will continue to coordinate with SCE during the Design phase to minimize impacts associated with the UCAPs.

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I.6 Comments from Organizations

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COASTAL GREENBELT AUTHORITY

13042 Old Myford Road
Irvine, CA 92602

July 6, 2018

Regarding: CALTRANS State Route 133 Improvement Project Comments

The Coastal Greenbelt Authority (CGA) is the cooperative management authority for Laguna Coast Wilderness Park (LCWP) and Aliso and Wood Canyons Wilderness Park. The CGA members represent the park's landowners, local environmental organizations, Laguna Canyon Home Owners and cities adjacent to the parkland. The guiding document for the CGA oversight of Laguna Coast Wilderness Park are the 1998 General Development (GDP) and Resource Management Plans (RMP) and CGA's originating document, the Laguna Laurel Agreement.

The CGA received project input from CALTRANS and OC Public Works staff at public meetings on September 21, 2017 and March 15, 2018. Public and CGA Member Comments were noted. In summary, the questions and comments included: visual and aesthetic impacts to LCWP, take of park acreage, elevation changes from grading, concern for man-made retaining walls or slope changes, design and maintenance of drainage channels, need for more recent accident data, up to date understanding of use of Willow Canyon Staging Area and safety factors for ingress/egress of that staging area, removal of mature trees and other native vegetation. These questions and comments are stated more in depth in the following paragraphs. O-1-1

The CGA is mandated to look at any project that involves LCWP through the guidelines found in the park's planning documents and the original document for creating the CGA, the Laguna Laurel Agreement. None of these documents were referenced in the CALTRANS documentation. LCWP also has multiple land owners – State of California, County of Orange, City of Laguna Beach and City of Laguna Woods. This multiple ownership was not referenced in the CALTRANS documents. The County of Orange, OC Parks, manages LCWP. The CALTRANS project impacts parkland owned by multiple owners. O-1-2

The General Development and Resource Managements Plans contain the following statements pertinent to this project:

- Definition of a "wilderness" regional park – "… land maintains its primeval character with minimal improvements and which is managed and protected to preserve natural processes. The park (1) generally appears to have been affected primarily by forces of nature, with the imprint of man's work substantially unnoticeable: (2) has outstanding opportunities for solitude or a primitive and unconfined type of recreation; …" GDP page 22

O-1-3

- Park Edges/Image and Continuity – "Plan the edges of the park in a manner that will support a positive image of a wilderness park from within the park looking outward and from the greater context inward. Use native plantings of trees and lower chaparral to screen out bad views and perimeter developments." RMP, page 51 O-1-4

- Park Image/Edges – "LCWP is a vast and contiguous area of open space that has long provided a very desirable native wilderness buffer to a number of communities in the South County region. Of major concern… was that the park not only be perceived as a wilderness area from within the park, but that the park perimeters continue to convey the sense of a vast wilderness area. Therefore, the quality of the park's edges with respect to plant composition, topography and overall viewshed is important." GDP page 51 O-1-5

- Extracts from the Laguna Laurel Agreement: Irrevocable dedication of the land for open space purposes; proposed easements shall not materially adversely impact…existing uses as defined in the Grant Deed (open space purposes); any portion disturbed shall be restored as reasonably possible to the condition existing prior. O-1-6

The Following Comments to the CEQA Compliance are:

3.2.1 Aesthetics a) and c) regarding Scenic/wilderness images/vista

- Project will degrade the wilderness quality of the sites with the taking of native vegetation and mature trees thereby creating an urban edge. O-1-7
- Slope Contouring impacts the inward view of the wilderness park. O-1-8
- The Stagecoach South and Laurel Canyon Trails will be exposed more to the highway, both inward and outward the visual character becomes urban, not rural. The park visitor sensitivity to the urban impact would be extremely high at the El Toro Road and Laguna Canyon Road intersection as well as along the Stagecoach South Trail. O-1-9
- Currently the woodland and native vegetation help the park visitor to engage in the sense of entering a wilderness area. O-1-10
- The intersection of El Toro Road and Laguna Canyon Road and the view of the wilderness park, its native vegetation, mature trees and rock formations are a historic landmark to many in our local communities. O-1-11

3.2.4 Biological Resources a), b) and e)

- Noted as Southern California black walnut trees but as noted in the park's documents are English black walnut trees and part of a historic grove from the ranching use of the land. This grove is referenced in educational tours. O-1-12
- The mature oak and pepper trees are also from the early use of the land and screen the Laguna Laurel trail from the highway. Question of City of Laguna Beach Heritage Tree governance. O-1-13
- Mitigation needs to be onsite for woodland, riparian and wetland. O-1-14

3.2.5 Cultural Resources c)

- Geologic features: If more of the rock formations are exposed there is a higher concern for vandalism and graffiti. O-1-15
- Grading of the slope along the Laguna Laurel Trail may significantly change the park edge from natural to man-made. O-1-16

3.2.9 Hydrology and Water Quality d) and e)

- This is a known flood area and of grave concern. Important that the City of Laguna Beach concurs with the CALTRANS documentation. O-1-17
- Articulated flood channels do not represent a wilderness image and open up the inward and outward park views/images. O-1-18

3.2.10 Land Use and Planning c)

- By removal of mature native vegetation including woodland species, the trails parallel to the highway are exposed to more noise and urban intrusion. O-1-19

3.2.15 Recreation a) and b)

- Require further understanding of the compensation O-1-20
- Permanent easements and acquisitions would impact the ingress/egress at the Willow Canyon Staging area including that of school buses. O-1-21

3.2.16 Transportation/Traffic d)

- Regarding Willow Staging Area: There is a need for current information about the number of park visitors and their route for entering and exiting (going north or south on Laguna Canyon Road), grave concern for the many school buses that will exit and head north on Laguna Canyon Road. Laguna Canyon Foundation conducts many student education trips from schools in the central and north parts of Orange County. O-1-22

3.2.19 Mandatory Findings of Significance a), b), and c)

- Cumulative impact of the lack of a wilderness edge and that the urban edge is closer to trails O-1-23
- Guard rails highlight the urban edge O-1-24
- Urban pressure on all edges of the parkland reduce the wilderness image. O-1-25
- Future concern for development of the balance of Laguna Canyon Road leading into Laguna Beach. O-1-26

DeMinims Impact

Concern with Findings for: A3.3, A3.3.1, A3.5, A4

- These concerns are reflected in the CEQA Compliance Comments O-1-27

Thank you for the opportunity to share the comments of the public and the CGA members. Please continue to include the Coastal Greenbelt Authority in future communications about this project. O-1-28

Sincerely,

Mary Fegraus

Mary Fegraus, Chair
Coastal Greenbelt Authority

cc: Members of the Coastal Greenbelt Authority

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I.6.1 O-1 – Coastal Greenbelt Authority

Comment No. O-1-1

The comment is an introductory paragraph summarizing the comments provided later in their comment letter. Please refer to Responses to Comments O-1-2 through O-1-28 that provide specific responses to the individual comments provided by the Coastal Greenbelt Authority (CGA).

Comment No. O-1-2

This comment states that Laguna Coast Wilderness Park has multiple landowners. These landowners include the City of Laguna Beach, County of Orange, and CDFW. The property on southbound SR-133 (north of El Toro Road) is owned and operated by OC Parks. However, the acquisition of property on northbound SR-133 (north of El Toro Road) is currently shown as OC Parks. There is inconsistent information regarding the underlying fee ownership of this property. As Caltrans' initiates the design phase, they will continue to coordinate with the City of OC Parks, the property will be further evaluated, and the necessary procedures will be followed.

Comment No. O-1-3

The comment references text from the Laguna Coast Wilderness Park General Development Plan and do not raise concerns regarding the analysis provided in the IS/EA. In addition, the permanent easement and acquisitions are only 0.02 percent of the whole park and the acquired areas are closer to the existing transportation facility. Therefore, the proposed improvements would not have a significant impact on the natural character of the park.

Comment No. O-1-4

The comment references text from the Laguna Coast Wilderness Park General Development Plan and do not raise concerns regarding the analysis provided in the IS/EA. In addition, as described in Section 2.5 (Visual/Aesthetics), the project would change the visual quality slightly or not at all; therefore, the overall visual resource change would be low. With implementation of Project Feature PF-VIS-1 discussed in Section 2.5.3.2, impacts to the scenic and visual qualities of the coastal area would be minimized by requiring replacement planting of removed vegetation with native plants similar to existing conditions.

Comment No. O-1-5

The comment references text from the Laguna Coast Wilderness Park General Development Plan and do not raise concerns regarding the analysis provided in the IS/EA. In addition, as described in Section 2.1 (Land Use), the Final Environmental Document has been revised to include Project Features PF-PR-4 and PF-PR-5, which would require new boundary fencing to be installed to match the existing cable strand fencing, establishment of native plants on the graded slope, and continued coordination with SCE to reduce impacts to Laguna Coast Wilderness Park and natural habitat. Section 1.0 (Proposed Project) has been revised to include the removal of one UCAP, further reducing impacts to the edges of Laguna Coast Wilderness Park.

Comment No. O-1-6

The comment references text from the Laguna Laurel Agreement. Please refer to Response to Comment No. O-1-3 above for a discussion of the minimal impacts to open space. In addition, as described in Section 1.0 (Proposed Project), all construction activities called temporary impact areas would be maintained through permanent easements. Land within these permanent easements would be restored and revegetated in accordance with Project Features PF-LU-1 and PF-VIS-1, and Measures BIO-2 and PR-4.

Comment No. O-1-7

This comment states the project will degrade the wilderness quality of the site. Although the removal of some native vegetation and oak trees would be required to accommodate the road widening, the existing mature oak tree located on the proposed slope grading would be preserved in place if feasible, and the slope would be planted with native vegetation. Subsequent to public review of the IS/EA and as part of this ongoing coordination, one Utility Company Access Point (UCAP) was removed at Station 121+00 (southbound direction just south of El Toro Road) which reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the IS/EA. The visual analysis and simulations provided in Section 2.5 (Visual/Aesthetics) of the IS/EA describe the visual change that would occur at this slope, including addition of metal guardrail and articulate channel. Please refer to Common Response No. 4 for additional discussion regarding visual effects of the proposed project within Laguna Canyon, particularly at this location, and Common Response No. 6 regarding habitat

loss. These common responses include a discussion of design refinements that will further reduce impacts to visual character, habitat, and oak trees.

Comment No. O-1-8

This comment states that slope contouring would impact the views of the wilderness park. Please refer to Common Response No. 4 regarding the slope contouring and its visual effect within Laguna Canyon.

Comment No. O-1-9

This comment expresses concern regarding the visual impacts the proposed improvements would have on the rural nature of the area. Although the removal of some native vegetation and oak trees would be required to accommodate the road widening, the existing mature oak tree located on the proposed slope grading would be preserved in place if feasible, and the slope would be planted with native vegetation. Visual and noise effects to users of the Stagecoach South Trail and Laguna Canyon Trail (and other trails within Laguna Coast Wilderness Park) are described in Section A.4 of the Section 4(f) Evaluation, provided in Appendix A of the IS/EA and acknowledges the change in views to trail users. Please refer to Common Response No. 4 for additional discussion regarding visual effects of the proposed project within Laguna Canyon. In addition, Section 2.1 (Land Use) of the MND/FONSI has been revised to include Project Feature PR-3 that states, “OC Parks remains concerned about potential viewshed impacts from the Stagecoach South trail due to the potential for native vegetation disturbance/removal. Caltrans shall mitigate any such disturbance by replanting/revegetating the area of concern with native vegetation, to the satisfaction of OC Parks.” With implementation of Project Feature PF-VIS-1 discussed in Section 2.5 (Visual/Aesthetics), and Measure PR-3, impacts to the scenic and visual qualities of the these trails would be minimized by requiring replacement planting of removed vegetation with native plants similar to existing conditions.

Comment No. O-1-10

The comment states the native vegetation help visitors engage in the sense of entering a wilderness area. The visual impact analysis conducted for the project and described in Section 2.5 of the IS/EA acknowledges the natural views provided to motorists within the project limits. In addition, all land temporarily impacted by the proposed improvements would be restored and revegetated with native vegetation. Please refer to Response to Comment O-1-9 above for a discussion of project features and

measures that would reduce impacts to the visual character of the site and to native vegetation communities.

Comment No. O-1-11

This comment states that views of the park, vegetation, and rock formations are historic landmarks to many in the community. The importance of the view of the wilderness park to the local community from the El Toro Road/Laguna Canyon Road intersection is acknowledged in the visual analysis conducted for the project and described in Section 2.5 (Visual/Aesthetics) of the IS/EA. In addition, refer to Response to Comment O-1-7 above for a discussion of measures to minimize impacts to views of the park, vegetation, trees, and other scenic resources within the project area. With implementation of the project features and measures listed above, impacts to these visual resources would be minimal.

Comment No. O-1-12

This comment discusses species of walnut present in the project area. As discussed in Section 2.15, the southern California black walnut was observed within the BSA during focused botanical surveys. Caltrans acknowledges that several species of walnut trees have been reported within the BSA. The historic grove of mature walnut trees adjacent to the park trails will not be affected under the proposed project. Several Southern California black walnut trees associated with the riparian habitat directly adjacent to Laguna Canyon Road are located within the disturbance limits of the proposed project. As noted in Section 2.15.3.2, the loss of southern California black walnut trees would be addressed by the proposed compensatory mitigation for permanent effects to riparian habitats (refer to Measure BIO-11 detailed in Section 2.13, Natural Communities).

Comment No. O-1-13

This comment discusses other tree species and questions the Laguna Beach Heritage Tree governance. No oak or pepper trees with the project footprint are identified on Revised 9/13/2016 City of Laguna Beach Heritage Tree List. In addition, Project Feature PF-VIS-1 requires replacement planting for impacts to existing vegetation, including trees.

Comment No. O-1-14

The commenter's preference for on-site mitigation of affected woodland, riparian and wetland habitat is acknowledged. Please refer to Common Response No. 5 that discusses habitat effects and mitigation. As described in Measures BIO-10 and BIO-

11, permanent impacts to woodland, riparian, and wetland habitats would be mitigated on-site or within the immediate project vicinity, where possible.

Comment No. O-1-15

The commenter's concern regarding vandalism and graffiti resulting from grading of the slope at the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 4 for a discussion impacts to visual character.

Comment No. O-1-16

The comment expresses concern for the visual impacts of grading the slope along Laguna Laurel Trail. Please refer to Common Response No. 4 for a discussion of the proposed graded slope and resulting impacts to visual character.

Comment No. O-1-17

The comment states the project area is a known flood concern. Existing flooding conditions within the project limits are described in Section 2.7 (Hydrology and Floodplains) of the IS/EA. Please refer to Common Response No. 8 for a discussion of impacts to hydrology and drainage in the project area. As the project progresses into design phase, Caltrans will continue to coordinate with the City of Laguna Beach on the final design of the check dam.

Comment No. O-1-18

This comment expresses concern for the visual impacts of an articulated block channel. As described in Section 2.5 (Visual/Aesthetics), the drainage improvements would be located in an area that is below the line of sight for vehicles and would be barely visible from the roadway. In addition, these drainage improvements would connect with the existing drainage facilities, providing continuity. The proposed drainage improvements would be designed to allow for native species to continue to grow along the edges of the drainage while still maintaining the hydraulic capacity of the drainage to convey flows during storm events, reducing the visual appearance of the articulated channel.

Comment No. O-1-19

This comment expresses concern for noise impacts at the park due to the removal of vegetation. Please refer to Response to Comment O-1-9 above regarding visual and noise effects on trails within Laguna Coast Wilderness Park.

Comment No. O-1-20

As described in Section 2.1, the Park Preservation Act prohibits local and State agencies from acquiring any property, which is in use as a public park at the time of acquisition, unless the acquiring agency pays sufficient compensation or land, or both, to enable the operator of the park to replace the park land and any park facilities on that land. Any loss of parkland would be compensated consistent with the Park Preservation Act.

Comment No. O-1-21

This comment states that the permanent easements would impact ingress/egress at the Willow Staging Area. Please refer to Common Response No. 1 regarding potential effects of the proposed project on ingress/egress to the Willow Staging Area.

Comment No. O-1-22

This comment states there is a need for current information about park visitors and their routes for entering and exiting the park. Please refer to Common Response No. 1 regarding existing conditions and potential effects of the proposed project on ingress/egress to the Willow Staging Area.

Comment No. O-1-23

This comment states there would be a cumulative impact due to the loss of wilderness edge at the park. Please refer to Responses to Comments O-1-7 and O-1-9 and Common Response No. 4 regarding assessment of visual effects. In addition, please refer to Section 2.19 (Cumulative Impacts) for a discussion of the cumulative impacts of the project on parkland and visual character.

Comment No. O-1-24

The commenter's suggestion that the guardrails introduce an urban edge within the project limits is acknowledged. As described in Section 2.5, the Midwest Guardrail System (MGS) would be stained with a natural color tan/brown color to unify the appearance of the MGS with its surroundings. Please refer to Response to Comment O-1-7 and Common Response No. 4 regarding assessment of visual effects.

Comment No. O-1-25

The comment expresses concern for urban development against parkland that reduces the wilderness image. As described in Section 2.5, the visual character of the project would be compatible with the existing visual character of SR-133. The proposed road widening would appear similar to the existing roadway, and the utility undergrounding would improve visibility and enhance the open space character of the

site by removing these urban features. Please refer Common Response No. 4 for additional information regarding visual impacts to the graded slope south of El Toro Road.

Comment No. O-1-26

This comment expresses concern for the future development of Laguna Canyon Road. Table 2.19.1, Planned Projects List, in Section 2.19 (Cumulative Impacts), summarizes planned projects within or in the vicinity of the project area. All projects listed in this table have been evaluated for cumulative effects. Furthermore, as stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses.

Comment No. O-1-27

This comment expresses concerns with the findings presented in the Section 4f Evaluation and CEQA compliance. Findings for A3.3, A3.3.1, A3.5, and A4 and *de minimis* concurrence pertain to NEPA. OC Parks concurred on the Section 4f *de minimis* determination with conditions on September 12, 2018. Please refer to Appendix A for further details and documentation of the Final Section 4(f) Evaluation.

Comment No. O-1-28

CGA's request for continued notification regarding the Project is acknowledged and Caltrans has included them on the distribution list for the MND/FONSI.

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LAGUNA CANYON FOUNDATION

P.O. Box 4895, Laguna Beach, CA 92652

Edward Dolan
Associate Environmental Planner
CalTrans District 12
10 July 10, 2018

Dear Ed,

Thank you for the opportunity to submit comments on CalTrans' proposed State Route 133 Improvement Project. We appreciate the continued collaboration towards a project that both aligns with CalTrans' goals and protects our very special open space. O-2-1

Since 1990, Laguna Canyon Foundation has worked to protect the 22,000-acre South Coast Wilderness, including the 7,000 acres of imperiled habitat that make up Laguna Coast Wilderness Park. We facilitated the creation of our greenbelt through strategic land acquisition and now restore habitat, repair and build trails, and lead public programs and field trips. Each year, we bring approximately 5,000 schoolchildren into the wilderness for hands-on, standards-based science education, and lead approximately 250 public hikes and programs. O-2-2

We recognize and appreciate CalTrans' coordination with the local community and open dialogue on certain aspects of the project, including the contoured slope alternative to the retaining wall. However, we continue to have significant concerns. In the July 9, 2018 meeting with CalTrans, City of Laguna Beach staff, Laguna Canyon Foundation and OC Parks representatives, and Supervisor Lisa Bartlett, we discussed the creation of a task force to assist with design and community input. We believe that creating this task force is a critical step towards a successful project that benefits the community. O-2-3

In the interim, we provide the following specific comments.

Northbound Side

The second northbound (outbound) lane from El Toro Road could reasonably be extended 1200 feet without significant environmental impact. With careful design, the addition of an eight-foot-wide bike lane and shoulder alongside that northbound (outbound) lane from El Toro Road can be accommodated with minimal environmental impact. However, the current plan calls for undergrounding utilities *outside* this additional eight-foot shoulder and travel lane. The additional land needed for undergrounding (which requires a hard surface) dramatically expands this proposal's environmental impact. It will require a significant additional take of open space. We support this portion of the project *only* if the utilities are undergrounded within the proposed eight-foot shoulder. O-2-4

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Southbound Side

While Laguna Canyon Foundation supports making our roads safer for drivers and bicyclists, we do not believe that the proposed project will accomplish the goals outlined in the environmental documents. Specifically: O-2-5

- Traffic studies do not adequately address the increased impacts to the Willow entrance to Laguna Coast Wilderness Park or to Anneliese School since the studies were completed. We host a minimum of 500,000 visitors to Laguna Coast Wilderness Park each year, and a significant portion of these visitors use the Willow parking lot. We estimate that roughly 25,000 cars use this parking lot each year. In addition, our South Coast Wilderness Education Program hosts approximately 20 field trips per year out of this staging area. This is a minimum of 20 school buses that would be required to cross a bike lane and two lanes of oncoming traffic to make a left hand turn out of the parking lot. Given the incomplete data, we believe this project could very well ***decrease safety in this area of Laguna Canyon Road***. More complete and up-to-date traffic studies, considering ingress and egress out of the Willow parking lot as well as Anneliese's School during peak hours for those facilities (springtime weekend mid-mornings and school drop off and pick up times, respectively) must be completed. O-2-6 O-2-7

- In addition, the stated goal of the southbound side of the project, which is to resolve the non-standard merge lane and the associated safety concerns, could very well be resolved by eliminating the merge lane altogether and maintaining one lane into town from the merge near the 73. This option, as well as additional creative alternative solutions, such as eliminating the left turn onto El Toro Road from the 133 and relocating the driveway to Anneliese School, must be carefully studied, modeled and considered before moving forward with this project. O-2-8

- The channelization of the riparian area on the inbound side will have serious visual impacts and riparian habitat impacts. While we understand the desire to make this channel easier to maintain and thus reduce flooding, offsite mitigation or the purchase of mitigation credits is not acceptable in this area. This fragile riparian habitat must be mitigated both visually and habitat-wise on-site, at least in part. O-2-9

- All guard rails must be rural in appearance, including creative design that supports the rustic nature of the canyon and open space environment. O-2-10

- Maintenance Vehicle Pullouts are oversized and placed in environmentally sensitive areas. Those pullouts should be minimized in size, decreased in number, and relocated to less environmentally sensitive areas. O-2-11

LAGUNA CANYON FOUNDATION

- The 900-foot extension of the southbound (inbound) lane on the 133 past El Toro Road is the area of most concern. The road widening would dip into parkland where Stagecoach South Trail runs along the 133. The existing hillside would be engineered into a 1 ½:1 slope, extending 40 feet into the park. We do not believe this proposal could be completed without dramatic impacts on the park and the parking lot. Specifically: O-2-12
    - The 14 mature oak trees scheduled for removal must be transplanted. Replacement with young trees is not acceptable, particularly given the vulnerability of our native tree populations to the shot hole borer beetle. O-2-13
    - The slope steepness would require erosion control and stabilization measures that would make effective restoration of the slope difficult. For this reason, the slope must be part of the mitigation package to ensure robust success criteria and the continued restoration of this slope. O-2-14

As you can see, we are concerned about the overall need and benefit of the project, as well as implementation and design details. We welcome the opportunity to discuss further, and look forward to continued collaboration. O-2-15

Thank you,

Hallie Jones
Executive Director
Laguna Canyon Foundation
hallie@lagunacanyon.org

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I.6.2 O-2 – Laguna Canyon Foundation

Comment No. O-2-1

The Laguna Canyon Foundation's continued collaboration with Caltrans regarding the proposed project is acknowledged and Caltrans has included them on the distribution list for the MND/FONSI.

Comment No. O-2-2

Caltrans acknowledges Laguna Canyon Foundation's role in protecting the South Coast Wilderness, including the Laguna Coast Wilderness Park and its science based education programs for schoolchildren. No further response is required.

Comment No. O-2-3

This comment requests the creation of a task force to assist with design and community input. Caltrans has and will continue to coordinate with the LCF, City, OC Parks, and other interested parties to address concerns, where possible. In addition, Section 1.0 (Proposed Project) of the MND/FONSI has been updated to note that subsequent to circulation of the IS/EA, coordination between Caltrans, the County of Orange, the City of Laguna Beach and stakeholders identified the potential for a hybrid retaining wall/contoured slope concept (hybrid option). Caltrans will continue to evaluate the feasibility of this hybrid option during final design. If the hybrid option is found to be feasible and acceptable to the stakeholders and is incorporated into the project design, it would result in less slope grading and substantially reduced impacts to oak trees and other native vegetation at this location.

Comment No. O-2-4

The commenter's request for undergrounding the utilities underneath the shoulder/ bike lane is acknowledged. Please refer to Common Response No. 1 regarding undergrounding of utilities.

Comment No. O-2-5

Laguna Canyon Foundation's opposition to the proposed project as currently designed is acknowledged. Please refer to Responses to Comments 0-2-6 through O-2-14 that addresses specific comments raised by the Foundation. In addition, the comment states that the Foundation does not believe the proposed project will accomplish the goals outlined in the documents. Please refer to Section 1.0 (Proposed Project) for a discussion of the Purpose and Need for the proposed improvements.

Comment No. O-2-6

The comment expresses that the traffic studies do not adequately address the impacts to the Willow Staging Area and the Anneliese School. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

Comment No. O-2-7

The comment states that the project would decrease safety within the project area and requests more complete traffic studies. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

Comment No. O-2-8

This comment states the project objective could be achieved by eliminating the merge lane and maintaining a single lane in the project area. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School, elimination of the merge lane, elimination of the left turn onto El Toro Road from SR-133. Caltrans is not proposing to relocate the driveway for the Anneliese School.

Comment No. O-2-9

This comment expresses concern for the visual and riparian habitat impacts from the proposed drainage channelization. The commenter's request for reconsideration of the articulated channel and concern regarding the mitigation of impacts to riparian species on-site rather than off-site is acknowledged. Please refer to Common Response No. 5, which discusses riparian habitat impacts and mitigation, and Common Response No. 8, which discusses drainage and hydrology in the project area.

Comment No. O-2-10

The comment requests that guardrails be rural in appearance. As described in Section 2.5 (Visual/Aesthetics), and shown in Figure 2.5-2, the Midwest Guardrail System (MGS) would be stained or oxidized with a natural color tan/brown color to unify the appearance of the MGS with its surroundings and would not constitute a source of daytime or nighttime glare for highway users.

Comment No. O-2-11

The comment requests the maintenance vehicle pullouts should be reduced and relocated. Subsequent to circulation of the IS/EA for public review, a Utility Company Access Point (UCAP) has been removed south of the SR-133/El Toro Road intersection. Please refer to Section 1.0 (Proposed Project) of the Final Environmental Document for this revision to Component 4. These revisions would result in an approximately 25 percent net reduction in size of the proposed UCAP area.

Comment No. O-2-12

The comment expresses concern for the extension of the southbound merge lane due to the impacts from the graded slope on parkland. Please refer to Responses to Comments O-1-7 and O-1-9 that discuss visual and habitat impacts to the slope along the southbound lanes, south of the SR-133/El Toro Road intersection and trails within Laguna Coast Wilderness Park.

Comment No. O-2-13

The comment expresses concern for the removal of mature oak trees. Please refer to Common Response No. 5 that discusses oak impacts and mitigation.

Comment No. O-2-14

This comment expresses concern for erosion and stabilization of the slope. As described in Section 2.8 (Water Quality and Storm Water Runoff), Caltrans will incorporate Design Pollution Prevention (Source Control) BMPs to ensure that adequate measures are included to minimize pollutant sources such as erosion from the project improvements. Project Feature PF-WQ-4 would minimize any permanent impacts to water quality. Furthermore, refer to Response to Comment O-2-3 above for a discussion of a potential hybrid option, which would reduce slope grading.

Comment No. O-2-15

Caltrans acknowledges Laguna Canyon Foundation’s concern regarding the project and will continue to coordinate with Laguna Canyon Foundation and other interested parties through the design phase of the project.

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Laguna Canyon Conservancy
P.O. Box 1383
Laguna Beach CA 92652

July 9, 2018

Caltrans
Edward Dolan
Associate Environmental Planner
Caltrans District 12, Division Environmental Analysis
1750 East 4th Street
Suite 100
Santa Ana CA 92705

Sent Via Email to D12.SR133@dot.ca.gov.

Dear Caltrans,

The Laguna Canyon Conservancy has been tracking Caltrans proposed Laguna Canyon Road (LCR) projects for "improving" traffic and safety. The projects have been combined. The deadline for comments and questions should be extended; by 5 PM July 10, 2018 is unreasonable. O-3-1

We were told that the number of accidents required the projects, but the accident data is quite dated (2008-2010). A new traffic study needs to be conducted. O-3-2

The environmental damage to the Laguna Coast Wilderness Park, set aside to be kept natural forever, is considerable. The Mitigated Negative Declaration is insufficient and a CEQA required Environmental Impact Report should be conducted. O-3-3

Caltrans already has the right-of-way by the Jim Dilley Preserve. The Safety Lane project would extend the two outgoing Laguna Canyon Road lanes at El Toro Road. It currently narrows to one lane for a short distance; the project would make two outgoing lanes to the 73 toll road. So, this project seems fine. O-3-4

The other projects impact the north side of LCR, taking property from the Laguna Coast Wilderness Park. We think that the result of these projects would make traffic less safe, particularly cars entering and exiting the Willows parking lot crossing two lanes of opposing traffic. A project would extend the two incoming Laguna Canyon Road lanes at El Toro Road. After El Toro Road, after a short distance, it currently narrows to one lane; the project would make the two lanes go 900 feet including past the Willows parking lot driveway. Those exiting and turning left now have to cross one opposing lane of traffic; the Caltrans "improvement" would have them cross two opposing lanes of traffic. Also, the O-3-5

same problem for outbound traffic turning left into the parking lot. O-3-5

Caltrans agreed to eliminate their proposed high retaining wall along the road and the wilderness park, however, replacing it with contoured grading that would go 40 feet into the wilderness park. The “benefits” do not warrant this intrusion. Concerns include fourteen oak trees to be removed, and treasured rock formations to be graded away. O-3-6

Caltrans proposes improving Laguna Canyon Creek drainage with the addition of articulated block channel. Caltrans maintenance does need to clear out the creek effectively, perhaps more frequently, which should be conducted in an environmentally sensitive appropriate solution for riparian habitat. O-3-7

Other design alternatives should be explored. For example, the county El Toro Road from the 73 toll road to Laguna Canyon Road could be restored to open space, or used as a one-way north segment. Vehicles traveling south on El Toro Road can now take the northbound 73 feeder which connects at Laguna Canyon Road where one can make either a left-hand or a right-hand turn on Laguna Canyon Road at an existing traffic signal. O-3-8

So, the Laguna Canyon Conservancy opposes all the north side, incoming lane Caltrans projects. O-3-9

Thanks for your support. If you would like to discuss this matter with me, please contact me at Gene@Felders.Net or 949-939-7257.

Gene Felder
President
Laguna Canyon

I.6.3 O-3 – Laguna Canyon Conservancy

Comment No. O-3-1

This comment requests that the deadline for comments and questions should be extended. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project. Based on Caltrans' full compliance, extension of the comment period was not necessary.

Comment No. O-3-2

This comment requests a new traffic study due to the dates of the accident data provided. Please refer to Common Response No. 3 regarding the adequacy of the traffic analysis conducted for the proposed project, including the accident data utilized.

Comment No. O-3-3

The commenter's statement that a MND is inadequate and that an Environmental Impact Report should be prepared is acknowledged. After a review of the technical studies conducted for the proposed improvements, it was determined that there were no significant and unavoidable or substantial adverse effects. An IS/EA was determined to be the appropriate environmental document for the proposed project. All impacts were reduced to levels of less than significant with implementation of the project features and avoidance, minimization, and mitigation measures provided in the MND/FONSI. This comment will be made available to the decision-makers. No further response is required.

Comment No. O-3-4

The Laguna Canyon Conservancy's support for Component 2- Safety Component of the project is acknowledged.

Comment No. O-3-5

This comment expresses concern that the proposed improvements would make traffic less safe in the project area. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area.

Comment No. O-3-6

This comment expresses concern for the impacts to oak trees and rock formations from the proposed slope grading. Please refer to Common Response No. 4 and Common Response No. 5 regarding visual and habitat effects of the slope grading. In

addition, please refer to Response to Comment O-2-3 above for a discussion of a hybrid design option for a lower retaining and contoured slope.

Comment No. O-3-7

This comment states that Caltrans should clear out the creek effectively in an environmentally sensitive appropriate solution for riparian habitat. Maintenance of the proposed articulated channel would be conducted consistent with resource/regulatory permits and Caltrans operation/maintenance procedures. If the routine maintenance work requires regulatory agencies permits, the Department will obtain the permits prior to construction work. In addition, lining of the existing earthen channel with articulated concrete block would facilitate maintenance of the channel as it is frequently filled with sediment resulting in inefficient and ineffective storm water conveyance. Please refer to Common Response No. 5, which discusses riparian habitat impacts and mitigation, and Common Response No.8, which discusses drainage and hydrology in the project area.

Comment No. O-3-8

This comment states that other design alternatives should be explored. Please refer to Common Response No. 1 regarding alternative road alignments such as closure of El Toro Road or reduction to allow northbound traffic only.

Comment No. O-3-9

The Laguna Canyon Conservancy's opposition to all north side, incoming lane Caltrans projects is acknowledged.

Lo, Ka-Man@DOT

From: Dolan, Edward C@DOT
Sent: Wednesday, July 11, 2018 10:34 AM
To: Lo, Ka-Man@DOT
Subject: FW: SR 133 - Laguna Canyon Highway input
Attachments: SR 133 Letter.pdf

From: William Sellin [mailto:wasellin@gmail.com]
Sent: Monday, July 9, 2018 4:58 PM
To: Dolan, Edward C@DOT <edward.dolan@dot.ca.gov>
Cc: Berman, Laurie S@DOT <laurie.berman@dot.ca.gov>; Briseno, Socorro A@DOT <coco.briseno@dot.ca.gov>; Greenberg, Ellen@DOT <Ellen.Greenberg@dot.ca.gov>; Moore, Paul C@DOT <paul.moore@dot.ca.gov>; Maiah, Adnan A@DOT <adnan.maiah@dot.ca.gov>; Regisford, Marlon A@DOT <marlon.regisford@dot.ca.gov>; Kwan, Yatman@DOT <yatman.kwan@dot.ca.gov>; Hart, Lindsey@DOT <Lindsey.Hart@dot.ca.gov>
Subject: SR 133 - Laguna Canyon Highway input

Greetings;

Thank you CalTrans for asking for our input on the improvements planned for SR 133 (Laguna Canyon Road.

Attached is a pdf of the response sent to CalTrans regarding the future improvements to Hwy 133

Please feel free to contact me if you have any questions on our concerns & suggestions.

Bill Sellin
Director of Sponsorship
714.943.3678
usbr66ca@gmail.com
ocbc@sellin.com

Orange County Bicycle Coalition

OCBike.org

Orange County Bicycle Coalition
2400 Calle Monte Carlo • San Clemente CA 92672 • 949 492 7575

July 8, 2018

Edward Dolan
California Department of Transportation
1750 East 4th Street, Suite 100
Santa Ana CA 92705

Re: SR 133 (Laguna Canyon Highway) Improvement Project

Thank you for hosting an informative and well attended meeting on June 27th in Laguna Beach. We realize your initial town hall was addressing environmental impacts, but many transportation issues were noted in the presentations. Please forward this information to the active transportation and traffic engineering staff. On behalf of the Orange County Bicycle Coalition, we would like to offer this letter of concerns for the proposed improvement of the SR 133. O-4-1

In general, we recognize the desire to provide a consistent shoulder or bike lane to provide increased road safety for all users, how ever have reservations that the improved highway will **increase speeds and put cyclists in greater jeopardy.** In addition, we have the following notes to share on design elements. O-4-2

1 Access during construction

According to presentation the plan during construction is to narrow traffic to 11' lanes and eliminate the existing shoulder. This will force the usual shoulder-riding cyclists into the travel lane. The proposed detour treatment is consistent with CA MUTCD Figure 6H-101C, but that configuration is intended for low speed application – 25 MPH or less. For 30 MPH or more Guidance 9 says to use typical application TA-102 with pedestrian and cyclist separation. We must assume that the construction speed limit will be reduced to 25 MPH and trust that the signs { C30A(CA) "SHOULDER CLOSED", along with W11-1 & W16-1P "BICYCLE" & "SHARE THE ROAD" } will keep cyclists safe when sharing the narrow lane; We understand the unambiguous R4-11 "BIKE MAY USE FULL LANE" has been rejected by District 12, but R4-1 "DO NOT PASS" and "3 FEET FOR SAFETY" or R117 (CA) "PASS BIKE 3 FT MIN" signs could also be considered. (See MUTCD Figure 9B-2)
Pedestrians have NO consideration or accommodation with the proposed construction plan. { W11-15 "Bike & Pedestrian" should be considered rather than only the proposed W11-1. O-4-3

2 Bike Lane or Shoulder (not Bike Lane AND shoulder)

The plan frequently listed an 8' shoulder and bike lane. It seems the plan actually intends to strip a 8' Bike Lane. There is inherent confusion on applicable use of these two distinct features. O-4-4

A shoulder, outside of the travel way is a prudent option if the surface is maintained to allow cyclists to travel alongside traffic. A motorist who breaks down has a space for emergency parking out of the travel way. Vehicles are not allowed to drive the shoulder or pass on the right; cyclists have that option. 8 feet is an appropriate width, but recognize that there may be occasional pedestrians walking on that shoulder with the cyclists. This is consistent with the current designation as a Class III bike route, given the green BIKE ROUTE signs. A shoulder may be paved with inferior standards compared to a travel lane. O-4-5

A Bike Lane (Class II) is a travel lane expressly intended for the use of cyclists. The design standard is published under chapter 300 of the Highway Design manual; Geometric Cross Sections, Travel Way Standards: 301.2 Class II Bikeway (Bike Lane) (1) General. **Class II bikeways (bike lanes), for the preferential use of bicycles, may be established within the roadbed and shall be located immediately adjacent to a traffic lane** as allowed in this manual. A buffered bike lane may also be established within the roadbed, separated by a marked buffer between the bike lane and the traffic lane … The minimum Class II bike lane width shall be 4 feet, except where…Posted speeds are greater than 40 miles per hour, the minimum bike lane should be 6 feet… Class II bikeways may be included as part of the required shoulder width. The Orange County Highway Design manual calls for an 8 foot minimum Bike Lane, so we are very pleased that CalTrans requires an 8 foot wide shoulder adjacent to a highway, providing an 8 foot Bike Lane rather than the CalTrans 6 foot standard. A Bike Lane has the same pavement standards as other travel lanes. Vehicles are only allowed to drive in a bike lane 200 feet before a turn to make a right turn and must merge into cycling traffic. Vehicles are not permitted to pas son the right using a bike lane. We are very concerned that parking not be allowed in or adjacent to this bike lane. O-4-6

3 Willow Staging Area trail head

A: Cross Walk with flashing lights when needed. Hikers, as well as all terrain cyclists, currently proceed up Laguna Canyon and have to turn left across SR 133 traffic to enter the Willow Staging Area. The nearest crosswalk is over 1,000 feet north at El Toro Road, so no one does the extra 2,000 foot walk-around, they cross SR-133 or cross further south when traffic allows and then ride against traffic up the shoulder to the trail head. With the expansion (and increased speed of traffic on SR 133 as a result of this improvement the risk to crossing will only increase. We would suggest an on-demand cross walk – activated by push button by pedestrians and cyclists to facilitate safe access and departure from the Willow Staging Area would be important. Some pedestrians and cyclists leaving the trail head turn left across traffic to head toward El Toro Road or continue up SR 133 to the James Dilly Greenbelt Preserve and the Nix Nature Center trail head and beyond. O-4-7

B: Paved Drive Way. The current condition of gravel at the trail head results in a dangerous spray of small rocks across the shoulder. These small hazards move cyclists into the travel lane or can cause a flat tire or crash. The drive way outside of the shoulder / Bike Lane should be paved to keep this gravel out of the path of cyclists. O-4-8

C: To provide safe access for south bound traffic turning west into the Willow Staging Area, a right turn only lane & narrow shoulder should be provided. The Bike Lane should be extended along the travel path with a dashed section where right turning vehicles cross the path of cyclists (with the R4-4 “BEGIN RIGHT TURN LANE YIELD TO BIKES” sign) and resume with a 4ft (+2ft buffer) Bike Lane left of the RTOL. (See MUTCD Figure 9C-4 for RTOL > 40 MPH)
A dashed segment of the 8’ Bike Lane for turning vehicles would not be best, as some motorists will drive well more than 200 feet before the turn to pass traffic on the right, and being a downhill the motorists would have difficult estimating the speed of cyclists in the bike lane, resulting in bad lane merging or failure to use the Bike Lane to turn right and making right hooks across the path of fast moving cyclists. O-4-9

4 Class 2 intersections at El Toro Rd and SR 73 (left of RTOL designs)

A: El Toro Road.
NB SR 133 Cyclists will experience a beginning of the Bike Lane at the NE corner of Phillips. The widening will eliminate the need for the white delineators currently blocking the shoulder before the Anneliese School driveway. We trust the final design will provide a Bike Lane extended along the travel path with a dashed section where right turning vehicles will be prompted to cross the path of cyclists (with the R4-4 “BEGIN RIGHT TURN LANE YIELD TO BIKES” sign) and resume with a 4ft (+2ft buffer) Bike Lane left of the RTOL up to the limit line at El Toro. (See MUTCD Figure 9C-4 for RTOL > 40 MPH)
SB SR !33 Cyclists who choose not to merge across the travel lanes to the left turn only lane to proceed east up El Toro Road, have the crosswalks available to cross SR 133 & El Toro Rd before resuming on the right side of the road. O-4-10

WB El Toro Road Cyclists have their Class II lane end (dashed 100 feet then end 50 feet from the lane split) where they should choose to use the right lane to proceed north on SR 133 or choose the right most ↓

left lane to proceed south on SR 133. Edge riding cyclists who are used to having a Bike Lane will tend to either turn left from the RTOL or proceed straight with the cross walk to get to the SB side of SR 133. We suggest this is an appropriate location to use Sharrows. At the end of the Bike Lane, when vehicles and bicycles are sharing the lane, a sharrow would prompt cyclists out of the edge. Twin sharrows in the RTOL and right most LTOL, along with the right & left arrow would clarify the appropriate placement for turning choice. This will alert motorists that cyclists should use those turn lanes, and prompt cyclists to choose the appropriate turn lane. O-4-11

B : SR 73 Toll Road

At the very upper end of the project area the Shoulder will change into a Bike Lane. SB SR 133 cyclists on the shoulder have currently no limit line and continue in the striped shoulder even through the red light at the intersection with the SR 73 on ramp & El Toro Road connector. The limit line should be extended across the shoulder and the existing shoulder stripe should be eliminated across the top of the 'T' intersection. A 3-17aP "BIKE LANE AHEAD" sign should be posted and the SB Bike Lane should begin immediately across the intersection. The RTOL to the SB 73 on ramp should be treated as other RTOL along a Class II bikeway: with a dashed section where right turning vehicles will be prompted to cross the path of cyclists (with the R4-4 "BEGIN RIGHT TURN LANE YIELD TO BIKES" sign) and resume with a 4ft (+2ft buffer) Bike Lane left of the RTOL up to gore point before the SB SR 73 off ramp. (See MUTCD Figure 9C-4 for RTOL > 40 MPH) O-4-12

NB SR 133 cyclist should not see the bike lane end until past the &# intersections. At the SB 73 off ramp there should be a limit line for the Bike Lane, no lane marking until across the intersection, and then another identical treatment of a dashed section where right turning vehicles (B 73 onramp) will be prompted to cross the path of cyclists (with the R4-4 "BEGIN RIGHT TURN LANE YIELD TO BIKES" sign) and resume with a 4ft (+2ft buffer) Bike Lane left of the RTOL up to the limit line at the NB 73 onramp. (See MUTCD Figure 9C-4 for RTOL > 40 MPH). A 3-17bP "BIKE LANE ENDS" sign should be posted at the SE corner of the NB 73 on ramp. The rideable shoulder extends NB across the intersection O-4-13

5 Reduction of wrong way travel. Wrong way riding and walking results in conflicts in the rules of the road.

Cyclsist are required to ride with traffic, on the right side of the road. Many cyclists currently get across SR 133 when they can and ride against traffic on the shoulder, usually from well south of Phillips. Along with having a proper cross walk, It would be helpful to post R5-1b "BIKE WRONG WAY" and R9-3cP "RIDE WITH TRAFFIC" signs on the back of the first few Bike Lane signs posted on either side of SR 133 from North of El Toro Road and south of Phillips on the back of new R3-17 / R3-17bP "BIKE LANE ENDS" & R3-17 / R3-17aP "BIKE LANE AHEAD" signs. O-4-14

Pedestrians are legally required to walk facing traffic if no pedestrian facility or shoulder is offered. Posting R9-1 "WALK ON LEFT FACING TRAFFIC" signs along all of SR 133 but especially between the Nix Nature Center and Laguna Beach City Limits would be recommended. O-4-15

Sincerely,

William A Sellin
Orange County Bicycle Coalition
usbr66ca@gmail.com 714 943-3678

cc:
OCBicycle Coalition Board,
CalTrans: Laurie Berman, Coco Briseno, Ellen Greenberg, Paul Moore,
Adnan Maiah, Marlon Regisford, Yatman Kwan, Lindsey Hart Khosroshahi

I.6.4 O-4 – Orange County Bicycle Coalition

Comment No. O-4-1

The Orange County Bicycle Coalition comments on the proposed IS/EA are acknowledged.

Comment No. O-4-2

Please refer to Common Response No. 2 regarding the potential for the proposed project to result in increased speeds on SR-133, negatively affecting bicyclists.

Comment No. O-4-3

The comment requests signage and reduced travel speeds for bicycle and pedestrian access during construction. As discussed in Sections 1.5.1.2 and 2.4, a Preliminary Transportation Management Plan (TMP) was prepared in 2017 (please refer to Appendix J of the MND/FONSI) and details of construction signage, bicycle detours will be finalized during the design phase. Furthermore, as discussed in Section 3.16, implementation of Project Feature PF-TR-1 would allow for safe continual access through the project area for all modes of transport, including pedestrian and bicycles. In addition, there are no sidewalks, except for a discontinuous frontage section at the Anneliese School and curb ramps at El Toro Road, within the project limits. Otherwise, pedestrian access will not be affected by the Build Alternative.

Comment No. O-4-4

The comment requests clarification for the proposed improvements. As shown in Figure 2.5-2, the Build Alternative includes an 8-foot shoulder/Class II bike lane. The bike lane is not included as a separate feature from the extended road shoulder.

Comment No. O-4-5

This comment states that an 8-foot shoulder outside of the travel way is appropriate but that pedestrians may also walk on that shoulder. The comment also suggests shoulders may be paved with inferior standards. Please refer to Response to Comment O-4-3 above for a discussion of pedestrian facilities within the project area. The pavement will be considered during Design phase of the project.

Comment No. O-4-6

The comment reiterates language from the Highway Design Manual and expresses their approval of the proposed 8-foot wide shoulder/bike lane. The comment also expresses concern that parking not be allowed in or adjacent to this bike lane. No

parking would be allowed in the bike lane, except under emergency situations. Signage for the bike lane will be finalized during the design phase of the project.

Comment No. O-4-7

The commenter's request for an on-demand crosswalk at the Willow Staging Area is acknowledged. The proposed project does not include a crosswalk at Willow Staging Area. Section 3B.18 of the California MUTCD gives criteria for crosswalks. The location does not meet the speed, average daily traffic (ADT), nor the demand requirements that warrants for a crosswalk. There is no significant pedestrian volume along this section of Laguna Canyon Road. It is also a higher speed highway, with high vehicle volume, and raises safety concerns. Additionally, there is already an existing crosswalk at the intersection with El Toro Road.

Comment No. O-4-8

The comment requests a paved driveway to prevent gravel at the trailhead to pose a safety issues to cyclists. The suggested comment was considered; therefore, the proposed improvements now include constructing a "Keep Clear Zone" and associated HMA apron at the Willow Staging Area access. See Section 1.0 (Proposed Project) of the MND/FONSI for revisions to the proposed improvements.

Comment No. O-4-9

The comment requests a right turn only lane, narrowed shoulder, and extended bike lane. The request to extend the proposed bikeway south of the El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for a discussion of safety for ingress/egress at the Willow Staging Area for vehicles and cyclists.

Comment No. O-4-10

The comment requests that final design eliminate the need for the white delineators current blocking the shoulder and provide certain signage will be included. The comment is related to specific design-related details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during the design phase of the project.

Comment No. O-4-11

The comment requests that final design include the use of "sharrows" where vehicles and bicycles are sharing the lane. The comment is related to specific design-related

details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during Design phase of the project.

Comment No. O-4-12

The comment requests that final design extend the striping of the limit line and provide certain signage. The comment is related to specific design-related details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during Design phase of the project.

Comment No. O-4-13

The comment requests that final design include a limit line for the bike lane at the SR-73 off-ramp and certain signage. The comment is related to specific design-related details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during Design phase of the project.

Comment No. O-4-14

The comment requests that final design provide certain signage for cyclists. The comment is related to specific design-related details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during Design phase of the project.

Comment No. O-4-15

The comment requests that final design include signage for pedestrians along the shoulder. The comment is related to specific design-related details and does not comment on the information contained in the IS/EA. The suggested comments will be considered during Design phase of the project.

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I.7 Public Hearing Comment Cards

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Gabriele Baldridge ORGANIZATION:

EMAIL: gabrielebaldridge@gmail.com PHONE: 949-637-4022

ADDRESS: 74 Fulmar LN CITY: Aliso Viejo ZIP: 92656

COMMENTS:

- The Way CALTrans is looking into the Environment wildlife, habatate PH-1-1
- Traffic ~~into~~ leaving Wilo Park wich I use on a regular basis and into the school PH-1-2
- ~~It is not~~ 900 feet for what? What is the Purpose? PH-1-3
- Please Reconsider the location and amount of the utility Pullouts PH-1-4
- I ~~feel~~ feel that it should be only one line No Merge at all PH-1-5
- Native habatat will be endangered if you bring in Plants ~~to~~ the Slope. PH-1-6
- Preserve the native Oak Trees PH-1-7

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.1 PH-1 – Responses to Comments from Gabrielle Baldridge

Comment No. PH-1-1

The commenter's concerns regarding the analysis of environment and wildlife habitat are acknowledged. Please refer Common Response No. 5 regarding habitat loss. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers.

Comment No. PH-1-2

The commenter is concerned regarding access to Willow Staging Area. Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area.

Comment No. PH-1-3

The commenter is concerned regarding the purpose for the southbound taper, south of the SR-133/El Toro Road intersection. Please refer to General Response No. 1 regarding the proposed taper southbound of the SR-133/El Toro Road intersection.

Comment No. PH-1-4

The commenter is concerned regarding the number and size of the utility pullouts and asked for them to be reduced. Please refer to General Response No. 1 regarding the location size of the utility pullouts.

Comment No. PH-1-5

The commenter's preference for one lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No.1 which discusses design alternatives raised during the public review process, including the one suggested by the commenter.

Comment No. PH-1-6

The commenter raises concerns regarding the introduction of invasive species due to slope grading. Please refer to Common Response No. 5 regarding introduction of invasive species due to the proposed slope grading west of the SR-133/El Toro Road intersection

Comment No. PH-1-7

The commenter's request to preserve oak trees is acknowledged. Please refer to Common Response No. 5 regarding effects to and replacement of oak trees.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: C. BARTELS ORGANIZATION:

EMAIL: cathybartels@gmail.com PHONE:

ADDRESS: CITY: L B. ZIP:

COMMENTS: Suggestion;

Would it be possible for Caltrans to incorporate an animal passage bridge over LCR. (or under)?

PH-2-1

Also,

Will this project correct the drivers dangerously passing illegally in the middle "suicide lane"?

PH-2-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.2 PH-2 - Responses to Comments from C. Bartels

Comment No. PH-2-1

Construction of a bridge over the roadway to accommodate wildlife movement across the SR-133 would require a fairly tall structure to allow for clearance by high profile vehicles such as delivery trucks. This structure result in additional temporary impacts to existing habitat within Laguna Coast Wilderness Park and would introduce an additional urban feature into the visual character of Laguna Canyon. Construction of an overcrossing was determined not desirable due to these effects.

Construction of a wildlife undercrossing of SR-133 was also not desirable since it would require substantial grading to provide an appropriate roadway grade to connect the SR-133 south of the El Toro Road intersection with the roadway near the SR-73 tollway. This grading would result in much greater impacts to the existing habitat within Laguna Canyon and would require acquisition of a much larger acreage from Laguna Coast Wilderness Park.

Comment No. PH-2-2

Control of illegal movements along SR-133 is under the jurisdiction of the California Highway Patrol. Illegal use of the passing lane is monitored by the CHP and offenders are ticketed. The proposed project would not eliminate drivers using lanes illegally.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: MARIO BARTEC ORGANIZATION: _____

EMAIL: _____ PHONE: _____

ADDRESS: 23074 1 2. CR. CITY: _____ ZIP: _____

COMMENTS:

① My issue is, as owner on 2 cr traffic (motor- the "suicide lane" making it super- leaving businesses a long time business (near art school), is cycles) passing in in heavy traffic, dangerous for people

② Eliminate merge lane at El Toro road

PH-3-1

PH-3-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.3 PH-3 - Responses to Comments from Mario Bartels

Comment No. PH-3-1

The commenter is concerned about traffic, particularly motorcycles, using the passing in the "suicide lane". Please refer Response to Comment PH-2-2 regarding illegal lane use on SR-133

Comment No. PH-3-2

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Janet Bescoby
ORGANIZATION: homeowner/Laguna Walkers
EMAIL: jbescoby@gmail.com
PHONE: 949/933-2820
ADDRESS: 1995 San Remo
CITY: Laguna Beach ZIP: 92651

COMMENTS:

I have several concerns:

1) increasing the traffic flow @ the El Toro/133 hwy. will not mitigate the slowdown. Putting a larger funnel into a 1-lane road only moves the problem to another spot. PH-4-1

2) Crossing into Willow staging area from Laguna Beach will become more frightening than it is currently (2 lanes to cross vs. 1) PH-4-2

3) Cutback into park from El Toro towards Willow staging lot will be unattractive & detrimental to the look & feel. PH-4-3

4) Where is the formal, verbal presentation? Thank You!
We need to be able to hear an official presentation and others comments. PH-4-4

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.4 PH-4 - Responses to Comments from Janet Bescoby

Comment No. PH-4-1

The commenter is concerned regarding the movement of congestion further down SR-133. Please refer to Common Response No. 3 regarding pre- and post- project traffic conditions south of the SR-133/El Toro Road intersection.

Comment No. PH-4-2

The commenter's concern regarding access to the Willow Staging Area is acknowledged. Please refer to Common Response No.1 regarding access to the Willow Staging Area with the proposed project.

Comment No. PH-4-3

The commenter's concern regarding the visual effects within the Laguna Canyon viewshed is acknowledged. Please refer to Common Response No. 4 regarding visual effects related to this slope grading.

Comment No. PH-4-4

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

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NAME: Candace Birke ORGANIZATION:

EMAIL: candacebirke@gmail.com PHONE: 949-874-2200

ADDRESS: PO Box 363 CITY: Laguna Beach ZIP: 92652

COMMENTS:

While the population grows larger why is it necessary to destroy nature to accommodate?

The documentation that supports this project needs to be reviewed, too. The fact there have been more accidents is not figuring in the obvious - there are more people - of course there a more accidents. Widening this area is only going to make the whole rest of the way into Laguna slower than it is now by allowing more cars to stack up. And the already fragile terrain, plants, & animals are going to take yet another huge blow.

Please stop raping the environment to put in more road & generate pay checks for Caltrans.

Thank You!

Thanks,
C. Birke

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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PH-5-1

PH-5-1

This issue needs to be re-assessed. Permanent damage to nature and wildlife, what's left of it, are certain due to the work and construction this project entails. Caltrans backup documents that support the project are outdated and don't seem accurate. The open house meeting in Laguna was super one sided – all perfectly rehearsed and for the project. There must be other options and routes that can be opened up and widened and undergrounded without causing a huge negative impact on such a small area.

Candace Birke
949-874-2200

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I.7.5 PH-5 - Responses to Comments from Candace Birke

Comment No. PH-5-1

The commenter's opposition to the proposed project due to the environmental effects within Laguna Canyon and request to identify other options is acknowledged. Technical documentation prepared for and included in the documents the existing environmental conditions within the project area and assesses the potential direct, indirect and cumulative effects of the Build Alternative. Please refer to Common Response No. 5 regarding habitat loss associated with the Build Alternative, Common Response No. 9 regarding the format of the public hearing, Common Response No. 1 regarding alternative designs raised during the public review period and undergrounding of utilities.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Robert Brown ORGANIZATION:

EMAIL: RLBraun@me.com PHONE: 949 510-2855

ADDRESS: 1155 Temple Hills, Drive CITY: Laguna Beach ZIP: 92651

COMMENTS:

- The traffic study, particularly for the inbound portion of the project, is incomplete. It appears that the proposed "improvements" will increase the risk of accidents, particularly at the Willows lot, and this needs to be evaluated. PH-6-1
- There must be on-site mitigation. This is a highly wildlife area used by hundreds of thousands of vehicles annually. PH-6-2
- The utilities must be undergrounded within the bike lane PH-6-3
- The justification for the outbound portion of the project is much stronger than the inbound portion. The adverse effects for the inbound portion appear potentially significant and not comprehensively evaluated PH-6-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.6 PH-6 - Responses to Comments from Robert Brown

Comment No. PH-6-1

The commenter is concerned regarding increased accidents at the Willow Staging Area. Please refer to Common Response No. 1 regarding ingress/egress at the Willow Staging Area and Common Response No. 3 regarding the analysis conducted for the traffic study.

Comment No. PH-6-2

The commenter's request for on-site mitigation of effects to sensitive habitat is acknowledged. Please refer to Common Response No. 5 regarding mitigation of project impacts to habitat.

Comment No. PH-6-3

The commenter's request for undergrounding the utilities underneath the bike lane is acknowledged. Please refer to Common Response No. 1 regarding undergrounding of utilities.

Comment No. PH-6-4

The commenter's support for the northbound improvements and opposition to the southbound improvements to SR-133 are acknowledged. Please refer to Common Response No. 1 regarding the alternatives raised during public review and Common Response No. 3 regarding the analysis conducted for the traffic study.

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PH-7

2 SIDED COMMENT PAGE

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Vicki Borthwick ORGANIZATION: citizen resident

EMAIL: Vickiborthwick@yahoo.com PHONE: 949.494-5034

ADDRESS: 600 Brooks St. CITY: Laguna Beach ZIP: 92651

COMMENTS:

- Traffic data does NOT show that this project will increase safety --- why then spend $39 million dollars? Re-Do !!! PH-7-1
- Traffic patterns need CURRENT STUDY re: in/out Anneliese's school AND Willow parking area. PH-7-2
- Why underground utility poles in open space? (that this project TAKES :( ) Instead bury them in the bike lane (which is maybe the ONLY good idea in this whole CalTrans plan) PH-7-3 PH-7-5
- the maintenance "pull outs" are HORRIBLE Way too big, ugly with asphalt and TAKE wilderness .... STOP !! PH-7-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.

Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U

(web address is case-sensitive, use capital letters as indicated)

CalTrans MUST LISTEN to our concerns NOW! OVER PH-7-6

Caltrans

- Hydrology Needs Another look... the proposal is not providing ...

• Merge lane* 2 lane to 1 lane to 2 lane to 1 lane is DANGEROUS! try elimination of 2 lanes into 1 lane the whole way.

DO A NEW ~~TRAFFIC~~ STUDY PLEASE!! We are a seasonal Visitor town and we have kids in school and visiting our Wilderness Parks by the busloads please consider this and DO A NEW ~~TRAFFIC~~ STUDY!!

PH-7-7

PH-7-9

• Why not really slow cars down to create safety .... 35 mph with headlights ON would be my suggestion, Look at Highway 17 in Santa Cruz, CA mountains VERY DANGEROUS speeds!! School Zone speed by Anneliese's school should be 25 mph!

PH-7-8

Thank You

• No open space should be used in this or any modification

I.7.7 PH-7 - Responses to Comments from Vicki Borthwick

Comment No. PH-7-1

The commenter is concerned that the traffic study does not demonstrate that the project increases safety and questions spending money on the proposed project. Please refer to Common Response No. 1 regarding the safety improvements associated with the southbound merge lane and Common Response No. 3 regarding the traffic analysis conducted for the project.

Comment No. PH-7-2

The commenter is concerned regarding analysis of current traffic patterns near the Anneliese School and Willow Staging Area. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

Comment No. PH-7-3

The commenter suggests that the utilities be undergrounded under the bike lane/shoulder rather than outside the shoulder in open space. The commenter's request for undergrounding the utilities underneath the bike lane is acknowledged. Please refer to Common Response No. 1 regarding undergrounding of utilities.

Comment No. PH-7-4

The commenter is concerned regarding the size of the utility pullouts. Please refer to General Response No. 1 regarding the location size and size of the utility pullouts and Common Response No. 5 regarding habitat loss associated with the pullouts.

Comment No. PH-7-5

The commenter requests that the provide flood protection. Please refer to General Response No. 8 regarding the proposed project's effect on hydrology in Laguna Canyon.

Comment No. PH-7-6

The commenter's request that Caltrans listen to comments raised by the public is acknowledged. All received during the public review period for the IS/EA are responded to as part of this response to comments document.

Comment No. PH-7-7

The commenter is concerned about the adequacy of the traffic study and the safety of the merge lane south of the SR-133/El Toro Road intersection. Please refer to

Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

Comment No. PH-7-8

The commenter's request to reduce the posted speed to 35 miles per hour with headlights and 25 miles per hour by the Anneliese School is acknowledged. Please refer to Common Response No. 2 regarding speed limits within the project limits.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Jonathan Burke

ORGANIZATION: Laguna College of Art + Design

EMAIL: jburke@lcad.edu

PHONE: 949-376-6000

ADDRESS: 2222 LCR

CITY: Lg. Bch

ZIP: 92651

COMMENTS:

A sensible solution to improve safety and mitigate traffic.

Thank you!

Jonathan Burke

PH-8-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.8 PH-8 - Responses to Comments from Jonathon Burke

Comment No. PH-8-1

The commenter's support for the proposed project is acknowledged.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Nancy Buehnell ORGANIZATION: Citizen

EMAIL: NRBLAGUNA@AOL.COM PHONE: 949 497-2112

ADDRESS: 1089 Marine Dr CITY: Laguna B ZIP: 92651

COMMENTS:

As a 40+yr resident of LB and user of the #133

1) remove the 2 lanes southbound going to & from the engress of El Toro - This causes road rage & does not make travel easier. Does make it much more dangerous. PH-9-1

2) Re consideration of carving the boulders along the Canyon Rd at the El Toro. Beautiful & destroying the beauty caused be tragedy & permanent! PH-9-2

3) Laguna Canyon road was never meant for the volume of traffic of today!!! No support for the increase ... Ever PH-9-3

4) Like a bike lane but not the under grounding past the bike lane. Takes too much open space, PH-9-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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5) Community patience, heart, & conviction are needed open space & do not want what we fought for with nibbled away over the years, the way!!!

PH-9-5

6) 2 lanes past entrance of the Willow park going south ex a dangerous situation! How would the residents of Laguna get into the parking lot to use the trails?

PH-9-6

7) Like the idea of closing the el Toro Road from the clover leaf on el Toro to Laguna Canyon Rd & use the engineering of the toll roads.

PH-9-7

I.7.9 PH-9 - Responses to Comments from Nancy Bushnell

Comment No. PH-9-1

The commenter's request to remove the additional southbound lanes, south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding the proposed southbound improvements.

Comment No. PH-9-2

The commenter's concern for the visual impact of the slope grading at the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 4 regarding visual effects related to this slope grading.

Comment No. PH-9-3

The commenter's concern that SR-133 was not constructed to accommodate existing volumes and their opposition to increases in traffic is acknowledged. The proposed project is a safety project and is not capacity enhancing. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project.

Comment No. PH-9-4

The commenter's support for the proposed bike lane and opposition to the utility undergrounding is acknowledged. Please refer Common Response No. 1 regarding the undergrounding of utilities within the shoulder.

Comment No. PH-9-5

The commenter's opposition to acquiring property from Laguna Coast Wilderness Park is acknowledged. Please refer to Common Response No. 6 regarding impacts to parkland.

Comment No. PH-9-6

The commenter raised concerns regarding safety at the Willow Staging Area. Please refer to Common Response No. 1 regarding the proposed ingress and egress at the Willow Staging Area with the project.

Comment No. PH-9-7

The commenter's suggestion to close El Toro Road from SR-133 to SR-73 is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of closing El Toro Road.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: T. Chilcote ORGANIZATION:

EMAIL: chilcotej@aol.com PHONE: 497-2218

ADDRESS: 1940 San Remo Dr. CITY: Laguna Beach ZIP: 92651

COMMENTS: This is a disappointing experience. I thought there would be a presentation. People stood in front of the easels blocking the views. Everyone seems to be expecting a presentation with questions and answers. What is the cost to Laguna Beach and the cost to taxpayers in Laguna Beach. Why will the project take so long and how will traffic be affected during the period of construction

I like the undergrounding of utilities and think that it should cover the entire Laguna Canyon.

PH-10-1

PH-10-2

PH-10-3

PH-10-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.10 PH-10 - Responses to Comments from Fran Chilcote

Comment No. PH-10-1

The commenter's concerns regarding the lack of a presentation with questions and answers are acknowledged. Please refer to Common Response No. 9 regarding the public hearing format.

Comment No. PH-10-2

The commenter asks whether the project will be funded by Laguna Beach The proposed project is funded through the State Highway Operation and Protection Program (SHOPP) and would not be funded with local City funds.

Comment No. PH-10-3

The commenter raises concerns regarding the length of the construction period. A 26-month schedule is identified that accommodates the need to maintain the travel lanes on SR-133 with partial closure of one lane to conduct construction activities. As described in Section 2.4.3.1 of the MND/FONSI, construction activities and their effect on the traveling public, emergency responders and other stakeholders will be addressed through implementation of a Transportation Management Plan that public information/awareness campaign, travel information strategies, incident management, construction strategies, demand management and alternative route strategies.

Comment No. PH-10-4

The commenters support for undergrounding of the utilities throughout Laguna Canyon is acknowledged.

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CALIFORNIA 133

COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Diana Cogorno ORGANIZATION: Laguna Canyon Foundation

EMAIL: dCogo@aol.com PHONE: 9492755758

ADDRESS: 808 Emerald Bay CITY: Laguna Beach ZIP: 92651

COMMENTS:

I agree with the Knast for cyclist and undergrounding the utility lines. However, I feel the utility lines ~~across~~ should be undergrounded under the shoulder of the roads. PH-11-1

Also, for safety, a traffic circle or a traffic light should be considered versus widening the road PH-11-2

Also, road rage could be decreased by having the south bound lane be a consistent one lane roads. In other words, get rid of the short 2-lane portion PH-11-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.11 PH-11 - Responses to Comments from Irena Cogorno

Comment No. PH-11-1

The commenter's support for the K-rail placement and the utility undergrounding is acknowledged. Their preference for placement of the utilities within the roadway shoulder is also acknowledged. Please refer to Common Response No. 1 regarding the undergrounding of utilities within the shoulder.

Comment No. PH-11-2

The commenter's support for a roundabout or a traffic signal at SR-133/El Toro Road is acknowledged. Please refer to Common Response No.1 that discusses the feasibility of a roundabout at this intersection.

Comment No. PH-11-3

The commenter's support for the single lane south of the SR-133/El Toro Road intersection to reduce road rage is acknowledged. Please refer to Common Response No. 1 which discusses alternatives identified during the public review, such as the one identified by the commenter.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: STEVE ELBRECHT ORGANIZATION: LCWP/LCF VOLUNTEER

EMAIL: STEVE.ELBRECHT@GMAIL.COM PHONE: 408-893-9852

ADDRESS: N/A CITY: LAKE FOREST ZIP: 92630

COMMENTS:

I HAVE BEEN VOLUNTEERING FOR THE LAGUNA CANYON FOUNDATION IN THE LAGUNA COAST WILDERNESS PARK FOR ABOUT 5 YEARS. WE ARE VERY FORTUNATE TO HAVE SUCH A PRISTINE NATURAL WILDERNESS AREA IN THIS AREA.

I STRONGLY BELIEVE THAT CUTTING DOWN MATURE NATIVE TREES, TURNING A NATURAL RIPARIAN ZONE INTO ANOTHER ~~[illegible]~~ UGLY, CONCRETE FLOOD CONTROL CHANNEL AND ALTERING THE NATURAL BEAUTY WOULD BE DETRIMENTAL AND UNNECESSARY. THE WIDENING OF THE 133@ELTORO RD. CAN BE ACHIEVED WITHOUT CAUSING IRREVERSIBLE DAMAGE. PH-12-1

7/9/18

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.12 PH-12 - Responses to Comments from Steve Elbrecht

Comment No. PH-12-1

The commenter's opposition to the impacts to native trees and modification of the drainage channel is acknowledged. Please refer to Common Response No. 5 regarding habitat loss and Common Response No 8 regarding the drainage channel and

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Ruben Flores ORGANIZATION: Home owner

EMAIL: R12665T@AOL.com PHONE: 714-271-1117

ADDRESS: 823 VAN DYKE DR CITY: L.B ZIP: 92657

COMMENTS:

Please consider all environmental impacts
I have doubts of the ability to relandscape
a cut stone slope PH-13-1

Native grasses have never been found in
non native weeds of any kind —
aggressive non native species will take
over PH-13-2

Safety for our local use is more important
than some wet pavement — we know it
may flood — its ok. PH-13-3

Please we dont need more lanes
Eliminate left turn lane on El Toro PH-13-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.13 PH-13 - Responses to Comments from Ruben Flores

Comment No. PH-13-1

The commenter's opposition to the slope grading west of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response Nos. 4 and 5 regarding the revised design of the slope grading west of the SR-133/El Toro Road intersection.

Comment No. PH-13-2

The commenter's concern regarding the introduction of invasive species is acknowledged. Please refer to Common Response No. 5, which discusses potential invasive species impacts of the Build Alternative.

Comment No. PH-13-3

The commenter's support to maintain the existing flooding condition is acknowledged. Please refer to Common Response No. 8, which discusses the effects of the Build Alternative on hydrology and flooding,

Comment No. PH-13-4

The commenter's request to maintain the existing lane geometrics and their request to eliminate the left turn lane on El Toro Road is acknowledged. Furthermore, the No Build Alternative would not be consistent with regional and local plans and would not meet the purpose and need, as outlined in Chapter 1.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Barbara Garcia ORGANIZATION:

EMAIL: garcia108@cox.net PHONE: 949 494-5038

ADDRESS: 3133 Bona Dr. CITY: 92651 ZIP:

COMMENTS:

It's one thing to see an aerial view of the proposed widening of Laguna Canyon Road up to the 133 Frwy, and another method that could help me and others would be to visit the site and see where the boundaries are in person. If the boundaries were ~~staff~~ staked in the proposed areas where we could visit the sites and get a better prespective. PH-14-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.14 PH-14 - Responses to Comments from Barbara Garcia

Comment No. PH-14-1

The commenter's request for a site visit and the proposed grading limits be identified is acknowledged. The MND/FONSI uses both two and three-dimensional graphics to depict the limits of disturbance and the ultimate improvements being proposed.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: LEN GARDNER ORGANIZATION: Sierra Club, LCF

EMAIL: LGARDNER.DECENT@gmail.com PHONE: 949-540-4776

ADDRESS: 34012 Colegio Dr. CITY: Dana Point ZIP: 92679

COMMENTS: I support the Laguna Canyon Foundation critique comment In particular, I agree with their comments on PH-15-1
incomplete traffic data, alternative safety improvement options and creative design.
In particular (1) the undergrounding of utilities should be in PH-15-2
the existing road shoulder. (2) Maintenance vehicle turnouts PH-15-3
should be relocated to less sensitive areas. (3) There should be PH-15-4
on-site mitigation of coastal sage scrub & riparian habitats.
(4) Removal or destruction of mature oak trees should be PH-15-5
minimized.
(5) to the extent possible, existing natural habitat should be PH-15-6
left undisturbed.

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.15 PH-15 - Responses to Comments from Len Gardner

Comment No. PH-15-1

The commenter's support for the Laguna Canyon Foundation's comments is acknowledged. Please refer to Response to Comments O-2-1 through O-2-15 which address the Foundation's comments. Furthermore, Common Response No. 3 addresses the comment regarding insufficient traffic data.

Comment No. PH-15-2

The commenter's request that utilities be undergrounded within the existing road shoulder is acknowledged. Please refer to Common Response No. 1, which includes discussion of undergrounding of the utilities.

Comment No. PH-15-3

The commenter's request that utility turnouts be relocated to less sensitive areas is acknowledged. Please refer to Common Response No. 1, which included discussion of utility turnouts.

Comment No. PH-15-4

The commenter's request that mitigation for coastal sage scrub and riparian habitat be provided on-site is acknowledged. Please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-15-5

The commenter's request that impacts to oaks be minimized is acknowledged. Please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-15-6

The commenter's request that impacts to existing natural habitat be left undisturbed to the extent feasible is acknowledged. Please refer to Common Response No. 5 regarding habitat loss.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Jason Guthridge

ORGANIZATION: resident Aliso Viejo

EMAIL: jason4aba@gmail.com

PHONE: (949) 357-4771

ADDRESS: 19 Poplar Dr.

CITY: Aliso Viejo ZIP: 92656

COMMENTS:

DO NOT waste money and our wild space on this project. Huge, Unnecessary waste of money. I've taken my son hiking in this area (willow) for 10 of his 13 years. UNNECESSARY!

PH-16-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.16 PH-16 - Responses to Comments from Jason Guthridge

Comment No. PH-16-1

The commenter's opposition to the proposed project is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: ERNEST HACKMON

ORGANIZATION: FORMER PTC CHAIR

EMAIL: FOILFIGHTER@GMAIL.COM

PHONE: 949.230.6800

ADDRESS: PO BOX 395

CITY: LAGUNA BEACH ZIP: 92652

COMMENTS:

I AM VERY DISSAPPOINTED AT THE LACK OF TRANSPARENCY IN THIS PROCESS. I AM FURTHER CONCERNED BY THE "PUBLIC HEARING" WITHOUT PUBLIC COMMENTS (EVEN THE COASTAL COMMISSION ALLOWS PUBLIC COMMENTS DURING THEIR PUBLIC HEARINGS. PH-17-1

IN SHORT, THIS FEELS LIKE AN ATTEMPT TO DO IN PIECES, WHAT YOU HAVE PLANNED TO DO 25 YEARS AGO BUT LACKED POLITICAL SUPPORT FOR. (I.E. 2 LANES IN BOTH DIRECTIONS FROM THE 405 TO COAST HWY). PH-17-2

I AM SURPRISED (SORT OF) THAT YOU MANIPULATE THE PROCESS TO MITIGATE ANY OPPOSITION AND FORCE AN UNWANTED + UNNEEDED "SOLUTION" ON A COMMUNITY THAT CLEARLY OPPOSES IT. PH-17-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.17 PH-17 - Responses to Comments from Ernest Hackman

Comment No. PH-17-1

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

Comment No. PH-17-2

The proposed project would provide limited widening near the SR-133/El Toro Road intersection to improve safety and reduce flooding within the project limits. Caltrans has no plans to widen SR-133 to two lanes beyond the southerly project limits.

Comment No. PH-17-3

The commenter's concerns regarding the public outreach process is acknowledged. Please refer to Common Response No. 9, which discusses the public outreach conducted for the proposed project.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Charles Tex Haines ORGANIZATION: Victoria Skimboards

EMAIL: Texhaines@mac.com PHONE: 949-295-6669

ADDRESS: ~~2955~~ 2925 Laguna Cyn Rd CITY: Laguna B ZIP: 9265[illegible]

COMMENTS:

Please add water stations every ½ mile on Both Sides of the road. Trough + toilet valve, in an open area - less likely to get predator attack/ambush

Thank you for finally extending those two lanes out past the intersection. Finally!

PH-18-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
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Caltrans

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I.7.18 PH-18 - Responses to Comments from Charles 'Tex" Haines

Comment No. PH-18-1

The commenter's request to add water stations every 0.5 mile along both sides of SR-133 to reduce potential for predator attack/ambush is acknowledged. The proposed project is intended to improved safety for vehicles and bicyclists. It does not include improvements for pedestrians hiking within Laguna Coast Wilderness Park. As stated in Section 1.3 (Purpose and Need), the purpose of the project is to: 1) improve roadway deficiencies by bringing SR-133 to design standards; 2) improve safety in the vicinity of the SR-133/El Toro Road Intersection; and 3) reduce flooding by improving drainage flow. The commenter's suggestions do not include improvements to SR-133 to bring this roadway up to Caltrans design standards or improvements for drainage flow.

The commenter's support for the proposed project is acknowledged.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Hannah Hainine ORGANIZATION: LCF

EMAIL: Hainline.hannah@gmail.com PHONE: 360-852-4681

ADDRESS: 26035 Moulton pkwy CITY: Laguna Hills ZIP: 92653

COMMENTS:

Considering the traffic inband & outbound to Laguna Beach, it makes sense that this project would secondarily act as traffic remediation to a safety remediation. CalTrans has not proven the validity behind the safety improvements nor any traffic remediation. Caltrans needs to prove a massive benefit of this program using systematic modeling to justify this huge loss of rare habitat. Additionally, CalTrans needs to provide alternatives (such a solutions to the root of the problem in downtown laguna), rather than putting a band-aid over the problem.

PH-19-1

PH-19-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
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Caltrans

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I.7.19 PH-19 - Responses to Comments from Hannah Hainine

Comment No. PH-19-1

The commenter suggests that the IS/MND does not provide documentation of a substantial benefit to justify loss of rare habitat. Please refer to Common Response No. 3 regarding the traffic analysis for the proposed project.

Comment No. PH-19-2

The commenter suggests that other solutions need to be identified to address the root of the problem in downtown Laguna Beach rather than provide limited improvements within the project limits. The proposed project is meant to address specific safety concerns at the SR-133/El Toro Road intersection and does not address traffic congestion in downtown Laguna Beach.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: ADELE HELLER

ORGANIZATION: LAGUNA CANYON FOUNDATION

EMAIL: aheller1@yahoo.com

PHONE: 949-133-0926

ADDRESS: 25 CARNELIAN

CITY: IRVINE

ZIP: 92614

COMMENTS:

I have been coming to Laguna Beach for 54 years and I am adamantly opposed to your proposed change to the south bound lanes. The loss of 14 mature trees and the negative impact to the habitat are unforgivable. I am in support of safety - a dear friend lost her daughter to a head on accident 35 years ago - but your change will make it more unsafe, not better. Take the time to do what is right.

PH-20-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
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Caltrans

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I.7.20 PH-20 - Responses to Comments from Adele Heuer

Comment No. PH-20-1

The commenter's opposition to the proposed modifications to the southbound lanes, due to their negative effect on trees and habitat, is acknowledged. Please refer to the Common Response No. 5, which discusses the habitat effects of the Build Alternative. As described in Common Response No. 5, one of the utility pullouts has been removed from the design of the Build Alternative subsequent to public circulation of the IS/EA which reduce impacts to oak trees.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: David Heuer ORGANIZATION: LCF

EMAIL: airheuer@yahoo.com PHONE: 949-400-0572

ADDRESS: 25 Carnelian CITY: Irvine ZIP:

COMMENTS:

In evaluating this project for highway safety you must consider the human nature that a wider multi-lane road increases speed & potential for accidents. The charm of the Laguna Canyon road has always been the forced slowing down of traffic to take note of the beautiful scenery & anxiety of the high speed highways of our rat race society. It allows you to roll down the windows, listen to the bird sounds, SLOW DOWN & unwind as you wind up or down the canyon road either entering Laguna Beach or making it up canyon to your work. We need to maintain some of our "old Fashion" one lane highways to maintain our peace of mind. Not to mention the loss of habitat, increasing accident potential from exiting the OC Park staging areas & there is not one sound reason to change this charming meandering road.

PH-21-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.21 PH-21 - Responses to Comments from David Heuer

Comment No. PH-21-1

The commenter's opposition to the proposed project and desire to maintain the existing geometrics is acknowledged. Please refer to Common Response No. 1which discusses alternatives to the Build Alternative raised during the public review. Also, please refer to common Response No. 2 regarding speeding and within the project limits.

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CALIFORNIA 133

COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: KIRA HEILER ORGANIZATION: LAGUNA CANYON FOUNDATION

EMAIL: KIRAHEILER@GMAIL.COM PHONE: 310.990.5685

ADDRESS: 233 1/2 S. ELM DR. CITY: BEVERLY HILLS ZIP: 90212

COMMENTS:

I have been travelling through the 133 for decades and I see no relevant nor advancement in this south bound changes to the lanes.

It will do more harm then advancement. It will cause unnessesary harm to the natural habitat which is covered. There are many ways you can use your monetary resources to better areas. This is not one of them.

PH-22-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.22 PH-22 - Responses to Comments from Kira Heuer

Comment No. PH-22-1

The commenter's opposition to the proposed southbound improvements is acknowledged. Please refer to Common Response No. 1, which discusses alternatives to the proposed project, similar to that identified by the commenter and Common Response No. 5 regarding habitat effects associated with the Build Alternative.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Rick Hlava ORGANIZATION: Resident

EMAIL: PHONE:

ADDRESS: 1115 Jefferson Way CITY: Laguna Beach ZIP:

COMMENTS:

No to this project.

Has anyone watched Tony Seba lectures on the future of transportation? Estimated 80% less vehicles by 2020. He has a good track record, so even if he is only 25% right the traffic work is not needed.

Thanks,
Rick H.

PH-23-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
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Caltrans

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I.7.23 PH-23 - Responses to Comments from Rick Hlava (PH-23)

Comment No. PH-23-1

The commenter's opposition to the proposed project and referenced research by Tony Seba is acknowledged. Furthermore, please refer to Common Response No. 3 regarding the traffic data used for the proposed project.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Mike Jones ORGANIZATION:

EMAIL: Mjones397@gmail.com PHONE: 949-358-8004

ADDRESS: 397 Canyon Acres Drive CITY: Laguna Beach ZIP: 92651

COMMENTS:

(1) Eliminate the left-turn lane on SB 133 @ at El Toro. It is rarely used and a better access to El Toro is prorided at the 73/133 intersection. Eliminating this turn will allow an unimpeded 2nd lane NB on 133 by simply re-striping the existing roadway. PH-24-1

(2) Make El Toro road 1-way NB only from the 133 to the El Toro/73 intersection. SB El Toro traffic can access SB 133 at the 73 intersection.

Making El Toro 1-way like this will eliminate the need for a drop or merge lane on SB 133. SB traffic will drop to one lane at the 73 and remain so into Laguna Beach. PH-24-2

A change to 1-way on El Toro will mean the 133/El Toro intersection will require no traffic light, improving traffic flow both into and out of Laguna Beach

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.24 PH-24 - Responses to Comments from Mike Jones

Comment No. PH-24-1

The commenter's suggestion to delete the southbound left turn from SR-133 to El Toro Road and restripe for a second northbound lane is acknowledged. Please refer to Common Response No. 1 which include discussion of alternative to the proposed project such as the one described above.

Comment No. PH-24-2

The commenter's suggestion to delete the southbound lanes on El Toro Road between SR-133 and SR-74 is acknowledged. Please refer to Common Response No. 1 which include discussion of alternative to the proposed project such as the one described above.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Sydney Jones ORGANIZATION: LCF

EMAIL: sydney@lagunacanyon.org PHONE: 949 497 8324

ADDRESS: 180 High Drive CITY: Laguna Beach ZIP: 92651

COMMENTS:

1. Have complete traffic studies for Willow Parkinglot + the School — PH-25-1
2. Underground utilities within the 8' Shoulder/Bike lane. No need to take extra park land. — PH-25-2
3. no need for two lane incoming/inbound merge lane - make one lane! — PH-25-3
4. ~~Make one lane going outboard~~
4. the 1 acre+ of added concrete will increase flooding in surrounding homes+ Creek. — PH-25-4
5. No ugly guard rails — PH-25-5
6. No need for an articulated block channelization in Riparian habitat - Not worth the damages/ benefits just to make your Clean-up Crew's job easier. — PH-25-6

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

The Cost + environmental impacts of this project are outweighed by your percieved safety + flooding benefits.

PH-25-7

ideal World: Nix all project components except:- two lane outbound
-making right lane on El toro an optional right / left

PH-25-8

I.7.25 PH-25 - Responses to Comments from Sydney Jones

Comment No. PH-25-1

The commenter's suggestion to prepare traffic studies for the Willow Springs parking lot and the Anneliese school are acknowledged. Please refer to Common Response No. 1, which provides discussion regarding ingress/egress at the Willow Staging Area and the Anneliese School.

Comment No. PH-25-2

The commenter's suggestion to underground utilities within the shoulder/bike lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the feasibility of undergrounding utilities within the shoulder/bike lane.

Comment No. PH-25-3

The commenter's opposition to the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the effect of removal of the southbound merge lane from the proposed project.

Comment No. PH-25-4

The commenter suggests that the additional concrete resulting from the proposed project would result in an increase in flooding to surrounding homes and the creek. Please refer to Common Response No. 8, which discusses potential effect on flooding associated with the proposed project.

Comment No. PH-25-5

The commenter's opposition to inclusion of guardrails in the project is acknowledged. Please refer to Common Response No. 4 regarding aesthetic treatments to guardrails.

Comment No. PH-25-6

The commenter's opposition to modifications to the channel is acknowledged. Furthermore, please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-25-7

The commenter's opinion that the safety and flooding benefits of the proposed project do not outweigh the cost and environmental impacts is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. PH-25-8

The commenter's opposition to the proposed project, except the northbound lanes and converting the right turn lane on El Toro Road to an optional right/left turn lane is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Theresa Kavasch ORGANIZATION:

EMAIL: theresakavasch@gmail.com PHONE:

ADDRESS: 2 Enterprise #3205 CITY: Aliso Viejo ZIP: 92656

COMMENTS:

I drive on Laguna Canyon Rd and through the El Toro intersection every day. I have read through this proposal and am extremely concerned. Making a left turn onto the road at any point is dangerous enough. Extending the road to 2 inbound lanes in front of the Willow Staging Area lot will make it nearly impossible to exit safely. Why is this project being considered without adequate traffic studies? I am not convinced that these changes will actually lessen traffic. PH-26-1

I am also concerned about the environmental impacts. 25 years ago, local residents chose to preserve Laguna Canyon as wilderness. This park land is supposed to be protected, not paved with asphalt as a result of underresearched and unnecessary road work projects. An additional bike lane/shoulder PLUS undergrounding of utilities outside the shoulder is too much land to lose, and offsite mitigation will not make up for the loss of mature oak trees and endangered riparian habitat. PH-26-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.26 PH-26 - Responses to Comments from Theresa Kadisck

Comment No. PH-26-1

The commenter raises concerns regarding access to the Willow Staging Area and the adequacy of the traffic studies conducted for the proposed project. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area.

Comment No. PH-26-2

The commenter's opposition to the proposed project due to its effect on parkland and effect on oak trees and riparian habitat is acknowledged. Please refer to Common Response No. 6 regarding effects to parkland.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: ALAN KAUFMANN

ORGANIZATION:

EMAIL: galankaufmann@gmail.com

PHONE: 928.853.9467

ADDRESS: 159 STANFORD CT

CITY: IRVINE

ZIP: 92612

COMMENTS:

① Utilities should be undergrounded in the existing easment, under the planned outbound (northbound) bike lane instead of taking additional acreage from the park PH-27-1

② Extension of the southbound merge lane should be removed from the plan. Traffic Studies are incomplete and do not take in to account the impacts to the Willow Staging Area and Anneliese School traffic. PH-27-2

③ The impacts to the park from the proposed additional southbound merge lane (40 ft encroachment into the park, extensive re-grading, removal of 14 mature oaks, etc.) are too great and can not be adequately mitigated on-site. These impacts will negatively affect the wild, rural character of the entrance to laguna canyon and also quality of recreational ~~activities~~ experiences on the adjacent Stagecoach South Trail, not to mention impacts on wildlife habitat. PH-27-3

④ Any mitigation for temporary and/or permanent impacts needs to be located on-site or within the immediate vicinity of the project & its impacts. PH-27-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.27 PH-27 - Responses to Comments from Alan Kaufmann

Comment No. PH-27-1

The commenter's request to underground utilities is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the feasibility of undergrounding utilities within the shoulder/bike lane.

Comment No. PH-27-2

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School.

Comment No. PH-27-3

The commenter's concerns that the project negatively affects the rural character within Laguna Canyon and impacts recreational experiences within Laguna Coast Wilderness Park, specifically Stagecoach Springs Trail, is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. PH-27-4

The commenter's request that any mitigation for temporary and/or permanent impacts be located on-site or within the immediate vicinity is acknowledged. Please refer to Common Response No. 5 regarding mitigation for riparian vegetation.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Kathleen Kane ORGANIZATION:

EMAIL: ourfourpugs@aol.com PHONE:

ADDRESS: 20353 Sun Valley Dr CITY: LB ZIP: 92651

COMMENTS:

- Complicated project with little time to analyze PH-28-1
- Traffic in & out of Willow parking lot requires crossing two lanes of on coming traffic.
  - ① Dangerous - accidents will happen here
  - ② Right hand turn at this juncture only adds to congested inbound traffic with no U-turns available. PH-28-2
- School zone should be at 25 mi. per hour.
- Too much protected land used.
- Mitigations must be done on site, not elsewhere in Orange Co. PH-28-3
- Bike lanes are not appropriate for this road. PH-28-4
- Need more comprehensive (different times, days, time of the year) traffic study PH-28-5
- Try being more creative: ie, monorail, lanes that can be "moved" to accommodate flow of traffic, roundabouts, reduce speed for safety, etc Ph-28-6

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Kathleen Kane ORGANIZATION:

EMAIL: ourfourpugs@aol.com PHONE:

ADDRESS: 20353 Sun Valley CITY: LB ZIP: 92651

COMMENTS: didn't like the format
formal presentation is important
to start the public hearing, then
direct attendees to stations.

PH-28-7

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

I.7.28 PH-28 - Responses to Comments from Kathleen Kane

Comment No. PH-28-1

The commenter's concerns regarding the amount of time provided to review the project is acknowledged. Please refer to Common Response No. 9 regarding public noticing and outreach for the propose project.

Comment No. PH-28-2

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School.

Comment No. PH-28-3

The commenter's request that mitigation for habitat impacts be conducted on-site is acknowledged. Please refer to Common Response No. 5 regarding effects to habitat and mitigation.

Comment No. PH-28-4

The commenter's opposition to bike lanes on SR-133 is acknowledged.

Comment No. PH-28-5

The commenter requests a more comprehensive traffic study be performed. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the proposed project.

Comment No. PH-28-6

The commenter's suggestion for considering a monorail, reversible lanes, roundabouts and speed limit reductions is acknowledged. Please refer to Common Response No. 1, which discusses roundabouts, and Common Response No. 2 regarding speed limits. Reversible lanes were discussed in Section 1.6.2 of the IS/EA and were not considered since the proposed project is not capacity enhancing. Construction of a monorail on SR-133 does not meet the purpose of the project and is beyond the purview of this study.

Comment No. PH-28-7

The comment expressed displeasure with the format of the public hearing. Please refer to Common Response No. 9 regarding the format of the public hearing.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Marcia Kean ORGANIZATION: CANDO

EMAIL: marceaklass@yahoo.com PHONE: 949-494-7966

ADDRESS: 157 Canyon Acres Dr. CITY: Laguna Beach ZIP: 92651

COMMENTS:

Having 2 lanes in front of Annaliese would only mean street signal. See lots of problems with slowing down traffic for private business. PH-29-1

The crosswalk at LCAD once again private business, causes so much back up and don't feel this big issue is being ignored.

Get rid of crosswalk light. All locals hate it PH-29-2

Hate the drop lane all the way past the Wilderness Park. Impossible to get out and there is already a traffic jam coming in and out of park! PH-29-3

Don't think it's needed on a 45 mile roadway. Not a freeway. It has it's own character and flow. We need to slow down. PH-29-4

A Mess — Public Hearing — Please

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.29 PH-29 - Responses to Comments from Marcia Kean

Comment No. PH-29-1

Please refer to Common Response No. 1, which discusses effects to ingress/egress at the Anneliese School. No additional crosswalks or signals are proposed by the project.

Comment No. PH-29-2

The commenter's request to get rid of the crosswalk light at the Laguna College of Art and Design is acknowledged. This crosswalk is outside the project limits.

Comment No. PH-29-3

Please refer to Common Response No. 1, which discusses effects to ingress/egress at Willow Staging Area.

Comment No. PH-29-4

The commenter's opposition to the proposed project and request for reduced speeds on SR-133 is acknowledged.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: LORENE LAGUNA ORGANIZATION: LCC-BOARD
EMAIL: lorenelaguna@gmail.com PHONE: 949-424-9696
ADDRESS: 277 CANYON ACRES DRIVE CITY: LAGUNA BEACH ZIP: 92651

COMMENTS:

I served on Laguna Canyon Road Taskforce of community groups and
133/EL TORO – ROUNDABOUT (Traffic Calming)
SCHOOL ZONE – Reduce Speed to 35 mph PH-30-1

Design ROUNDABOUT @ CANYON ACRES / LCR
@ 35 MPH – Reduce Size Mass & Scale PH-30-2

Is Design Solution to mitigate traffic merge solution.

ROUNDABOUT

CANYON ACRES DRIVE/LCR 133/EL TORO

ROUNDABOUT WILL RESOLVE MANY OF THE ISSUES PRESENTED 25/35

REDUCTION OF SPEED @ SCHOOL ZONE ALLOWS SIZE OF ROUNDABOUT TO BE REDUCED TO AVOID TAKE OF OPEN SPACE. PH-30-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.30 PH-30 - Responses to Comments from Lorene Laguna

Comment No. PH-30-1

The commenter's request to construct a roundabout at the SR-133/El Toro Road intersection and the SR-133/Canyon Acres Drive intersections is acknowledged. Please refer to Common Response No. 1, which discusses the feasibility of a roundabout at the SR-133/El Toro Road intersection, and Common Response No. 2 regarding speed limits within the project limits. Construction of a roundabout at the SR-133/Canyon Acres Drive intersection is outside the limits of the proposed project.

Comment No. PH-30-2

The commenter's request to construct a roundabout at the SR-133/El Toro Road intersection and the SR-133/Canyon Acres Drive intersections is acknowledged. Please refer to Common Response No. 1, which discusses the feasibility of a roundabout at the SR-133/El Toro Road intersection

Comment No. PH-30-3

The commenter suggests reduced traffic speeds at the school zone. Please refer to Common Response No. 2 regarding speed limits within the project limits.

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D12.SR133@dot.ca.gov

PH-31

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

Laguna Beach Urban Tree Fund

NAME: Barbara MacGillivray

ORGANIZATION: One World One Ocean

EMAIL: imarbarb@gmail.com

PHONE: 949-275-4881

ADDRESS: Box 205

CITY: Laguna Beach, Ca ZIP: 92652

COMMENTS:

- Please re-evaluate your safety data. Increasing a lane for 900 ft into Laguna from El Toro seems to increase danger and wantonly destroy environment - both vegetation and wildlife habitat as well as impact rural feel of canyon and recreational enjoyment. JUST ELIMINATE INBOUND MERGE LANE. PH-31-1
- To not encroach further on environment undergrounding needs to go under bike lane and maintenance vehicle pull outs need to be re-located. PH-31-2
- How does losing 1.6 acres of wilderness to asphalt's impervious surface help with flood control. Please re-evaluate loss of vegetation for articulated concrete drainage basins. Riparian habitat is important and irreplaceable. Your plan will become a corridor of weeds. PH-31-3
- All mitigation must be on-site!!! If this project were to go through which is not desired! PH-31-4
- Slowing down traffic to 35 mph coming out to El Toro from Laguna would help more for safety. PH-31-5
- We in Laguna want to maintain RURAL Feel to Canyon not multiple lanes of URBAN environment Thank You! PH-31-6

Very fearful this is beginning of having 4 lanes from Laguna to Toll RD.!!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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I.7.31 PH-31 - Responses to Comments from Barbara MacGillivray

Comment No. PH-31-1

The commenter's request to remove the proposed southbound merge lane is acknowledged. Please refer to Common Response No. 1 regarding the effectiveness of the southbound merge lane and other alternatives raised during public review.

Comment No. PH-31-2

The commenter request to avoid impacts by undergrounding utilities under the bike lane/shoulder is acknowledged. Please refer to Common Response No. 1, which discusses undergrounding of utilities.

Comment No. PH-31-3

The commenter's request for reconsideration of the articulated channel and concern regarding the impacts to riparian species and introduction of invasive species is acknowledged. Please refer to Common Response No. 5, which discusses impacts to riparian habitat and from invasive species.

Comment No. PH-31-4

The commenter's request for mitigating impacts on-site is acknowledged. Please refer to Common Response No. 5, which discusses mitigation of habitat impacts.

Comment No. PH-31-5

The commenter's request to reduce the speed limit within the project limits to 35 miles per hour is acknowledged. Please refer to Common Response No. 2, which discusses speed limits.

Comment No. PH-31-6

The proposed project is meant to address specific safety concerns at the SR-133/El Toro Road intersection and is not capacity enhancing. There are currently no plans to widen SR-133 from SR-1 to SR-73.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Greg MacGillivray ORGANIZATION: MacGillivray Freeman Films

EMAIL: _____ PHONE: _____

ADDRESS: Box 205, Laguna 92652 CITY: _____ ZIP: _____

COMMENTS:

Yes on outbound changes except the utility vehicle turnouts -- and keep underground utilities in the bike lane (not in the wilderness) PH-32-1

No on inbound changes. The changes proposed are too dangerous. $39.3 million could be reduced, perhaps, by 2/3, by doing this minimal change. PH-32-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Greg MacGillivray

ORGANIZATION: One World One Ocean

EMAIL:

PHONE: 494 1055

ADDRESS:

CITY:

ZIP:

COMMENTS:

$40 million for what?

We didn't fight to save the beauty of Laguna Canyon Road to now make it look like the 405 Freeway!

Keep it Rural!

PH-32-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

I.7.32 PH-32 - Responses to Comments from Greg MacGillivray

Comment No. PH-32-1

The commenter's support for the northbound project components and placement of the utilities and maintenance pullouts within the shoulder/bike lane is acknowledged. Please refer to Common Response No. 1 regarding the undergrounding of utilities within the bike lane/shoulder.

Comment No. PH-32-2

The commenter's opposition to the southbound project components is acknowledged. Please refer to Common Response No. 1, which discusses the effectiveness of the southbound project components.

Comment No. PH-32-3

The commenter's concerns regarding effects to the rural character of Laguna Canyon are acknowledged and will be considered by Caltrans during the decision-making process.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Shannon Martinez ORGANIZATION: _____

EMAIL: emailshannere@gmail.com PHONE: 818.800.4403

ADDRESS: 60 Cinnamon Teal CITY: Aliso Viejo ZIP: 92656

COMMENTS:

It's great to have this opportunity to learn & talk – thank you! :)

- is an animal undercrossing in consideration or a possibility? PH-33-1

- would love to see more planning for non-car traffic including parking lot(s) further up the canyon / in Irvine for bus / trolley service and a mixed use bike / run / walk path off the road. PH-33-2

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.33 PH-33 - Responses to Comments from Shannon Martinez

Comment No. PH-33-1

The commenter asks whether incorporation of a wildlife crossing into the project design is possible Please refer to Response to Comment PH-2-1 regarding the feasibility of constructing a wildlife undercrossing within the project limits.

Comment No. PH-33-2

The commenter's request for construction of parking lots further up Laguna Canyon in the City of Irvine for bus/trolley service and an off-road bike/pedestrian path adjacent to SR-133 is acknowledged. Construction of parking lots in the City of Irvine is outside the project limits and construction of an off-road bike/pedestrian path adjacent to SR-133 would result in greater habitat impacts within the project limits. Neither of these suggestions addresses the purpose and need for the proposed project.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Charlotte Masaik ORGANIZATION: LB Walkers

EMAIL: charlottemasaik@cox.net PHONE: 949-494-1630

ADDRESS: 761 oak st CITY: ZIP:

COMMENTS:

We want a public Hearing -!

Its not the same written comments are Not heard like Voices en masse

PH-34-1

C Masaik

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.34 PH-34 - Responses to Comments from Carlotte Masaik

Comment No. PH-34-1

The commenter's request for a meeting where oral comments are provided is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format. It should be noted that a court reporter was present at the public hearing to record attendee's verbal comments.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Ed Mauer ORGANIZATION:

EMAIL: balois@cox.net PHONE:

ADDRESS: 24001 Salero Lane CITY: Mission Viejo ZIP: 92691

COMMENTS:

I'm opposed to this project because
a) it simply moves the problematic congestion down the road. PH-35-1
b) Additional lanes will encourage illegal, aggressive merging causing even more accidents.

What is needed ~~is a mea~~ are measures to calm the traffic. This can be accomplished by reducing the lanes to 1 in each direction and conversion of the El Toro intersection into a traffic circle. PH-35-2 Remote parking in town combined with a shuttle to Laguna would also be helpful. PH-35-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.35 PH-35 - Responses to Comments from Ed Maurer

Comment No. PH-35-1

The commenter opposes the Build Alterative since it moves the problem further south and encourages unsafe driving behavior. The commenter's opposition to the proposed project is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 2 regarding speeding within the project limits and Common Response No. 3 regarding the traffic analysis conducted for the proposed project. Please refer to Response to Comment No. PH-2-2 regarding illegal movements on SR-133.

Comment No. PH-35-2

The commenter's request to reduce the number of lanes to one and construction of a roundabout are acknowledged. Please refer to Common Response No. 1, which discusses feasibility of a roundabout and reduction in travel lanes within the project limits.

Comment No. PH-35-3

The commenter requests consideration of remote parking and a shuttle service. Please refer to Response to comment PH-33-2 regarding provision of remote parking lots in the City of Irvine.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Helen Maurer ORGANIZATION: me

EMAIL: 7gables@cox.net PHONE: 949-768-0417

ADDRESS: 24001 Salero Lane CITY: M.V. ZIP: 92691

COMMENTS:

Instead of widening Laguna Canyon Rd, make it 1 lane in each direction and put a roundabout at the junction w/ El Toro Rd. This would smooth + regulate traffic flow from all directions + provide an elegant solution to the problem, worthy of California in 2018! PH-36-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Helen Maurer ORGANIZATION: me

EMAIL: 7gables@cox.net PHONE: 949-768-0417

ADDRESS: 24001 Salero Lane CITY: Mission Viejo ZIP: 92691

COMMENTS:

We all agree that there is a traffic problem at the junction of El Toro Rd & Laguna Canyon. I oppose the proposed widening - it just moves the problem a few yards down the road & creates a potentially bigger bottleneck. Instead, I support making Laguna Canyon Rd one-~~way~~ lane in each direction, possibly with L-turn, turnouts where needed. This would eliminate the dangerous culling from lane to lane that now occurs at the junction. Traffic would move more readily, eliminating the present desk to reach the bottleneck first! In 1918, we should be getting off our knee-jerk to traffic problems (by prescribing road widening). This only leads to more traffic, bigger bottlenecks & more dangerous driving. Thank You!

PH-36-2

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

I.7.36 PH-36 - Responses to Comments from Helen Maurer

Comment No. PH-36-1

The commenter's request to reduce the number of lanes to one and construction of a roundabout are acknowledged. Please refer to Common Response No. 1, which discusses feasibility of a roundabout and reduction in travel lanes within the project limits.

Comment No. PH-36-2

The commenter's request to reduce the number of lanes to one is acknowledged. Please refer to Common Response No. 1, which discusses feasibility of reducing travel lanes within the project limits.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Barbara Metzger ORGANIZATION: Village Laguna

EMAIL: barbarapmetzger@gmail.com PHONE: 949-494-3624

ADDRESS: 2669 Nido Way CITY: Laguna Beach ZIP: CA 92651

COMMENTS: Our wilderness park was hard to secure and remains pretty much sacred to Laguna Beach residents, and I'm opposed to sacrificing any of it for traffic "improvements." Please redesign the road changes to leave the wilderness park alone. PH-37-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.37 PH-37 - Responses to Comments from Barbara Metzger

Comment No. PH-37-1

The commenter's opposition to the acquisition of land from Laguna Coast Wilderness Park is acknowledged and will be considered during the final decision-making for the project. Please refer to Common Response No. 6 regarding effects to parkland.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Jerry Myers ORGANIZATION:

EMAIL: ibildhomes@gmail.com PHONE: ibildhomes@gmail.com

ADDRESS: 1333 terrace way CITY: Laguna Beach ZIP: 92657

COMMENTS:

1. Reduce speed on LCR From 45-35 mph. PH-38-1
2. turn outs for maintenace vehicles are not needed PH-38-2
3. eliminate in bound merge lanes @ LCR & El Toro PH-38-3
4. ALL utilities should be placed under bike lane PH-38-4
   Do Not take parkland for extra lanes or utility undergrounding
5. Do not remove Oak trees PH-38-5
6. All Project mitigation must be Done on site and not shifted to Chino Hills PH-38-6
7. a more in-Depth traffic Study must be Done to include Summer traffic & School hours PH-38-7
8. Extend Public comment date !! PH-38-8

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.38 PH-38 - Responses to Comments from Jerry Myers

Comment No. PH-38-1

The commenter's request to reduce the speed limit within the project limits to 35 miles per hour is acknowledged. Please refer to Common Response No. 2, which discusses speed limits.

Comment No. PH-38-2

The commenter's statement that the turnouts for maintenance vehicles are not needed is acknowledged. Provision of safe working environment for maintenance vehicles and personnel is required.

Comment No. PH-38-3

The commenter's opposition to the southbound project components is acknowledged. Please refer to Common Response No.1, which discusses the efficacy of the southbound lane improvements.

Comment No. PH-38-4

The commenter's request to underground utilities within the shoulder is acknowledged. Please refer to Common Response No. 1, which discusses undergrounding of utilities.

Comment No. PH-38-5

The commenter's request that oak trees not be removed. Please refer to Common Response No. 5, which discusses loss of oak trees.

Comment No. PH-38-6

The commenter's request that mitigation be conducted on-site is acknowledged. Please refer to Common Response No. 5 regarding habitat loss and the location of mitigation.

Comment No. PH-38-7

The commenter's request for a more comprehensive traffic study is acknowledged. Please refer to Common Response No. 3, which discusses the traffic analysis conducted for the proposed project.

Comment No. PH-38-8

The commenter's request to extend the comment period is acknowledged. Caltrans did not extend the comment period as requested. Please refer to Common Response No. 9 regarding the public review comment period.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Laurena Nokes ORGANIZATION: Nokes & Quinn

EMAIL: lnokes@nokesquinn.com PHONE: 949 376 3500

ADDRESS: 410 Broadway #200 CITY: Laguna Beach ZIP: 92651

COMMENTS: I represent Anneliese Schools —

Please do all construction at night.

Construction is disruptive to learning.

Construction traffic makes ingress & egress difficult.

Construction noise makes communication difficult & teaching impossible

Construction noise makes napping for pre schoolers difficult. PH-39-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.39 PH-39 - Responses to Comments from Laurena Nokes (representing the Anneliese School)

Comment No. PH-39-1

The commenters request to conduct construction activities at nighttime to reduce effects to access and activities at the Anneliese School. Please refer to Response to Comments P -118-1 through 20 which address similar concerns raised by the commenter in their written comments on the IS/EA. Please also refer to Common Response No. 7 which discussion construction noise impacts. Caltrans will consider maximizing nighttime construction activities, to the extent feasible.

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COMMENT CARD
PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

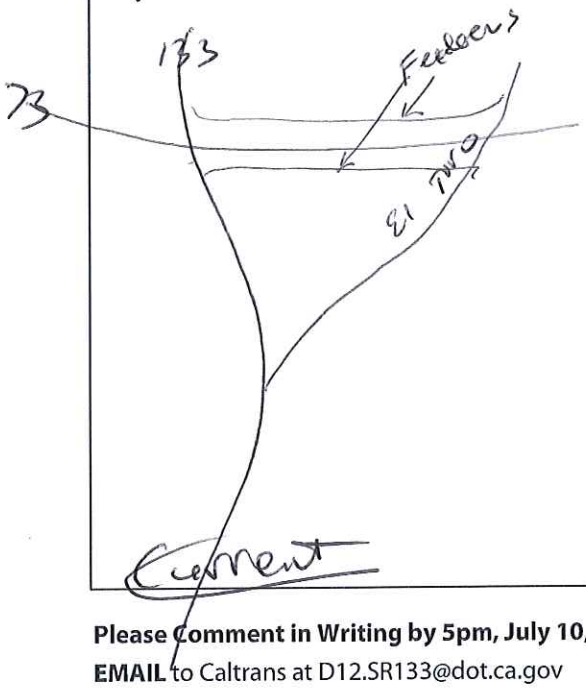
NAME: DAVID RABER ORGANIZATION:

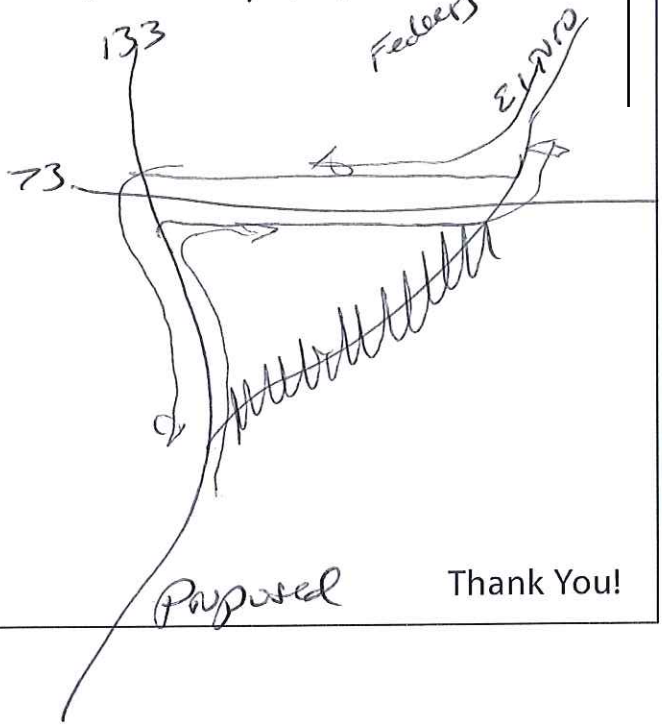
EMAIL: david@raber.us PHONE: 949 300 7424

ADDRESS: 1085 Canyon View CITY: L.B. ZIP: 92651

COMMENTS:

Before finalizing this plan, we need to collaborate with the county to consider closing El Toro from 133, north to the 73 feeder system. Traffic on El Toro would use the 73 feeder system to gain access to 133. This would eliminate the troublesome 133 - El Toro intersection, and return some of El Toro right-of-way to wilderness (or bike path) PH-40-1





Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.40 PH-40 - Responses to Comments from David Raber

Comment No. PH-40-1

The commenter's suggestion to close El Toro Road from SR-133 to SR-73 is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of closing El Toro Road and rerouting of traffic to the SR-73.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Richard Ramsey ORGANIZATION: LCF

EMAIL: richard@rframsey.com PHONE: 949 290 9009

ADDRESS: 3035 Bern Dr. CITY: Laguna Beach ZIP: 92651

COMMENTS:

(1) Eliminate the left turn from SB 133 onto El Toro. Use this space to avoid taking parkland loosing 14 mature oak trees. PH-41-1

(2) The traffic study needs to include the movements from the Willow Parking lot and the Anaheim School. PH-41-2

(3) No loss of parkland. PH-41-3

(4) Any mitigation should be performed on-site, not away from the site PH-41-4

(5) A retaining wall would impact less parkland than a 1:1 slope PH-41-5

(6) Eliminate the in-bound merge lane make it one lane in-bound. PH-41-6

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.41 PH-41 - Responses to Comments from Richard Ramsey

Comment No. PH-41-1

The commenter's suggestion to eliminate the southbound left turn lane from SR-133 to El Toro Road is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of eliminating the left turn lane.

Comment No. PH-41-2

The commenter is concerned regarding ingress/egress at Willow Staging Area. Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area and the Anneliese School.

Comment No. PH-41-3

The commenter's opposition to the proposed project due to its effect on parkland and effect on oak trees and riparian habitat is acknowledged. Please refer to Common Response No. 6 regarding effects to parkland.

Comment No. PH-41-4

The commenter's request that mitigation for coastal sage scrub and riparian habitat be provided on-site is acknowledged. Please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-41-5

The commenter's suggestion that a retaining wall would impact less parkland than the 1:1 slope is accurate. Please refer to Common Response No. 6 regarding the effects to of parkland.

Comment No. PH-41-6

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Chris Reed ORGANIZATION: —

EMAIL: chris.reed@ucr.edu PHONE: (949) 715 5549

ADDRESS: 670 Catalina St. CITY: Lag. Bch. ZIP: 92651

COMMENTS:

1. The stated reason for extending the 2 lanes of 133 900 ft towards the ocean is "to provide a smooth transition" from the El Toro/133 intersection. I believe this in unnecessary. It simply moves the bottleneck and gives motorists less opportunity to decide that LB is too busy and make a U-turn. The encroachment into the LCF open space is too great; oak trees gone, exposing a huge bank, etc. I understand the argument that there is too much going on (El Toro intersection, Ameleise short turning merging traffic) but I do not think the marginal increase in safety is worth all the destruction of beautiful open space. PH-42-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.42 PH-42 - Responses to Comments from Chris Reed

Comment No. PH-42-1

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Robert Reed ORGANIZATION:

EMAIL: robtsreed@gmail.com PHONE: 949-607-7015

ADDRESS: 239 Lower Cliff Dr 9A CITY: L.B. ZIP: 92651

COMMENTS:

(1) BASIC TAKE AWAY FROM YOUR MOVIE: NICE BIKE LANES; IMPROVED DRAINAGE SWALES; NOT MUCH TRAFFIC IMP. PH-43-1

(2) DELETE THE S.B. LANE ON 133 N OF ELTORO & LET TRAFFIC BACK UP PH-43-2

(3) POSSIBLY RELOCATE ANNALISE ENTRY TO OPPOSITE OF WILLOW DRIVE W/ SIGNAL SIMILAR TO LCAD PH-43-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Robert Reed ORGANIZATION: L Cun Conservancy

EMAIL: robtsreed@gmail.com PHONE: 607-7015

ADDRESS: 239 Lower Cliff Dr #A CITY: L.B. ZIP:

COMMENTS:

1. Undergrounding NW side of LC Road has been draining for 100 yrs why now these needed "improvements"? PH-43-4

2. Bike Lanes-8' only encourages "abreast" cycling 8' may be Caltrans X sec but not necessary PH-43-5

3. 2 lanes @ Willow is asking for fatalities. Maybe relocate analyse entry opposite Willow & install signal PH-43-6

4. Undergrounding may not be necessary! There are HI Volt. lines available "cross country" to serve L.B. without undergrounding PH-43-7

5. We should not "enable" Caltrans work levels & budgets PH-43-8

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

I.7.43 PH-43 - Responses to Comments from Robert Reed

Comment No. PH-43-1

The commenter's statement that the project provides bicycle lanes and improved drainage but not much traffic improvement is acknowledged. The purpose of the project is to improve safety and reduce flooding within the project limits. No additional capacity enhancements are proposed as part of this project.

Comment No. PH-43-2

The commenter's suggestion to delete the southbound improvements on SR-133, north of El Toro Road, and let traffic back up is acknowledged. Please refer to Common Response No. 1 regarding the southbound merge lane.

Comment No. PH-43-3

The commenter's suggestion to relocate the entrance to the Anneliese School to across from the Willow Staging area and construct a signal similar to the crossing at Laguna College of Art and Design is acknowledged. Caltrans is not proposing any alteration of ingress/egress access points for either the Willow Staging Area or the Anneliese School.

Comment No. PH-43-4

The commenter asks why improvements are needed to address flooding. Please refer to Common Response No. 8 regarding needing improvements to address flooding.

Comment No. PH-43-5

The commenter's suggestion that the eight-foot bike lanes are not necessary and only encourages "abreast" cycling is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. PH-43-6

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project. Please refer to Response to Comment Ph-43-3 regarding relocation of the Anneliese School driveway and adding a signal.

Comment No. PH-43-7

The commenter's statement that the utility undergrounding is unnecessary is acknowledged and will be considered in during final decision-making for the proposed project. Furthermore, as stated in section 1.3, Purpose and Need. The need for the proposed project, specifically utility undergrounding is related to current deficiencies of SR-133 within the project limits. These deficiencies include nonstandard shoulder widths throughout the corridor and overhead utility poles located immediately adjacent to the nonstandard shoulder widths on both sides of the roadway.

Comment No. PH-43-8

The commenter's statements related to Caltrans work levels and budgets are acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Elizabeth Reese ORGANIZATION:

EMAIL: none - PHONE: 949 673.3397

ADDRESS: 20361 Sun Valley Dr CITY: Laguna Bch ZIP: 92651

COMMENTS: 28 yr resident @ address above. My problem w your project is the horrible treatment my neighborhood has received in the past from all connected w the roads we are served by. We need a public hearing so these grievances can be addressed & no guarantees can be made & not broken. We expect a public hearing

PH-44-1

Elizabeth Reese

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.44 PH-44 - Responses to Comments from Elizabeth Reese

Comment No. PH-44-1

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Edythe Shaw ORGANIZATION: NONE - concerned citizen

EMAIL: ediesshaw@cox.net PHONE: 949-583-9713

ADDRESS: 3275 San Amadeo B CITY: Laguna Woods ZIP: 92637

COMMENTS: Re: Laguna Canyon Road project.

I am concerned about the degradation of the Coastal Sage Habitat in the canyon. Coastal sage is the most endangered habitat in so Cal with 95% developed + destroyed. PH-45-1

The proposed side channels (culverts) will encourage weed growth - invasive species which will further degrade the habitat.

It's also come to my attention that CalTrans has not done sufficient traffic studies at all times of the day and in all seasons. Annalise's school traffic needs to be taken into consideration. PH-45-2

Also 900 extra feet of merge lane will prove problematic for the cars turning into the Willow Park area. They will have to cross 2 lanes of speeding traffic plus watch for bicyclists.

I am extremely concerned for the destruction of 6 Oak trees and ~~the~~ I would ask you to relocate the vehicle pullouts to less sensitive areas. PH-45-3

We do NOT want freeway guard rails in our canyon. PH-45-4

I oppose the project as currently designed.

We need updated traffic studies.

Thank You! PH-45-5

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.45 PH-45 - Responses to Comments from Edythe Shaw

Comment No. PH-45-1

As described in Section 2.13.2 of the IS/EA, the proposed project would result in approximately 0.22 acre of temporary impacts and 0.38 acre of permanent impacts to coastal sage scrub vegetation communities. When combined, total impacts to coastal sage scrub communities is approximately 0.60 acre. Please refer to Common Response No. 5 regarding potential effects associated with introduction of invasive species.

Comment No. PH-45-2

Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

Comment No. PH-45-3

The commenter's request to preserve oak trees is acknowledged. Please refer to Common Response No. 5 regarding effects to and replacement of oak trees.

Comment No. PH-45-4

The commenter's opposition to freeway guardrail and the project as currently designed is acknowledged and will be considered during the final decision-making.

Comment No. PH-45-5

The commenter requests updated traffic studies. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Lorna Shaw ORGANIZATION: Laguna Beach Resident (disorganized)

EMAIL: lornabshaw@netscape.net PHONE: 949-494-4814

ADDRESS: 1918 Temple Hills Dr CITY: Laguna Beach ZIP: 92651

COMMENTS: I want to hear the ideas of my neighbors so that I can consider them.

(1) This was to be a meeting / hearing / workshop during which the public could provide input and show reactions verbally, to the proposed project. The format as it is being held does NOT give us a chance to have our thoughts publicly heard. Written comments are not sufficient. PH-46-1

(2) Improving road drainage is useful. PH-46-2

(3) Removing public space/land is absolutely wrong. Compensation cannot be reasonable if the land offered is beyond our City boundaries PH-46-3

(4) Blocking access to an existing open space is wrong! PH-46-4

(5) Funneling bicycles down the canyon into Laguna is unwise & unsafe. Bike routes need to be away from Coast Highway PH-46-5

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.46 PH-46 - Responses to Comments from Lorna Shaw

Comment No. PH-46-1

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

Comment No. PH-46-2

The commenter's support for improving roadway drainage is acknowledged. Please refer to Common Response No. 8 regarding the potential effect of the Build Alternative on drainage and flooding.

Comment No. PH-46-3

The commenter's opposition to the proposed project due to its effect on parkland and effect on oak trees and riparian habitat is acknowledged. Please refer to Common Response No. 6 regarding effects to parkland.

Comment No. PH-46-4

The proposed project would not block access to Willow Staging Area. Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area.

Comment No. PH-46-5

The commenter's opposition to bicyclists using SR-133 is acknowledged and will be considered during the decision-making process.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Sherri Sisson ORGANIZATION:

EMAIL: sksisson@gmail.com PHONE: 949-786-7681

ADDRESS: 3565 Fenn st CITY: Irvine ZIP: 92614

COMMENTS:

The 900 foot inbound lane extension would work best if it was only one lane. Then access to the Willow parking lot & Annalise school would be much safer. (There is incomplete traffic data for Willow parking lot) PH-47-1

Bike lanes without K-Rails are dangerous. Car drivers are on their phone and will run over bike riders. PH-47-2

Can the speed limit be lowered especially in the school zone. PH-47-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
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Caltrans

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I.7.47 PH-47 - Responses to Comments from Sherri Sisson

Comment No. PH-47-1

The commenter's suggestion to reduce SR-133 to one lane south of El Toro Road and concern regarding the level of traffic analysis at Willow Staging Area is acknowledged. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area.

Comment No. PH-47-2

The commenter's concern for bicyclist safety if K-rail is not provided is acknowledged and will be considered in the final decision-making.

Comment No. PH-47-3

The comment asks if the speed limit can be reduced. Please refer to Common Response No. 2 regarding speed limits within the project limits.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Benda Solow ORGANIZATION: homeowner

EMAIL: bsolow.etudes@gmail.com PHONE: _____

ADDRESS: 109 Chiquita St. CITY: Laguna ZIP: 92651

COMMENTS:

I am opposed to cutting into the native rock formations opposite + so. of El Toro Rd. PH-48-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.48 PH-48 - Responses to Comments from Benida Solow

Comment No. PH-48-1

The commenter's opposition to the slope grading south of El Toro Road is acknowledged. Please refer to Common Responses 3 and 5 which both address impacts associated with the slope grading.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Daniel Songster ORGANIZATION: OC CaliF Native Plant Society

EMAIL: Songster@cox.net PHONE: 949 768 0431

ADDRESS: 23522 Cavanaugh RD CITY: El Toro ZIP: 92630

COMMENTS:

Eliminate South Bound work Due to lack of Benefit VS. Cost AND Destruction of OAK Trees and Hillside Vegetation. PH-49-1

Do not like Two lanes Headed South in front of The Willow Entry - How Do you Exit The Park and TURN UP canyon? - crossing Two lanes of South Bound? No Safety There!

Forget SouthBound PART of Project.

By the Way We Need A Full Traffic Study on Willow and Analeese School Traffic and The Impact of more Traffic in Two lanes. PH-49-2

Extend. Deadline for Review and Comment Period! PH-49-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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I.7.49 PH-49 - Responses to Comments from Daniel Songster

Comment No. PH-49-1

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School and Common Response No. 3 regarding the project traffic analysis.

Comment No. PH-49-2

Please refer to Response to Comment No. PH-49-1 regarding traffic effects to Willow Staging Area and the Anneliese School.

Comment No. PH-49-3

The commenter's request to extend the comment period is acknowledged. Caltrans did not extend the comment period as requested. Please refer to Common Response No. 9 which discusses public noticing for the IS/EA.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Carley Strombotne ORGANIZATION:

EMAIL: carestrom1@gmail.com PHONE:

ADDRESS: CITY: Laguna Beach ZIP: 92651

COMMENTS:

Firstly, I whole heartedly believe we need more time for commenting. This is a very complex project with very little time for community members to gain knowledge in order to comment. We should also be reaching out to Aliso Viejo, Irvine and other nearby communities that will be affected by this huge project. PH-50-1

There should be no extended merge lane Southbound near the Willow entrance. 2 lanes is too dangerous and will create more problems for taking left turn out of parking lot. We do not want or need another street light there. PH-50-2

Outbound north of El Toro Road – undergrounding power lines should stay within the 8ft. easeway. PH-50-3

The 14 oak trees need to be protected and moved to local area. This is a huge impact on the environment that replanting could somewhat mitigate. PH-50-4

Thank You!

over

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

The flood planes should be studied and be implemented to be more effective. There are questions regarding 5 year floods, 10 year floods that have not been answered.

PH-50-5

$30 million dollars for this project is a lot of $$. We feel the cost does not seem to be worth the effort. We do not know if this project will actually make the road safer.

PH-50-6

The 67% grade needs to be better engineered. It would be impossible to maintain a natural look, by planting indigenous plants. More likely it would create rock slides and more danger.

PH-50-7

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Carly Strombotne ORGANIZATION: LCC / LCF

EMAIL: carestrom1@gmail.com PHONE: _____

ADDRESS: _____ CITY: Laguna Beach ZIP: 92651

COMMENTS:

It's beyond disappointing that this is a workshop and NOT a public forum. We demand to be heard in a public hearing! I am opposed to this project. It decimates trees & parkland and will not alleviate traffic. Too much money, time & inconvenience for too little gain. We have fought hard to keep our parkland intact. Taking bits here and there for this project is infuriating. Laguna Canyon is supposed to remain a rural setting. This project goes against the CANDO mission Statement. These are the people who LIVE in Laguna Canyon! They must be considered, and our parkland and trees should be protected, and our canyon should remain a natural, rural setting!

PH-50-8

PH-50-9

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

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If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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We Demand A Public Forum!! Hearing

PH-50-10

Caltrans

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I.7.50 PH-50 - Responses to Comments from Carey Strombotre

Comment No. PH-50-1

The commenter's request to extend the comment period is acknowledged. Caltrans did not extend the comment period as requested. Please refer to Common Response No. 9 regarding the public review comment period.

Comment No. PH-50-2

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School and Common Response No. 3 regarding the project traffic analysis.

Comment No. PH-50-3

The commenter's request for undergrounding the utilities underneath the shoulder is acknowledged. Please refer to Common Response No. 1 regarding undergrounding of utilities.

Comment No. PH-50-4

The commenter's request to preserve and/or relocate oak trees is acknowledged. Please refer to Common Response No. 5 regarding effects to and replacement of oak trees.

Comment No. PH-50-5

The commenter's request for additional floodplain analysis is acknowledged. Please refer to Common Response No. 8, which discusses potential effect on flooding associated with the proposed project.

Comment No. PH-50-6

The commenter's objection to the cost of the project is acknowledged and will be considered as part of the decision-making process.

Comment No. PH-50-7

The commenter's concern regarding the engineering of the graded slope to reduce potential for rockslide is acknowledged. Further geotechnical evaluation of the engineered slope would be conducted during final design to determine the most appropriate design for the slope and construction techniques so as to avoid/minimize rock slides to the extent feasible.

Comment No. PH-50-8

The commenter's concerns regarding the lack of a presentation with questions and answers is acknowledged. Please refer to Common Response No. 9 regarding the public hearing format.

Comment No. PH-50-9

The commenter's opposition to the proposed project is acknowledged. The proposed safety project does work to achieve the third bullet of the Laguna Beach Canyon Alliance of Neighborhoods Defense Organization (CANDO), which states, "To ensure the safety of the Laguna Canyon corridor."

Comment No. PH-50-10

The commenter's concerns regarding the lack of a presentation with questions and answers is acknowledged. Please refer to Common Response No. 9 regarding the public hearing format.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Kerri STONER ORGANIZATION:

EMAIL: k.stoner1@gmail.com PHONE: 949 914-7933

ADDRESS: 808 LAVISTA DR LB CITY: ZIP: 92651

COMMENTS:

(1) Liz Don't take any PARK SPACE, especially with no added safety or traffic movement PH-51-1

(2) Underground poles within 8 ft shoulder PH-51-2

A 2 lane road in front of Willow entrance to park creates a very unsafe situation. with cars trying to cross 2 lanes of traffic instead of the existing 1 lane PH-51-3

(3) TAKE the 39 million and spend it elsewhere The only benefit I see is more bicycle lanegae and undergrounding utility pole, not close in price to 39 million PH-51-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.51 PH-51 - Responses to Comments from Kerri Stoner

Comment No. PH-51-1

The commenter request that no parkland be used for the proposed improvements. Please refer to Common Response No. 6 regarding effects to parkland.

Comment No. PH-51-2

Please refer to Common Response No. 1, which provides discussion regarding the feasibility of undergrounding utilities within the shoulder/bike lane.

Comment No. PH-51-3

The commenter's concern regarding access to the Willow Staging Area. Please refer to Common Response No.1 regarding access to the Willow Staging Area with the proposed project.

Comment No. PH-51-4

The commenter's statement regarding the benefits of the proposed project in relation to the cost of the proposed project is acknowledged.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Judy Teverbaugh ORGANIZATION: Private citizen - 29 yrs

EMAIL: gitanalaguna@yahoo.com PHONE: 949 246-44467

ADDRESS: 1575 Via Capri CITY: Laguna Beach ZIP: 92651

COMMENTS:

1. As a supporter of our open space and natural beauty, I am most concerned about not damaging habitat or compromising access to the Willow staging area at 133 near El Toro. PH-52-1

2. The safety improvements do not seem to warrant the $39 M expenditure. The changes are not traffic calming and do not address the excessive speeding + DUI causes of accidents. PH-52-2

3. Utility cut-outs are intrusive and poorly placed. Ph-52-3

4. I do support the bike lane, the permeable channel paving, + undergrounding of poles. PH-52-4

5. Let's work together on creative solutions to increasing Safety! PH-52-5

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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(over)

Caltrans

6. What is the purpose of the existing merge lane on 133 at El Toro? PH-52-6

7. Is a traffic circle not feasible? PH-52-7

8. How can the Complete Streets concept inform our thinking ("our" = CalTrans and local LB entities) PH-52-8

9. Don't remove the 14 trees! PH-52-9

I.7.52 PH-52 - Responses to Comments from Judy Teverbaugh

Comment No. PH-52-1

Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area and Common Response No. 5 regarding habitat loss in the canyon.

Comment No. PH-52-2

The commenter's opinion that the amount of safety improvement provided by the proposed project is not justified by the cost of the project is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. PH-52-3

Please refer to General Response No. 1 regarding the location size of the utility pullouts

Comment No. PH-52-4

The commenter's support for the bicycle lanes, articulated channel and undergrounding of utilities is acknowledged and will be considered during final decision-making.

Comment No. PH-52-5

The commenter requests that Caltrans work with the local community to identity solut8ions. Caltrans is committed to working with local stakeholders to identify additional improvements for improving safety within the SR-133 corridor.

Comment No. PH-52-6

The commenter asks the purpose of the southbound merge lane. Please refer to Common Response No. 1, which discusses the effectiveness of the merge lane.

Comment No. PH-52-7

The commenter asks if a roundabout is feasible. Please refer to Common Response No.1, which discusses the feasibility of a roundabout at this intersection.

Comment No. PH-52-8

The commenter requests consideration of a "complete streets" concept. The proposed project is a safety project and not a capacity enhancing project, and the consideration of a complete streets concept does not meet the project purpose and need. The Build

Alternative does include the incorporation of bicycle lanes from SR-73 to El Toro Road, which facilitates this alternative transportation mode within the project area,

Comment No. PH-52-9

The commenter's request to preserve oak trees is acknowledged. Please refer to Common Response No. 5 regarding effects to and replacement of oak trees.

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: JOHN THOMAS ORGANIZATION:

EMAIL: JOHNTHOMAS@COX.NET PHONE: 949.499.5099

ADDRESS: 31699 SEACLIFF DR, CITY: LAGUNA BEACH ZIP: 92651

COMMENTS: ONE ASPECT OF THE PROPOSED PROJECT IS TO EXTEND THE INBOUND 'MERGE' LANE SOUTH OF THE INTERSECTION OF LCR AND EL TORO ROAD. EXTENDING THAT 'MERGE' LANE SEEMS TO CAUSE MORE SAFETY PROBLEMS THAN IT SOLVES.

IN FACT, IN MY EXPERIENCE THE EXISTING INBOUND MERGE LANE SEEMS TO CAUSE SAFETY PROBLEMS AND SEEMS TO CREATE LITTLE BENEFIT. PH-53-1

PLEASE CONSIDER NOT ONLY NOT EXTENDING THE INBOUND MERGE LANE, BUT ALSO ELIMINATING THE EXISTING INBOUND 'MERGE' LANE BOTH SOUTH OF EL TORO AS WELL AS APPROACHING EL TORO ROAD FROM THE NORTH.

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

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I.7.53 PH-53 - Responses to Comments from John Thomas

Comment No. PH-53-1

The commenter's opposition to the proposed southbound improvements is acknowledged. Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Tara Thompson ORGANIZATION: Resident of Laguna Cyn.

EMAIL: taraKanet@hotmail.com PHONE: 949-702-6247

ADDRESS: 20353 Sun Valley DR. CITY: LB ZIP: 92651

COMMENTS:

Please consider:

- Eliminate the left hand lane (2nd lane) turning (onto inbound Canyon Rd). This merging lane causes Road rage, drivers are too busy fighting to merge & cause accidents between cars & bikers. PH-54-1

- consider safety issues trying to turn left into willow canyon parking lot. Trying to cross 2 lanes & a bike lane will cause accidents. PH-54-2

- [illegible]

* GET PROPER & Real Traffic Studies (all hours of the day/week) PH-54-3

- Make it a one lane Road on each side - only! No TWO Lanes! PH-54-4

- lower the speed limit

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.54 PH-54 - Responses to Comments from Tara Thompson

Comment No. PH-54-1

The commenter requests the elimination of the left hand turn lane from El Toro Road. Please refer to General Response No. 1 regarding potential for elimination of second left turn lane from El Toro Road to southbound SR-133.

Comment No. PH-54-2

The commenter is concerned regarding safety issues related to ingress/egress at Willow Staging Area. Please refer to General Response No. 1 regarding ingress and egress at the Willow Staging Area.

Comment No. PH-54-3

The commenter asks for more comprehensive traffic studies. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project.

Comment No. PH-54-4

The commenter's suggestion for considering a monorail, reversible lanes, roundabouts and speed limit reductions is acknowledged. Please refer to Common Response No. 1, which discusses roundabouts, and Common Response No. 2 regarding speed limits.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Harvey Triebwasser ORGANIZATION:

EMAIL: htrieb@cox.net PHONE: 949 494 3338

ADDRESS: 460 Arroyo Chico CITY: Laguna Beach ZIP:

COMMENTS: I Am in Agreement with Project from El Toro NB (outbound) (towards) Irvine. It will Avoid Accidents + People trying to Squeeze thru. PH-55-1

However I see no gain for the project: South of ~~EB~~ El Toro, moving the bottle neck down a few yards won't Really change Anything Especially not at the trade off of pushing into willow Staging parking Area + Removing trees. "We hope to save oaks" Doesn't Fly. It will make it very unsafe trying to turn out of that parking Area Across 2 lanes of traffic instead of one. We constantly have to fight to Retain our open space and I'm not interested in wasting $40 million dollars for no visible gain. It won't prevent Accidents + will destroy the Natural Beauty. ~~Drai~~ Concrete Drainage ditches by any other name are still concrete Drainage Ditches. PH-55-2

I Vote No!

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: HARVEY TRIEBWASSER ORGANIZATION: _____

EMAIL: htrieb@cox.net PHONE: 714 494 3337

ADDRESS: 460 ARROYO CHICO CITY: Laguna Beach ZIP: 92651

COMMENTS: #2

MAKE EL toro one WAY going AWAY FROM the 133 + have INBOUND go Along the ACCESS FROM toll ROAD IT would Avoid the PROBLEM ENTIRELY PH-55-3

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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Caltrans

I.7.55 PH-55 Responses to Comments from Harvey Triebwasser

Comment No. PH-55-1

The commenter's support for the northbound improvements to SR-133 are acknowledged.

Comment No. PH-55-2

The commenter's opposition to the southbound improvements to SR-133 is acknowledged. Please refer to Common Response No. 1 regarding the southbound merge lane.

Comment No. PH-55-3

The commenter's suggestion to eliminate southbound traffic on l Toro Road and reroute inbound traffic to SR-133 via the SR-73 is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of closing El Toro Road.

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PH-56

CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Lisa Triebwasser

ORGANIZATION: Human Race

EMAIL: Ltriebwasser@cox.net

PHONE: 949 494-3338

ADDRESS: 460 Arroyo Chico

CITY: Laguna Beach ZIP: 92651

COMMENTS:

Lots of work to show your plans.

I am a supporter of our open space and want to keep it as is however, undergrounding lines, I believe will make the canyon safer. PH-56-1

Removing slopes and trees to make more lanes is not going to make the canyon safer. Cars going 25 mph don't get in a big accidents as cars going 65. We are only creating another battleneck further down the road. Caltrans plans to change the whole road eventually and Outbound seems as if it will work without much destruction of habitat. and would help outbound traffic PH-56-2

Thank You! PH-56-3

there is no place for the cars to go when they get to Laguna. Then the people of Laguna are in the battle neck

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

Very motivative but outrageous Chustpah to think Laguna is interested.

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I.7.56 PH-56 - Responses to Comments from Lisa Triebwasser

Comment No. PH-56-1

The commenter's support for undergrounding of utilities is acknowledged and will be considered as part of the decision-making process.

Comment No. PH-56-2

The commenter's concerns regarding excessive speed and bottlenecks on Laguna Canyon are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand. Caltrans currently has no plans widen SR-133 southerly to SR-1. Please refer to Common Response No. 2 regarding speeding/speed limits and Common Response No. regarding the southbound merge lane effects.

Comment No. PH-56-3

The commenter's support for northbound improvement is acknowledged and will be considered as part of the decision-making process.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: PATRICIA TWITTY ORGANIZATION: Laguna Greenbelt

EMAIL: ptwitty@aol.com PHONE: 949-494-0678

ADDRESS: 914 Park Avenue CITY: Laguna Beach ZIP: 92651

COMMENTS:

This project has too many flaws and needs rethinking. The taking of protected open space is a deal breaker for this community that has worked for 50 years to protect it. Everyone is concerned about safety, but this project won't do that. The school and park ingress/egress traffic will decrease safety and increase road rage. Whatever is done, NO open space can be taken to underground utilities create utility vehicle turnouts that don't even exist now or add an inbound lane. You must go back to the drawing board.

PH-57-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.57 PH-57 - Responses to Comments from Patricia Twitty

Comment No. PH-57-1

The commenter's opposition to the proposed project is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 1 regarding ingress/egress at the Willow Springs Staging area and Common Response No. 6 regarding effects to parkland.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Art Wahl / Bali Thorn ORGANIZATION:

EMAIL: roundwahl@hotmail.com PHONE: 949-494-4624

ADDRESS: 434 Cress St. CITY: Laguna Beach ZIP: 92651

COMMENTS: The Caltrans project for Ca. 133/Laguna Canyon Road is unacceptable as proposed. Portions, such as the extension of the right southbound lane, accomplish nothing, create new problems, and destroy native habitat. PH-58-1

However, other portions have merit and should be negotiated – such as the northbound widening just past El Toro Road – with important input in addressing natural riparian habitat, as well as the proper underground siting of utilities. The traffic issue must be addressed but without destruction of valuable – and rare – natural habitat. PH-58-2

Lastly – safe cycling and public transportation should be high priorities for Ca. 133 and El Toro Rd. PH-58-3

Art Wahl Bali Thorn Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.58 PH-58 - Responses to Comments from Art Wahl/Bali Thorn

Comment No. PH-58-1

The commenter's opposition to the proposed southbound improvements is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-58-2

The commenter's support for the northbound improvements is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 5 regarding habitat loss.

Comment No. PH-58-3

The commenter's support for providing safe bicycling facilities is acknowledged and will be considered during the decision-making process.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Jurgen Wallace ORGANIZATION:

EMAIL: jurgenw@hotmail.com PHONE:

ADDRESS: CITY: Laguna Beach ZIP:

COMMENTS:

We need a public presentation. This is inadequate and impossible for the public to understand the project. It feels like we are being stonewalled.

Please have a public hearing and presentation.

PH-59-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.59 PH-59 - Responses to Comments from Jurgen Wallace

Comment No. PH-59-1

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: James Wickenhaeeser ORGANIZATION: Thieves Engineering

EMAIL: Jameswe@thieveseng.com PHONE: 805 272 5881

ADDRESS: 544 Glennegre St. CITY: Laguna Beach ZIP: 92651

COMMENTS:

- Use canyon as storage lanes PH-60-1
- Don't increase Q into a new choke point (downtown after 3rd street) PH-60-2
- Consider eliminating redundant merge lanes and going to a single lane PH-60-3
- Too many driveways to have two-lane highway in front yard. PH-60-4

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

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Caltrans

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I.7.60 PH-60 - Responses to Comments from James Wickenhaeuser

Comment No. PH-60-1

The commenter's suggestion to use the canyon as a storage lane is acknowledged and will be considered during the decision-making process.

Comment No. PH-60-2

The commenter suggests that congestion will moved south of the project area. Please refer to Response to Comment No. PH-19-2 regarding congestion in downtown Laguna Beach.

Comment No. PH-60-3

The commenter's preference for one lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 regarding alternatives to the Build Alternative, similar to that suggested by the commenter.

Comment No. PH-60-4

The commenter states there are too many driveways on SR-133. Within the project limits, there are currently only driveways for the Willow Staging Area and the Anneliese School. Please refer to Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: HEDY BUZAN WILLIAMSON ORGANIZATION: SELF EMPLOYED

EMAIL: hedybw@mac.com PHONE: 949-293-3191

STUDIO
ADDRESS: 3251 C LAGUNA CANYON RD CITY: LAGUNA BEACH ZIP: 92651

COMMENTS:

I SUPPORT COMPONENT 1 PH-61-1

I DO NOT SUPPORT COMPONENTS 2, 3 & 4. PH-61-2

OPEN SPACE NEEDS TO BE PRESERVED

IN THE COMMUNITY THAT RAISED FUNDS VIA TAXES TO PAY FOR IT. NO TRADE OFF TO OTHER COMMUNITIES

AS A BUSINESS OWNER ON LCR WHO COMMUTES DAILY THE PROBLEM CAUSING TRAFFIC ACCIDENTS IS POOR DRIVERS, AGGRESIVE DRIVERS, AND DISTRACTED DRIVERS WHO ARE ENABLED BY VERY LITTLE POLICE PRESCENCE - making the road speedier will ADD to the problem not fix it PH-61-3

WE NEED POLICE PATROLS! Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
Documents are available at http://www.dot.ca.gov/d12/DEA/133/0P94U
(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.61 PH-61 - Responses to Comments from Hedy Buzan Williamson

Comment No. PH-61-1

The commenter's support for Component 1 is acknowledged and will considered during the decision-making process.

Comment No. PH-61-2

The commenter's opposition to Component's 2, 3 and 4 is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 6 regarding effects to parkland.

Comment No. PH-61-3

The commenter raised concerns related to the lack of police presence within the study area. Control of speeding and aggressive/distracted drivers along SR-133 is under the jurisdiction of the California Highway Patrol. Speeding and aggressive/distracted driving is monitored by the CHP and offenders are ticketed. The proposed project would not eliminate drivers speeding or who are aggressive or distracted.

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CALIFORNIA 133

COMMENT CARD

PUBLIC HEARING: June 27, 2018

SR-133 (Laguna Canyon Road) Improvement Project

NAME: Charles Wright ORGANIZATION: LCT

EMAIL: ~~WRIGHT~~ wright.native@sbcglobal.net PHONE: 949-552-5469

ADDRESS: 46 Brookmont, Irvine 92604 CITY: Irvine ZIP: 92604

COMMENTS:

What a disappointment. I expected a clear presentation with an opportunity to hear other input from Caltrans & FROM other citizens. I fail to see any IMPROVEMENT in TRAFFIC. Having 2 lanes merge to 1 is ludicrous & Adds to Road RAGE. Your Solution to traffic makes a bad situation WORSE for those using The Laurel willow stagging area, Annelise School & businesses along LCL. Diverting water is a good idea, burying electrical or Bank Land is NOT a good idea — Put it in a tunnel under the Road. Shaving the slope south of El Toro is Terrible — you will destroy the only example of slip fault that I know of. There is NO IMPROVEMENT in this project. I am dismayed. PH-62-1

Thank You!

Please Comment in Writing by 5pm, July 10, 2018

EMAIL to Caltrans at D12.SR133@dot.ca.gov

MAIL to Caltrans at Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division, Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705.

If you have questions, please contact Van Nguyen at District 12's Public Information Office at (657) 328-6363 or e-mail at Nguyen.Van@dot.ca.gov.
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(web address is case-sensitive, use capital letters as indicated)

Caltrans

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I.7.62 PH-62 - Responses to Comments from Charles Wright

Comment No. PH-62-1

The commenter's opposition to the proposed project is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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I.8 Public Hearing Transcript

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PUBLIC MEETING

SR-133 LAGUNA CANYON ROAD IMPROVEMENT PROJECT

PUBLIC COMMENTS

TRANSCRIPT OF PUBLIC COMMENTS

Laguna Beach, California

Wednesday, June 27, 2018

Reported by:

Heidi Hummel-Grant

CSR No. 12556

Pages 1 - 57

PUBLIC MEETING

SR-133 LAGUNA CANYON ROAD IMPROVEMENT PROJECT

PUBLIC COMMENTS

Transcript of Public Comments, taken at 625 Park Avenue, Laguna Beach, California, beginning at 4:52 p.m. and ending at 7:20 p.m., on Wednesday, June 27, 2018, before Heidi Hummel-Grant, Certified Shorthand Reporter No. 12556.

SPEAKERS:

KIMBERLY LEEDS

LOGAN LEEDS

CHARLOTTE MASERICK

ED MAURER

KATE CLARK

MIKE SOURSBY

BIEN CRUZ

HELEN MAURER

JAHN LEVITT

JENNIFER ZEITER

HARRY HUGGINS

NORM GROSSMAN

JOHN FOLEY

JOSEF CHAZAN

JINGER WALLACE

BARBARA MACGILLIVRAY

CAREY STROMBOTNE

ELIZABETH REESE

MIKE JONES

BRYAN MENNE

JOHN ALBRITTON

OLIVE BATCHELDER

LOUIS LONGI

ANN CHRISTOPH

SPEAKERS (Continued):

TONI ISEMAN

GWEN MYERS

PENELOPE MILNE

CARROLL O. MCGORKEY

ADAM KAPLAN

BILL SELLIN

Laguna Beach, California

Wednesday, June 28, 2018, 4:52 p.m. to 7:20 p.m.

***

KIMBERLY LEEDS: My name is Kimberly Bixler Leeds. T-1
and Logan
I live in Aliso Viejo, which is very close to where the 04:52
133 and El Toro Road come together.

I have many concerns regarding widening this road since I live very close on it and have to travel it multiple times to take my children to and from school and to from their activities since we're part of the 04:52
Laguna Beach Unified School District.

I have concerns about widening it because it's already a bottleneck, and widening the road will only make the same thing happen because it's not expected to T-1-1
be widened all the way through. 04:52

In addition I possess a permaculture certificate, which means I understand how natural habitats work. I'm also 25 years in the wilderness park as a volunteer as a naturalist as the education direction for Laguna Canyon Foundation in the past, 04:52
working for Laguna Greenbelt and also for Crystal Cove State Parks as a volunteer. My son has also participated.

Our concern is that when you start cementing in T-1-2
waterways that the water no longer gets to spread, sink 04:53

and slow so it feeds the habitat. Instead, it is rushed out to the ocean. Then I'm worried about houses that are downstream from that. When you make water go faster, it's going to affect the downstream areas when we have water events. 04:53

T-1-2

So I'm extremely opposed to this and I think that the negative declaration should be completely struck, that it's not necessarily -- strike that.

It's not true that it's a negative declaration. This is going to affect the habitat in the area, the people who live in the area, the traffic flow, and only cause further problems for those of us who live in the area and need to travel back and forth consistently. 04:53

T-1-3

Thank you.

LOGAN LEEDS: I'm Logan Leeds. 04:53

I'd also like to say that I believe that if they were to follow through, it would be a major waste of money, because it wouldn't be fixing the traffic problem, because the problem at its source is that everybody gets out at the same exact time, considering different types of schools and work, and because that area is so narrow, it's just going to make it longer for people to be able to go through, and it will make traffic worse. 04:54

T-1-4

KIMBERLY LEEDS: And we discussed earlier the loss 04:54

T-1-5

of all the oak trees too. 04:54

LOGAN LEEDS: Yes. And there also are hundred-year-old oak -- T-1-5

KIMBERLY LEEDS: 2 to 300-year-old --

LOGAN LEEDS: Yeah, 2 to 300-year-old oak trees that are going to be teared up in this improvement. 04:54

Also, that the money that's put into this also could be used to fund much other different types of things, like, for example, preserving natural habitat or maybe even adding a couple of -- T-1-6 04:55

KIMBERLY LEEDS: CalTrans doesn't do that though.

It would improve the road, ma'am, if they did underground in that area, but safely and not widening it -- T-1-7

LOGAN LEEDS: Yes. 04:55

KIMBERLY LEEDS: -- so that it's an easy transit location.

LOGAN LEEDS: Thank you very much.

CHARLOTTE MASERICK: Charlotte Maserick. T-2

I'm really concerned that we don't have a public comment period. This evening it seems like it's a rubber stamped deal. Most of us are pretty well educated regarding this, we've done our homework. 04:55 T-2-1

I lead a hiking group -- and have for the last 17 years -- and I've hiked the Laguna Coast wilderness 04:56

area for over 25 years. And I'm very familiar with the Willow, Laurel area. 04:56

I see no reason to have a two-lane highway at the El Toro Y. It does nothing but funnel more traffic into Laguna Beach and it will be nightmare crossing two lanes to get into the Laguna Coast Wilderness Park. T-2-2 04:56

And I say no, no, no, please, not this project. Go back to the drawing board. I just feel so strongly about this. T-2-3

Thank you. 04:57

ED MAURER: I'm Ed Maurer, 24001 Salero Lane, S-O-L-E-R-O, Lane, in Mission Viejo, California. I am a volunteer for the Laguna Canyon Foundation. I lead hikes, and I'm often at the Willow staging area and in Laguna Beach. T-3 05:06

I am opposed to the project. I think it's unnecessary. It will just move the traffic problem to other places. There is too much traffic. And the only way to reduce the traffic is to narrow the road, not widen it. T-3-1 05:07

In other countries, where they have somewhat more intelligent traffic planning, roads are being narrowed to reduce the traffic. We should do the same thing. T-3-2

That's it. 05:07

T-4

KATE CLARK: My name is Kate Clark, and I live here in Laguna Beach. I am the secretary for the Laguna Greenbelt, and I am a member of -- I volunteer for the Laguna Canyon Foundation, and I'm a member of the Laguna -- or the Coastal Greenbelt Authority. 05:07 05:14

I've seen this -- I saw a presentation done earlier that was very disturbing, and I have been reading the materials -- all the materials online that I have seen. I am very concerned, Number 1, that this arrangement is not working well at all. And people are very angry about how it's going, what's being said. This is not a public forum as far as we're concerned. T-4-1 05:14

My major concerns are these: First of all, the concretizing of the check damn area and the grate and the creek areas. Laguna is trying to do away with concrete, not add to it, as an overall image for our community. There are other alternatives that are better. T-4-2 05:15

And I'm very concerned that given the amount of vegetation that's going to be removed from the park and the damage to the formation -- they are proposing placing -- using replacements, substituting, mitigating for the loss of those trees somewhere else, and certainly that area in that basin would be a good place to put some other kinds of alternative things, some replacement vegetation, put a few trees in there, for 05:15 T-4-3 05:16

example.

Secondly, I am very concerned about, as we can hear, the vegetation removal, the removal of and damage to rock formation, the damage that's going to be done to trails.

The disruption that this is going to cause, is not worth it. Because, 3, as many people are saying -- back there in Room Number 4 -- the aims for improving safety are only -- are damaged -- are only ruined by the plans that have been come up with. People leaving the Willow exit, as it is now proposed, would have to go across not one lane of traffic but two lanes of traffic and a bike lane. And our preliminary studies, based on data that we have at the park, is that about 80 percent of the people who visit Willow -- 80 percent of a hundred and some thousand who visit every year -- want to turn left to go north to their home. Very few of them want to turn to go south. This is not the answer. And I am -- that needs to be adjusted.

There's not a lot of talk about how long this is going to take. I'm concerned that they're using a negative mitigated declaration as their environmental impact -- as part of their environmental impact as part of the project. That's unacceptable to me. It's just -- that's -- given so much damage they're doing and

05:16 T-4-3
T-4-4
05:16
05:16
T-4-5
05:17
05:17
T-4-6
05:17

damage that we understand is at the cultural resources level as well is really unfortunate. And probably all of that is going to invite lawsuits and certainly the County doesn't want to engage in that. 05:17

T-4-6

So I -- I'll write something else, something on behalf of the organizations will be coming forward, I know, as a result of this evening and a result of our other meetings we have had. 05:18

So, at any rate, thank you very much for this opportunity. 05:18

T-5

MIKE SOURSBY: Mike Soursby. and Bien Cruz

What we would like to see instead of the widening of the two lanes coming into town is removing those two lanes and making it one the whole way. So from the intersection coming in from the 133 where it opens up into two for a short period of time and then just past El Toro where it then goes back down into one lane we would like to see that be one lane continually from the 133 northbound to Willow parking lot. So instead of increasing it, like they're doing, we would like to see it decreased to one. This will remove the merging -- or let me put it another way: This will remove the angst caused by drivers trying to catch three extra car lengths -- or four extra car lengths -- coming into town so they can pass a few people. Because that 05:20 05:20 05:21

T-5-1

is where we've seen the bottlenecks occur and possible traffic accidents as well. What they're planning on doing, according to these, is adding an extra so many feet -- let's call it 40 cars -- so now we'll have 40 cars merging into one lane instead of three of four cars merging into one lane. 05:21

T-5-1

If we want to keep it two on El Toro, in the turn lanes, then I'm not sure how that's going to be handled. I suggest they just leave it one lane turning left on El Toro as well, because that opens up into two as well. 05:21

T-5-2

BIEN CRUZ: Bien Cruz.

Also one lane north of the El Toro intersection, because there is an extra lane also north of -- on that T -- 05:21

MIKE SOURSBY: Yes.

BIEN CRUZ: -- there is an extra lane here, and an extra lane here (indicating). Remove that extra lane, the existing, and make it one lane.

MIKE SOURSBY: I've lived here, as I've said, for 35 years. I've driven it twice a day for 30 of those years going into Irvine and back home, daytime, nighttime. Weekends I ride out of town -- ride my bicycle -- I don't ride in the lanes, I drive, to go mountain biking inland. And coming back in at 05:22

T-5-3

05:22

lunchtime, it's just a zoo, trying to watch these people merge and getting nowhere with that action. 05:22

So from what I've seen, if we have a single lane all the way down the 133 past El Toro and into Laguna Canyon, there will be no merging at all, no angst by drivers trying to get three or four extra car lengths, et cetera, et cetera. Okay. 05:22

BIEN CRUZ: This is the T that I'm talking about (indicating).

MIKE SOURSBY: Oh, good. 05:23

BIEN CRUZ: Anneliese is here, and Willow is here. We're talking about taking this out (indicating).

MIKE SOURSBY: Does that make sense? And coming in here -- T-5-3

BIEN CRUZ: Yeah. 05:23

MIKE SOURSBY: -- they get an extra opportunity for a few lanes, for an extra lane --

BIEN CRUZ: This is probably three or four cars here (indicating), and that's another three or four cars. And then they're going to add more. 05:23

MIKE SOURSBY: But not forever. So all you're doing is instead of taking --

BIEN CRUZ: You're just decreasing the number of cars.

MIKE SOURSBY: Yeah, they'll go to one. They have 05:23

to merge eventually. 05:23

BIEN CRUZ: Increase the number of cars. And that's what we would like to eliminate. T-5-3

MIKE SOURSBY: And let me add one more thing. If possible, if they could put a sign on the stoplight at the art school that says Treat Flashing Red As A Stop Sign, that would be great, because I see many people sitting there once it's gone from solid red to flashing, and they just sit there even though there's no one in the crosswalk. 05:23 05:24

BIEN CRUZ: Or change it to yellow.

MIKE SOURSBY: Yeah or -- but then they would need to add an extra light, but yes. T-5-4

People continually treat that as a total stop, like a solid red light instead of flashing. And my knowledge of the traffic rules is a flashing means a stop sign. So that backs up traffic as well, because people don't go for an extra 30 seconds, however long it's flashing. 05:24

BIEN CRUZ: So if you have an extra 40 cars here (indicating). By the current proposal, you will extra 40 who are going to be on that flashing red right at the art school. 05:24

MIKE SOURSBY: Because many people will not go until it's non-red at all. 05:24

That's all I have. 05:24 T-5-4

BIEN CRUZ: All right. And I second that.

(Ms. Cruz's diagram is attached hereto.)

HELEN MAURER: Helen Maurer, M-A-U-R-U-R. I think T-6 my husband, who's already been here, I see his name. 05:26

So I live in Mission Viejo. I'm A hiker, and we also -- you know, I drive to Laguna Beach in the summer to go to the beach -- we have grandkids living with us -- and I'm familiar with Laguna Canyon Road. I'm here on my own behest. I'm not here, you know, 05:26 representing anybody but me.

What I have noticed on Laguna Canyon Road on the many times I have driven one way or the other is that in the sections where there is one lane going each direction, traffic tends to move slowly but it moves 05:27 steadily, and that is a good thing.

The current situation at the junction of Laguna Canyon and El Toro, I agree, is difficult. I'm going to side with the people who -- I didn't even know there was such a suggestion out there, but I heard it 05:27 today, and I thought about it and it makes sense to me to have -- instead of expanding existing lanes, which I T-6-1 would be opposed to, for the same reasons that I will state to you, we should, indeed, make it narrower. We should have only one lane in each direction at the 05:27

junction, with the expectation of a left -- well, there should be a right-turn pocket -- whatever you call it -- from Laguna Canyon onto El Toro Road, and there needs to be -- there should be, you know, a left-turn pocket from El Toro onto Laguna Canyon going towards the beach and a left turn from Laguna Canyon going onto El Toro Road. But with those exceptions there should not be multiple lanes in each direction. Because what happens right now is people are all trying to beat each other to where it goes to a single lane and that creates a bottleneck. 05:27 05:28 05:28

T-6-1

From what I see of this plan, it's simply going to move the bottleneck further down the road and add more cars to it. So I don't think this is going to result -- it's not going to cut back on the dangerous driving. In fact, it will add more incentive to it. It isn't going to solve the problem, which we all agree is bottlenecked traffic. 05:29

T-6-2

Anyway that's pretty much it.

And I would have to add my husband is Swiss. We've been married for almost 50 years. He come from Basel, which is a major city in Northern Switzerland -- and yes, this is relevant -- for all the years I've been married to him -- we've been over there a number of times -- the city has been dealing with its traffic problems in a different way from what we're doing here. 05:29 05:29

Our knee-jerk is: Oh, we've got a traffic problem. Add more lanes. And what do you know, you know, six months later, we've got twice the amount of traffic and the same exact problem that you had before. What they're doing in the city of Basel, in the city center, they are making the streets less traffic-friendly. The result is amazing. They've gone from being very staid -- rather unpleasant, an unfriendly city -- to being just one of the most delightful places in the world. It's open. It's cosmopolitan. It's full of life. The people are walking around. The traffic problem has become non-existent. 05:29 05:30 T-6-3 05:30

So, you know, I think we have to try some new thinking here. And I would strongly -- I would hope that we're open to some new thinking. 05:30

Thank you.

JAHN LEVITT: Jahn Levitt. T-7

I have three issue. The first is: How will your plans improve safety concerns of residents? The same merger lane will exist, just farther down the canyon. Will your proposal make this a more dangerous situation because of the Willow parking lot? Okay. Why isn't this plan being analyzed in concert with a longer term plan for the canyon? In other words, this is one issue that they've taken out of the long-term plan for T-7-1 05:31 T-7-2 05:32

the canyon. And shouldn't they be regarded as a unified issue? 05:32

So in other words, no one's really sat down -- they've addressed this one issue -- but no one's sat down and talked about the whole issue, they've just pulled out a segment. And we don't really know at this point what the rest of Laguna Canyon is going to look like because it hasn't been decided yet. So how can you take just one element out of a plan and decide upon it without looking at all the other issues? 05:32

T-7-2

And then the next thing is: What plans presently exist to save the threatened oak trees? I don't think they have plan to do that.

T-7-3

That's it.

So I am against this plan as it stands. And I'm kind of concerned that they set up this kind of a forum. In other words, they haven't really heard our voices unified. They've heard single voices, and we've heard single representatives, but they haven't really heard us in unison, and so our impact is kind of lost. 05:32 05:33

T-7-4

That's it.

JENNIFER ZEITER: Jennifer Zeiter.

T-8

So I'm hundred percent in support of this project. I think it's long overdue. Many of us are thrilled that we're finally initiating a bike path along 05:35

T-8-1

that corridor, and maybe it will encourage Laguna Beach, after 35 years, to finally do the same -- because they've talking about it for at least that long. We're thrilled about the undergrounding of 21 utility poles -- I'm not sure if it's 19 or 21, but it was, I think, 21 -- because the City wants to tax us to underground those utility poles; they're going to put a measure on the ballot come November to tax us and raise our taxes. So we're thrilled that it's one less piece that we have to do on our own, whatever we're going to have to pay for. 05:35 05:35 T-8-1 05:35

I am a co-founder of STOP, which is StopTaxingOurProperty.com. And are opposed to the City spending our tax dollars on things that we feel are not necessary, like undergrounding the 133. It's not our road, we don't own it. Between Caltrans, Orange County and the other industries, we feel that that should be their responsibility and/or SDG&E, or Southern California Electric. 05:36 T-8-2

So I just want to say thank you very much for doing this project and all the hard work it's gotten to this point. I think eight feet of sideway is very little to give up from the open space in order to get this project accomplished. And it's long past due. 05:36 T-8-3

Thank you. That's it. 05:36

T-9

HARRY HUGGINS: Harry Huggins. 05:36

The main question that puzzles me and others in Laguna Greenbelt and Laguna Canyon Conservancy is the lack of actual improvement to the traffic flow at all of our high-period times. The lengthening of the merge 05:38
lane is still going to be a challenge for those who are T-9-1
aggressive drivers; it doesn't take it away. We actually wonder why we don't just take it down to single lanes in and out and avoid making it any wider. There would be less accidents. They would know they have to 05:38
stay behind the other drivers.

We're concerned about the utilities being located into the native natural habitat area -- even though Caltrans may clam to have a right-of-way. We would rather see it in the pavement portion so that when 05:39
it's necessary to make improvements -- I live in T-9-2
Laguna Hills where they have the same conditions in the roads, and they just narrow the traffic down when they make a repair. Consequently, we suggest all utilities be placed into the road area, not into the native 05:39
habitat.

Finally, if there is any part of land to be used, it will be subject to the 1959 Park Abandonment T-9-3
Law, which provides for an objection to the Board of Supervisors making such a conveyance of those Rights and 05:40

can be stopped by 200 signatures of anyone in the County and requiring it go to a public vote at the next statewide election or special election. 05:40 T-9-3

And then, finally, we are concerned about the Willow parking lot exit and entrance and how this widening is going to affect the safety of people going out there and going left or, if you will, northbound. 05:40 T-9-4

Those are concerns we have for the safety of people using our parkland parking lot.

Thank you. 05:41

NORM GROSSMAN: Norm Grossman. T-10

I believe the mitigated negative declaration is incorrect in saying that there was no general plan or zoning conflict. The general plan land use settlement specifically states that the City should oppose any widening of Laguna Canyon Road except for right-hand turn lanes west at El Toro Road. The current zoning on the land to be used is open-space passive. That zoning does not allow for roads -- general purpose roads for either permitted or conditional use. That zoning can only changed with the vote of the people since it was established with an initiative. 05:42 T-10-1 05:43

That's it.

JOHN FOLEY: My name is John Foley, and I am with Laguna Greenbelt. T-11 05:44

I guess what I want to state for the record is the Laguna Greenbelt is opposed to this project. We are, though, in full agreement with Laguna Canyon Foundation's opposition to this project and the things that they detailed in their analysis of the project. 05:45

T-11-1

We -- Laguna Greenbelt will provide a written response to the project in our opposition to the project. A couple of points in that -- that analysis that we'll be focusing on are around the use of articulated block in the project. Laguna Greenbelt is -- doesn't support any new channelization of any of the natural water courses in Laguna Canyon. So that's one of the areas that we'll emphasize in the written response to the opposition to the project. 05:45

T-11-2

Another point I want to focus on is around the safety aspects of it. One of the goals of this project appeared to be around safety in 133 and Laguna Canyon. And in looking at the data that Caltrans provided in their proposal for the project, it suggested that over 50 percent of the accidents were either speeding or rear end accidents. It seems like moving the choke point to different places along 133 isn't going to do anything to reduce the accidents. 05:46

T-11-3

And other thing -- I don't know if it's been fully studied -- is the Willow staging area is for 05:46

T-11-4

parking for the recreational trails in Laguna Canyon Wilderness Park. Right now it's a very, very difficult left turn onto the Willow staging area. So I'm concerned with creating two lanes in that area for ingress and egress and having someone now need to make a left-hand turn across two lanes instead of one lane in an already treacherous left turn. It seems to me that would raise additional safety concerns. I don't know whether that's been studied. So that's really our concerns. 05:47 05:47 05:47

T-11-4

Again, we're going to provide a written response detailing our many, many concerns over this project. And we'll focus on a couple of them, channelization of the water course, using articulated block and the safety. 05:48

Thank you.

T-12

JOSEF CHAZAN: My name is Josef Chazan. I live in Wendt Terrace in Laguna Beach, 92651. My phone, also, number (949)494-4456.

I'm only going to concentrate in one aspect of this project. I'm not familiar with all the other ecological and -- I'm sure they are fine -- and also the safety. But my concern is when you leave town it's very difficult to leave at certain hours. Many hours of the day traffic is backed up all the way to downtown. I 05:51 05:51

T-12-1

think it's about time they have two lanes going out. Right now they have two lanes going into one lane, and then just before the Toll Road going into two lanes, immediately after, it goes back into one lane. I think it doesn't make sense at all. It should be flowing out. 05:51

On the 4th of July when they have the fireworks, there are thousands of people coming to town, thousands of cars. And after it's over they put two lanes going out -- without turning left or anything, just two lanes going out -- within less than an hour, all the cars will be gone. 05:52

T-12-1

It means that if the road very well -- if they have two lanes going out of town. I'm not concerned about coming in, it's a little slower, that's okay, you know, as far as I'm concerned. But my main concern is -- anyways that's -- I don't know if I spoke too fast. But that's what my main -- this is my main point I really want to make here. I know many people object to it, and I didn't understand -- some of them don't understand exactly what the whole thing is, and they are against it, and I don't know why. Some people encourage me to come and talk against. I don't know about it till this meeting. So I think they would better explain better the whole project and the traffic concern. 05:52 05:53

That's all I wanted to say. Thank you. 05:53

JINGER WALLACE: Jinger Wallace. T-13 05:54

Hi. I would like to make it clear that I am strongly opposed to the widening of the Canyon Road. I don't believe that it will resolve any traffic issues and it will further take land away from -- from the wildlife corridor, the property that we as citizens of Laguna have worked so hard to protect. T-13-1 05:55

I also believe that this meeting today here at the Laguna Beach High School is inadequate for the public to be informed about the project itself. I would like to see a formal presentation where the public can come and sit and listen and make comments. That way the public can learn from each other and express our feelings, thoughts, and it would be a collaborative way for us to resolve any issues. 05:56 T-13-2 05:56

So, once again, I don't believe at this point that this project solves any problems and only takes away from what we've accomplished so far and that we need a more formal and thorough presentation rather than wandering around a room with probably 25 different signs, talking to 25 different people who may or may not be saying the same thing, because it would be very hard for them to understand the project and reply to the public's questions succinctly and completely every time. 05:57 T-13-3

Thank you. 05:57

BARBARA MACGILLIVRAY: I'm Barbara MacGillivray. T-14 05:57

And I have tremendous concern about this whole public presentation that they're doing here, because it is so fragmented that it's impossible to really understand anything about THE issues, both from the 05:59 perspective of what information Caltrans might be providing, potential benefits they feel are here with the whole redo in the different areas of the Canyon, as well as understanding the concerns of everybody, because it's a cacophony of voices asking questions and 05:59 T-14-1 expressing concerns. So nothing is being learned for anybody's side to this.

So A, this is a very inadequate way of presenting the issues here.

And then secondly, what we feel is very 05:59 important is to have a public forum -- and hopefully Caltrans will come before July 10th -- we want to have a public forum so the community can express their concerns and understand better what Caltrans wants to do. And specifically the main concern that I hear everybody here 05:59 talking about, because we've been fighting on saving the Canyon since 1965 when they wanted to put A freeway in along the Coast, which would have destroyed the whole city of Laguna Beach, and then the whole Laurel Canyon development. The fight that has gone on all these 06:00

years. T-14-1 06:00

What we want to do is -- oh, God. The Willow area is -- I know there are three main areas being dealt with on the Canyon Road. But the Willow area, next to the entrance to that -- that part of the park to ride your bikes and go hiking, they want to put two lanes in, and they want to take 40 feet of the wilderness area on the north side going into Laguna. And for 900 feet this would be absolutely devastating, both to the whole T-14-2 wilderness area as well as compromising the wonderful 06:00 entrance to Laguna Beach. And none of us can understand how this provides safety for people who want to enter and exit. And then Caltrans would say, "Let's put a signal in there," which is even worse, one more frickin signal. 06:01

So there's so many issues to contemplate here. Being able to deal with this in this kind of format is totally reprehensible. I think it's bad for Caltrans in terms of what they're trying to accomplish, and it's T-14-3 certainly bad for the community in terms of expressing a 06:01 unified concern about what they're doing.

CAREY STROMBOTNE: Hi. My name is Carey Strombotne. T-15

So firstly, I am infuriated by this disorganized workshop. I was under the impression it was a hearing, T-15-1 that we were going to be allowed to speak and listen to 06:02

what possible benefits might be or -- also be able to express our -- our discontent with this project. And so that's the first thing. 06:02 T-15-1

I'm also opposed to this project. We in Laguna Beach have fought really hard to keep our parkland protected. And the fact that this project takes quite a bit of the edging of the park is wrong. 06:03 T-15-2

And I also don't think that it mitigates or alleviates the problem. The ultimate problem is it's going to bottleneck. I don't see the cost of this project, the inconvenience of this project and the tearing apart our parks and decimating trees for such little gain is not worth it. T-15-3 06:03

What else? I also am not happy about another traffic light going in. The Willow entrance to the hiking trails will be vastly affected by this. It's going to be really difficult to take a left turn out of -- and to go north from that Willow parking lot. And then also the Anneliese parking lot going the other way, going south. So this is going to impact those two areas. And having another traffic light is not a good solution to that. 06:04 T-15-4 06:04

So I think it's going to be tremendously unsafe for those areas. And I really want to stress the importance of our parkland and trees and how -- that's T-15-5 06:04

how we define ourselves here. That's what makes us different here are those things. Okay.

Thank you.

ELIZABETH REESE: Elizabeth Reese.

I have lived in that address, 20361 Sun Valley Drive for 28 years. So I have been through a lot with floods and rains and problems because of the Toll Road, we were promised certain things with the Toll Road, that berms would be in place, that no items would come down a mile from the Toll Road and disturb our neighborhood in any way. And we ended up with all kinds of equipment from the Toll Road when it was being built and the rains came. We were promised that berms would be put in place before anything was started on the Toll Road, and that was disingenuous also.

So we -- our neighborhood proceeded to sue the Toll Road because we could not get any kind of -- we could not get any kind of help from them, just -- just completely ignoring us. And it took us five years to see any kind of result from that, because they had a good million dollar insurance policy that they just let run out until they finally paid us. So that money was not enough to fix the damage in my backyard -- because I lost half my backward and I had to rebuild and reconfigure the backward so it wouldn't happen again.

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They have not cleaned out the berms the way they said they would. So in other words, they would let that go, then the -- the berms stopped the rain from just whizzing out through the berms, they fill up the berms like a reservoir. So that is another thing that they have just not done what they were supposed TO do. 06:07 T-16-1 06:08

The other thing is that we all of a sudden have this huge freeway sign down by the dog park, it just appeared out of nowhere, no -- no question from the City Council -- and of course, the City made them take it down. T-16-2 06:08

I guess my point in this is that they have just done things without any thought of consequence to the people who live below. And that's what I see happening again. And that's why I want a public hearing, and I want a little more time on this. I want the City to be able to weigh in, because they're -- they can be in danger too with the way the water can run. So I mainly want it to be a public hearing. That's my main concern. 06:08 T-16-3

Thank you so much. 06:09

MIKE JONES: Mike Jones. T-17

I have a couple -- two view points here.

Number 1: Traffic southbound on 133 has an option to turn left at El Toro road. That's redundant, unnecessary and creates a problem because you need a T-17-1 06:10

left-turn lane in an island to set up that space. If we eliminate the left-turn lane, restriping alone would allow for two outbound lanes, instead of the current situation, which is two lanes turning into one lane turning into two lanes again. So that's Item Number 1. 06:10 T-17-1 06:10

Item Number 2: The traffic southbound on 133 suffers because it loads up in two lanes and is forced into one lane at the 73, it goes to two lanes again at El Toro Road and has to go down to one lane again south of there. This project wants to increase that merge lane by some 1200 feet at the southbound 133. My proposal is that El Toro Road be made one-way only from the intersection of 133 to the intersection with 73. It would be one-way outbound. Inbound traffic on El Toro Road would be diverted over to Laguna Canyon Road at the 73 -- that lane is already there, it's existing, they can do that -- so inbound El Toro Road goes to the -- goes to Laguna Canyon Road at the 73. That means we don't need a merge lane south at El Toro road. That means we can have a single traffic lane from 73 southbound all the way into Laguna Beach. We can eliminate the light, traffic signal, at El Toro Road, and traffic -- it will still load up, the merge from two lanes to one, but will do that only one time instead of two times on southbound Laguna Canyon Road. I think 06:11 06:11 T-17-2 06:12 06:12

that will improve the traffic flow immensely through there, eliminate the need for a merge lane or a drop lane -- whatever you call that -- and eliminate the need for the extension of that lane. 06:12 T-17-2

That's my comment. Thank you. 06:12

BRYAN MENNE: Bryan Menne, M-E-N-N-E. I'm a land planner and a landscape architect. I live at 31988 10th Avenue, South Laguna. T-18

And my concerns are that El Toro Road, Laguna Canyon Road be a roundabout, two-lane intersection, totally improved, and two lanes in and out to the Toll Road from El Toro Road. Okay? 06:14 T-18-1

And I'd like to see the bike lanes that are on those two areas -- in other words, take the land that was going to be those bike lanes -- it's too dangerous for bicyclists along that stretch -- and see that go internal on the other side of the Willows on the north side of Canyon Road, on the other side of the drainage there's Willow tree road, there's plenty of room, and an old jeep trail to be a Class 1 bike lane on the north side of the drainage course. So that way you would be able to do a two-lane in and out from the new roundabout, two-lane roundabout. That was the only thing I feel will -- will solve the level-assed [sic] service that you have at the intersection right now, the 06:14 T-18-2 06:14 06:15

terrible backups of all the traffic coming in on weekends, a.m., p.m., both directions, the traffic models that were presented in the Station 5 over there -- or wherever it is -- they're not accurately representing the backup that is there on a daily basis. And the only way to get something out of this $39 million project is to have the traffic flow. Otherwise, we wait four or five years and we still have status quo as far as no improvement. So I'd like to see a better biking experience, internalize it off the side of the road so that texting and people on phones don't hit pedestrians and bicyclists alongside the road. Okay.

06:15 T-18-2 06:15 T-18-3 06:15

THE REPORTER: John Albritton.

T-19

So I have two statements -- three. 1: In every environmental impact report one of the options is no project. I must admit that that is what we're in favor of, no project.

06:17 T-19-1

Number 2: Flood control. I would like to see flood control channel from 73 freeway to Bart Park. I'd like it to be underneath Laguna Canyon Road. A study was done in the '70s by the County and the Army Corps of Engineers and they had three flood control options. One was channelize the creek -- we're not in favor of that for private property reasons and riparian habitat

06:17 T-19-2 06:17

reasons; the second option was channelize -- an open channel -- from the west side of Laguna Canyon Road that now the Laguna Coast Wilderness Park would be opposed to because it's on their property; the third and most expensive option was two channels under Laguna Canyon Road. I propose one channel underneath the center lane because that would be the way to impact traffic the most during construction. 06:17

T-19-2

06:18

So I've now addressed no project, Number 1, flood control, Number 2. 06:18

Number 3: My idea is that you eliminate the left-turn lane from southbound Laguna Canyon Road to El Toro and you eliminate the left-turn lane from southbound El Toro to southbound Laguna Canyon Road, and that they would be replaced by the overpass that already exists at the 73, Laguna Canyon Road intersection. So that those who are traveling southbound on El Toro would now go up over the 73 free section of the Toll Road and turn left onto Laguna Canyon Road -- once again, eliminating that turn from El Toro onto Laguna Canyon Road -- and that those going southbound on Laguna Canyon Road would turn left -- instead of turning left at El Toro would just do the cloverleaf, and then that would access El Toro Road, then they could northbound on El Toro Road. 06:18

T-19-3

06:19

06:19

There is nothing you need to access on the stretch of road between the intersection of El Toro and Laguna Canyon Road and the intersection of El Toro and the 73. There's no house, driveway, pool, school, I mean, hospital, fire station, police station. There's nothing there. So those are my three ideas. No project, Number 1; flood control, Number 2, put it underneath the road; Number 3, eliminate left turn on the intersection of Laguna Canyon Road and El Toro. And actually now there would be no signal light there; you wouldn't need a signal light at El Toro and Laguna Canyon Road. And that would eliminate the need for this project. 06:19 06:20 T-19-3 06:20

OLIVIA BATCHELDER: Olivia Batchelder. I live at 20321 Sun Valley Drive, which is the area where this work is going to be in. And I'm personally concerned about flood mitigation. T-20 06:21

So I see not good ideas about how they're going to get the water not to flow into my specific property, which is right at the end of the area that we're speaking about, the south end. I live in the Sun Valley neighborhood on the east side of Laguna Canyon Road. I understand the work is being done on the west side, but at some point all the water crosses the road. This plan is a very good plan for motorists, for the road, and 06:22 T-20-1 T-20-2 06:22

people coming and going into Laguna and out of Laguna. But what we really need is a simple two-lane road all the way down. The best thing I can think of for the solution to the issue that was raised that caused this project to be built, proposed, is that there already is congestion. And by making these extra lanes, the congestion is going to be bottlenecked right in front of Phillips Road, which is where I live, just at that point. So unless you're doing the whole road, you can't stop the congestion from happening. It's just going to happen. So I'm not in favor of any part of what I saw on those posters and so forth. I think it should stay the way it is, or take out that bottleneck at El Toro Road, take out that extra lane that people have accidents at because they try to go around somebody and get a better place in traffic, and then they discover there isn't one because it's only two lanes for a few feet. That was a bad idea. That should be removed. Nothing else should be built. That should be removed.

That's all.

06:22 06:22 06:23 06:23 06:23

T-20-2 T-20-3

LOUIS LONGI: Louis, L-O-U-I-S, Longi, L-O-N-G-I. I live on -- at 20432 Laguna Canyon Road, about three-tenths of a mile south of the El Toro and the Laguna Canyon Road intersection.

T-21

My only concern is that the bottleneck that will

T-21-1 06:24

be on the southbound after El Toro is only causing more congestion back up the way and think that it would best if we just kept one lane from 73 all the way through El Toro. That way the bottleneck stays up in existing two-lay highway and won't cause any congestion down through El Toro and down near the Willow staging area, the open space on the west side. 06:24 T-21-1 06:25

That's it.

ANN CHRISTOPH: Ann Christoph. T-22

So I -- it seems to me that they should do the part of the project that is widening the northbound lanes beyond El Toro Road, which would require minimal impact, so that there would be two lanes going north beyond that El Toro Road intersection; that on the southbound side they should just have the left-hand-turn lane to El Toro Road and one lane going straight ahead to the rest of the Laguna Canyon Road. There is no purpose to have the southbound lanes go to two lanes and then cross the intersection, have two lanes, and then merge back into one lane again. There's just that small section where there's two lanes for no reason. So if they would just keep it all one lane going straight through the intersection, they wouldn't have to widen the west side of the Laguna Canyon Road and they wouldn't have those impacts on the slopes and the oak 06:28 T-22-1 06:28 T-22-2 06:28 06:29

trees and the impacts at the Willow Canyon entrance, and it would be a much more compatible project. 06:29 T-22-2

The other thing they might consider would be to elevate the -- on the northbound side of the El Toro Road intersection, to elevate the road quicker to go up to the elevation that is at the Toll Road and kind of bridge over the riparian habitat so that they wouldn't disturb it. If they use the one lane straight through as I recommended, they won't have much impact on the riparian habitat. But if for some reason they didn't 06:29 T-22-3 06:30

listen to me, you know, then -- and they did impact riparian habitat, I object to the concrete block technique and the filter cloth and all those things in the bottom of the channel. T-22-4

I think -- I'm a landscape architect. Over time I've seen those things become uprooted and become hazards that then wash down in flooding times, and the filter cloth all of a sudden appears on the surface. It's not a permanent solution. They should be having the riparian areas in their natural state without adding these artificial components. 06:30 06:30

Thank you.

TONI ISEMAN: Toni Iseman. T-23

I'm very concerned about the process. I don't consider this a hearing. I think, shorthand, would be T-23-1 06:34

divide and conquer, because we learn from each other, and when you just have someone standing there, it's noisy, can't hear, there is a room where no matter how many times you ask, couldn't hear what the men -- and they were men, they weren't women -- you couldn't hear what the men were saying. 06:34 T-23-1 06:34

This project doesn't take into consideration the limitations of a hundred-year-old community. Conventional street planning in a new community makes a lot of sense. Trying to shove something into a community that's already on overload doesn't work. I believe that extending the merge lane all the way to the parking lot for the wilderness makes for a very dangerous situation. People who use the commercial area, be it the upholsterer or the car repair or the sand and gravel or all the things on the -- what's actually probably the east side of the road, when you exit to go back into town, it's dangerous. People will jump into the -- that center lane and wait to merge. If the traffic is really bad, they take a right and head towards El Toro Road and turn into Willow, the wilderness park, and make a u-turn there where the parking lot is. If you have two incoming lanes plus a bike lane, it's going to be very dangerous to take a left into that area for your u-turn. It's just another 06:34 06:35 T-23-2 06:35 06:36

dangerous thing. So then what do you have? You have to go, basically, almost to Laguna Hills or Laguna Woods to turn around to get back into town. So it is -- it's not, I don't believe, very well planned. 06:36

T-23-2

A Class 2 bike lane -- we currently have some people who ride bikes in town. Often they're there in the morning, and they're in spandex, and they come in groups of 20 or whatever, and they're gone, but that's the weekend. But when we introduced SHARROWs -- SHARROW is arrow with a CH [sic] on it, which means share the road with bicycles. So they have a bicycle wheel and an arrow showing where the bikes go. And you see a SHARROW and you know it's a road for bikes. When we imposed SHARROWs onto our roads, we didn't put SHARROWs on the Coast Highway because the Coast Highway if F rated. You don't want to introduce anything onto the Coast Highway, especially bicyclists. It's very dangerous for the cyclist. It's -- car doors open, pedestrians are running across the street. It's dangerous. So we put them on our side streets. So now we're talking about introducing a Class 2 bike lane, which means Class 2 is going to be advertised, which means it's encouraging people that it's a good idea to ride your bicycle and then pour onto an F rated road. 06:36 06:37 06:37

T-23-3

Our police and fire are on record that when 06:37

T-23-4

they're in an emergency situation, the cars pull over. Their biggest problem are the cyclists to get through town, somehow or another they just don't respond to scurry over. Maybe they're afraid to pull over because of changing lanes or something. But creating congestion in an RA F rated road makes no sense. I think the road, the Class 2 bike lane, should be redirected from Laguna Canyon Road to where it hits El Toro, turn it left and have it run along El Toro Road and then bring it in at Aliso Creek. That would be a great bike path for cyclists. 06:38 06:38 T-23-4 06:38

Basically, the overarching concern of the people I've spoken to is the ineffectiveness of communication when you have islands. And people are coming to me, saying, "I heard this over here," and somebody else will say, "I heard this over there," and when that happens, they get different messages. If we had one room with a microphone and experts up there taking turns and the public would have a chance to talk and we'd hear what each other says, that's a hearing. But this is -- this is not satisfying the public generally. 06:39 T-23-5 06:39

I believe that the -- the conversations I've had with Caltrans employees is a traditional model of traffic of the future, you know, and put forward in every new community, retrofit the communities that are T-23-6 06:40

20-years-old or 30-years-old. But you can't retrofit a hundred-year-old community and put in the ideas that are there. 06:40 T-23-6

We have 6 million visitors a year in Laguna Beach right now. It's a crazy number. And we do everything we can to get them out of their cars. We have shuttles that run all summer long and shuttles that run on the weekends the rest of the year. But even then it's our biggest problem. So I don't think that this was done with the understanding of how bad the congestion is. 06:40 T-23-7 06:41

And I'll come back to an F rated road. If the idea of fixing Laguna so bicyclists can come in, the idea is to take parking off the Coast Highway, it's going to decimate our small business owners, because there wouldn't be any place to park, it would just be like freeway. And that experience that people have of jumping out of their car, running into a store, it's not going to happen. T-23-8 06:41

Our -- the whole future -- I believe the whole future of our town is on the line if -- if this isn't approached with the understanding of how -- what a difficult balance it is to keep the road safe and not strip the town of its essence. 06:41 T-23-9

GWEN MYERS: Gwen Myers. T-24 06:42

And I just wanted to comment that I looked at displays and the video, and I feel that they -- that there is -- there's a need for a outbound extension of the merge lane from El Toro out the Canyon outbound. I don't feel there's a need for the extension of the merge lane inbound. I don't think that you need two bike lanes on either side of the road. I think you could accomplish it with one bike lane outbound from Laguna Beach that is shared. And I feel that the utility poles should be undergrounded under the bike lane, not an extension beyond the shoulder. 06:44 06:44 T-24-1 06:45

So -- and I feel that the drainage channel makes some sense but then is problematic for people that live downstream, it merges back into the creek. T-24-2

I'm trying to think what else I wanted to say. 06:45

So overall I'm in favor of the extension outbound of the merge lane. I'm not in favor of an inbound extension towards Laguna; I'm okay with the traffic being clogged there. It's a warning sign to everybody that's coming in that there's really no place to go once you get here. It's too crowded. And wider lanes at that point give the impression there might be more room when they get going, and instead of just turning around and going back. 06:46 T-24-3

So that's all. 06:46

PENELOPE MILNE: My name is Penelope Milne. T-25 06:46

And in no particular order, one concern that I have that -- I don't know if Caltrans can address it or it used to go directly to Southern California Edison -- but the choice to have a utility cutout and buried vaults right at one of the principal view points in Laguna Canyon so it's in front of a striking rock face and where traffic is sitting at El Toro Road and Laguna Canyon Road and looking at -- where people have to look at that and look at that visual obstruction to the rock face is problematic, and it's not a choice that has to be made. Undergrounding -- the vaults could be put in another location further south or further north. They don't have to be in the most critical view corridors in front of one of the most beautiful rock faces in Laguna Canyon that's been featured in paintings since the 1800s. So that's 1. 06:59 T-25-1 06:59 06:59

2: I'm concerned about maintenance of the native plants and the articulated concrete block channels. I'm concerned that stripping out the native plants from the bottom of that channel may be easier maintenance for Caltrans but that it is significantly worse for the environment. Also concerned that riparian habitat is being damaged and that the mitigation is proposed in Chino Hills. The animals in the canyon who, 07:00 T-25-2 07:00

in years where the raptors elsewhere were not able to have viable clutches of eggs, in Laguna Canyon our raptors were able to produce young, and it's because we have water in the canyon. When we damage that riparian habitat and then try to replace it in Chino Hills, the Redtails are not going to take the bus to Chino Hills and come back. We're going to do permanent damage to the wildlife. So any damage to -- there should be no damage to riparian habitat, it's not necessary, it's not inevitable. But if Caltrans elects to do a project that damages riparian habitat, they should mitigate on site, not elsewhere. 07:00 07:00 07:00

T-25-2

Let's see. What else?

Cutting -- electing to do not just standard lane rather than the lane size we have now and then shoulder and then bike lane, and then beyond that having utility cutouts makes for a huge taking of valuable open space. It would certainly be possible to have the vaults underneath the bike lanes. And yes, I understand from the engineering staff that they are worried about surface irregularities, but I am confident that Caltrans is capable of figuring out how to create a surface that bike riders can ride over while at the same time undergrounding utilities without having that relatively small issue lead to a greater taking of open space. 07:01 07:01 07:01

T-25-3

Also concerned that where the -- it cuts back significantly into the park damaging the Stage Coach Trail, that the plan is to create a slope that's one to one and a half, which is a slope that is so steep it's unlikely to be able to maintain native vegetation. I'd like to hear Caltrans look into a more sensitive way to do that. And I do -- the previous plan was to do a retraining wall. Nonetheless, a slope that cuts back 40 feet into the park and is that steep is unlikely to be viable. 07:01 07:01 T-25-3 07:02

And, indeed, in the mitigated negative declaration Caltrans comments that they expect that the mature oak tree that's there will die as a result of that and need to be replaced, with mitigation happening elsewhere. So my suggestion would be don't kill mature oak trees. But if you're going to kill them, at least replace on that location and with a mature tree. Oak trees take hundreds of years to grow. So it has to be a large-sized tree and in that location. T-25-4 07:02

Oh, another really important thing, the -- we need to know that if we are going to have this kind of loss and damage that there's really a reason for it, that there really is an increase in safety. And it seems pretty clear that adding two lanes in front of the Willow Canyon staging area is going to make ingress and 07:02 T-25-5 07:02

egress to the park less safe. The park usage has increased not just 5 percent but by about five times over the last few years. So Caltrans didn't study ingress and egress at all for the last traffic studies from like 2014, 2015. And the situation on the ground is dramatically different now. It's important to know what kind of danger is going to be caused by making the ingress and egress to the Willow Canyon staging area be behind two lanes of traffic. 07:02 07:03 T-25-5

Also, just across the street from that, just off Phillips Lane, at the time Caltrans did the study was not the case, but now Laguna Canyon Foundation office will be off Phillips Lane and the State is paying $600,000 towards a creek restoration and nature trail on the Dewitt property right there, which means that people are now going to come across from Willow Canyon to take the nature trail. And again, they're going to cross extra lanes of traffic and be at extra risk. So if it is the case, which seems unlikely, but if it is the case that somehow extending the merge lane and making people merge further south somehow makes people safer, adding two lanes in front of Willow Canyon makes people less safe, and Caltrans needs to do the analysis to figure out how much less safe they will be. 07:03 07:03 T-25-6 07:04

So other more minor points. I do understand 07:04 T-25-7

that if we're going to create a -- damage wetlands and create a concrete block -- articulated concrete block drainage channel and then have a bike lane beside it, that we probably do need a barrier between them. But using a freeway guardrail system in an area that even Caltrans acknowledges as rural in character is inappropriate. And yep, I get that Caltrans said they would paint it brown, but brown freeway guardrails really don't call out rustic. So I would suggest we need to have a different, more appropriate kind of fencing if we're going to be committed to concrete channels beside bike lanes. 07:04 07:04 T-25-7 07:04

I think that's it. Thank you.

CARROLL O. MCGORKEY: I am Mr. Carroll -- two Rs and two Ls -- McGorkey, and I live at 1505 Arroyo Drive. T-26 07:06

I happened to be sitting next to Penny when she -- Penny Milne when she gave her, I think, fairly complete and very concise and cogent analysis and objections, comments.

There isn't much for me to add that's different except the detail. There is a proposal to make the now -- at the intersection of 133 and El Toro, the right-hand lane -- turn lane on El Toro is proposed to become a right-left-turn lane. In other words, the direction you turn is optional. The right turn would 07:06 T-26-1 07:07

take it into the proposed -- well, into the taper lane, now proposed to be extended significantly by 900 feet, I think. But cars taking the option from that right-hand lane now to turn left and go southbound on 133 Laguna Canyon Road will be crossing two lanes of traffic -- or actually four, including north and south. So to get to this -- if they want to go left to get southbound on 133 Laguna Canyon Road to come into town and go to the ocean, they have cross the northbound lanes. And then if they want to stay in the lane, rather than switching to the left-hand lane that would be there when they get across the intersection, they want to stay in that right-hand lane, which is a taper lane. Behind them will be a much longer file of cars that have collected on that taper lane, I think. If the taper lane is only on the northbound side, then there won't be an additional bottleneck length waiting to get across that intersection southbound. Nevertheless, there's much increased danger in crossing all those four lanes to get into what is only a southbound access lane, which would be backed up. People may have to stop in that intersection and be rammed -- or the possibility of being rammed.

07:07 07:07 07:08 07:08 07:09

T-26-1

That's about it.

T-27

ADAM KAPLAN: Adam Kaplan, K-A-P-L-A-N. 07:09

And I'm just concerned about the wildlife, with putting any barriers on anywhere where across -- they have enough trouble crossing roads. If there's barriers that they can't get through, like solid -- you know, like a freeway barrier, I just -- I overheard that, and I said, "That would be a bad thing." Now, a lot of animals can jump over, but some can't, you know, other things can fly. There's no reason to have anything that would stop wildlife from going. Either you have to have spaces in there or do something, not a solid wall, in my opinion. 07:11 07:11 07:11 T-27-1

So that was all I -- from the little bit that I heard, that was my comment, because I heard that. For the rest of it, I didn't look at it, I will look at it and figure out whatever else is going on. But right now that was it.

Thank you.

BILL SELLIN: My name is Bill Sellin. And I'm with the Orange County Bicycle Coalition. I am very appreciative of having a public hearing in advance of this project. T-28 07:12

The specific concerns that we have: During the construction phase it appears that the road is going to be narrowed to an 11-foot lane, and bicycles are going to be sharing that lane with motorists because the T-28-1 07:13

shoulder will be closed for the construction. And during that construction signage that says Share The Road is misinterpreted by most motorists to mean get out of my way, move over; and it's misinterpreted by most cyclists as I'd better ride as far to the right as possible and get out of the way of these cars that want to get past me, which is going to result in dangerous close passing. A far better sign is the standard that California has not yet adopted but the nation is using is Bikes May Use Full Lane. And that reiterates unequivocally to motorists and cyclists that they have the right to use the full lane. And if someone's commute is delayed slightly because a cyclist is ahead of them, they can calm the heck down and safely follow them rather than try to force them over the right and pass them dangerously. Similarly a cyclist who's holding up traffic doesn't feel like they're being in the wrong if there's a sign that confirms they are legally entitled to use the full lane. And so using -- even if it's bright orange construction sign that says Bikes May Use Full Lane, that's far preferrable over Share The Road, which work with trucks and cars, but between bicycles and cars it doesn't work on an 11-foot lane.

07:13
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T-28-1
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Throughout the presentation there's description

07:14
T-28-2

of it being an 8-foot bike lane and an 8-foot shoulder. A bike lane under California Vehicle Code has specific statutes that require it to be used for cars to turn right from. It's a mandatory use for bicyclist to use the bike lane if they're not riding as fast as traffic -- and at 65 miles an hour, not many of us will be fast enough to merge into 65-mile-an-hour traffic. The shoulder, on the other hand is an optional-use facility that bicycles may use, if they have to, if it's prudent to. And if it's an 8-foot shoulder that's rideable, that's wonderful, it makes it a lot nicer experience than riding in the regular travel lane, but it's no longer a lane of the road. So motorists are not supposed to use shoulders to turn right from; they're only supposed to use a shoulder for an emergency stop. If there's a bike lane and a motorist needs to make an emergency stop, they will obviously pull into the bike lane and stop. There's no reason to call it a shoulder and a bike lane. And because the striping of a bike lane is very different from the striping of a shoulder, and the signage of a Class 3 bike route along a shoulder is different from a Class 2 bike lane sign, and the stencil that's painted on the ground for a bike lane distinguishes a bike lane from a Class 3 bike route that has a shoulder, I think being able to be clear on that

07:14 07:14 07:15 T-28-2 07:15 07:15 07:15

language is important, because a bike lane is a lane of the roadway and a shoulder is adjacent to the roadway. And the difference is that bicycles are -- a bike lane is designed specifically for the use of bicyclists, but it's a lane of the roadway, just as a bus lane is for buses and an HOV lane is for high occupancy vehicles, a bike lane is part of the roadway that's required -- is available for bicyclist to use primarily. 07:15

T-28-2

07:16

Another point on this issue is pedestrians don't have an option. They're going to be forced to walk in the bike lane because there's no shoulder adjacent to the bike lane for pedestrians to use. So pedestrians are going to be, hopefully, walking facing traffic, but anybody who wants to walk to Irvine or wants to walk to the nature center or wants to walk to one of these trailheads will be sharing the roadway with oncoming bicycles or bicycles approaching from the rear if they're on the wrong side of the street. 07:16

T-28-3

07:16

During the whole completion of the process our fear is the speed is going to increase to 65 miles an hour. The differential damage of being rear ended in a bike lane by a car going 65 rather than being rear ended by a car that's only going 45, there's a significant reduction in your chance of survival. And bike lanes are not protected by grace [sic]; they're not Class 4 07:17

T-28-4

07:17

segregated -- they're right there on the pavement, they're a lane of travel. And if a motorist drifts over at 65 and rear ends me, I'm not going to survive. If they drift over at 45 and rear end me, my chance of survival is still there. 07:17

So the notion that the higher speed is just going to increase more traffic is really a false narrative, because it's all going to get funneled into what Laguna Beach offers downhill. And Laguna Beach, it's so narrow there that there's no way that double lanes of 65-mile-an-hour traffic can successfully merge into one lane of the choke point as it comes through into Laguna. So the urge to post it as a 65-mile-an-hour speed limit, we'd strongly encourage you to make the speeds reasonable and to make sure there's enforcement. 07:17

T-28-4

Wrong-way riding is one of the primary -- when collisions happen between cars and bicycles, the primary cause that a bicycle has done something wrong is wrong-way riding, riding on the wrong side of the street. It's a violation of the Vehicle Code to operate a bicycle on the roadway against traffic. There's a sign that Caltrans has in their tool box that says -- that goes on the back of a bike lane sign facing the wrong way that tells people wrong way, use the other 07:18

T-28-5

side of the road. So strongly encourage that they put up signs on the back of the bike lane, signs to tell people that, "Hey, you should not be riding against traffic; you should be on the other side." But Caltrans is not proposing any additional crosswalks or crossings. So anybody who's on the correct side of street can't get to the trail head on their mountain bike. So they're going to ride up on the correct side of the street and then have to dice across four lanes of traffic to get to the trail head where they want to go mountain biking. 07:18 07:18 T-28-5 07:18

This is bizarre, narrating it to you like this, but it must be very efficient.

I think that's most of my points and comments.

I appreciate that they're suggesting an 8-foot bike lane, because that's the Orange County Highway Design Manual standard, which is higher than the State standard. 07:19 T-28-6

And the sacrifice of a few trees to get better line of sight and more safety, we understand that and appreciate the mitigation of putting trees elsewhere. But a cyclist's life trumps a tree. So we don't have any issue with the tree removal. Line of sight improvements -- running into a telephone pole is a dangerous thing for a motorist or a cyclist. So we appreciate the utilities are going to be put 07:19 T-28-7 07:20

underground. It will decrease the footprint of the construction project and make it safer. 07:20

T-28-7

That's my rambling list of comments.

(Proceedings concluded at 7:20 p.m.)

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CERTIFICATION

OF

CERTIFIED SHORTHAND REPORTER

I, the undersigned, a Certified Shorthand Reporter of the State of California, do hereby certify:

The foregoing proceedings were taken before me at the time and place herein set forth;

That any witnesses in the foregoing proceedings, prior to testifying, were placed under oath;

That a verbatim record of the proceedings was made by me using machine shorthand, which was thereafter transcribed under my direction;

Further, that the foregoing is an accurate transcription thereof.

I further certify that I am neither financially interested in the action nor a relative or employee of any of the parties.

IN WITNESS WHEREOF, I hereby subscribe my name this 2nd day of July, 2018.

Heidi Hummel-Grant

Certified Shorthand Reporter No. 12556

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I.8.1 T-1 - Responses to Comments from Kimberly and Logan Leeds

Comment No. T-1-1

The commenter's concern that the bottleneck at SR-133/El Toro Road will remain since the roadway would not be widened north and south of the project limits is acknowledged. The proposed project addresses current safety and flooding issues within the project limits and does not increase the capacity of the roadway.

Comment No. T-1-2

The commenter's concern that increasing impervious surfaces within the canyon will increase runoff downstream is acknowledged. Please refer to Common Response No. 8 which discusses the Build Alternative's effects on hydrology and flooding impact in Laguna Canyon.

Comment No. T-1-3

The commenter's opposition to the proposed project and the IS/EA is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. T-1-4

The commenter's statement that the proposed project is a waste of money because it does not solve the traffic problem is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity-enhancing project.

Comment No. T-1-5

The commenter's concerns related to oak tree impacts are acknowledged. Please refer to Common Response No. 5, which discusses the proposed project's impacts to oak trees.

Comment No. T-1-6

The commenter's suggestion that the funding could be used for other type of projects such as preserving natural habitat is acknowledged. The proposed project is being

funding using State Highway Operation and Protection Program (SHOPP), which must be used for improvements to State Highways.

Comment No. T-1-7

The commenter's support for undergrounding of the utilities within the project limits without widening the roadway is acknowledged. Please refer to Common Response No. 1, which discusses undergrounding of utilities.

I.8.2 T-2 - Responses to Comments from Charlotte Maserick

Comment No. T-2-1

This comment states that no public comment period has been provided. Please refer to Common Response No. 9 regarding the pubic noticing and outreach for the proposed project. All comments received during the public review period for the IS/EA will be responded to, incorporated into the MND/FONSI and considered as part of the final decision-making process for the proposed project.

Comment No. T-2-2

The commenter's concerns regarding ingress/egress at Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 1 that discusses the projects effects at the Willow Staging Area and Common Response No. 3 regarding the traffic analysis conducted for the project.

Comment No. T-2-3

The commenter's opposition to the project is acknowledged and will be considered during the decision-making process for the proposed project.

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I.8.3 T-3 - Responses to Comments from Ed Maurer

Comment No. T-3-1

The commenter's opposition to the proposed project and request to reduce the roadway to one lane is acknowledged and will be considered during the decision-making process for the proposed project. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity-enhancing project.

Comment No. T-3-2

The commenter states that in other countries roads are being narrowed to reduce traffic. Please refer to Common Response No. 1 that discusses alternative improvements identified by the public, including reducing SR-133 to one lane. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity-enhancing project.

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I.8.4 T-4 - Responses to Comments from Kate Clark

Comment No. T-4-1

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

Comment No. T-4-2

The commenter's concern that increasing impervious surfaces within the canyon will increase runoff downstream is acknowledged. Please refer to Common Response No. 8 regarding drainage, drainage and hydrology in Laguna Canyon with implementation of the proposed project.

Comment No. T-4-3

The commenter's request that impacts to existing natural habitat be reduced to the extent feasible and suggestion to include vegetation in the check dam is acknowledged. Please refer to Common Response No. 5 regarding habitat impacts.

Comment No. T-4-4

The commenter's concerns regarding vegetation removal and slope contouring is acknowledged. Please refer to Common Response Nos. 4, 5, and 6 that discuss the proposed project's impacts to visual character, habitat and parkland. There will be no direct impacts trails within Laguna Coast Wilderness Park.

Comment No. T-4-5

The commenter's concerns regarding ingress/egress at Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School.

Comment No. T-4-6

The commenter's concern regarding the appropriateness of the MND/FONSI is acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

As described in Section 2.6 of the IS/EA, there are no cultural resources that would be directly or indirectly affected by the proposed project.

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I.8.5 T-5 - Responses to Comments from Mike Scoursby and Bien Cruz

Comment No. T-5-1

The commenter's request to reduce the number of lanes to one is acknowledged. Please refer to Common Response No. 1, which discusses feasibility of a roundabout and reduction in travel lanes within the project limits.

Comment No. T-5-2

The commenter's request to not construct an additional left turn left turn to El Toro Road southbound at SR-133 is acknowledged and will be considered during the decision making process.

Comment No. T-5-3

The commenter's request to not construct the proposed improvements north of El Toro Road is acknowledged and will be considered during the decision making process.

Comment No. T-5-4

The commenter's request to add sign indicating that vehicles "Treat Flashing Red as a Stop Sign) at the crosswalk light at the Laguna College of Art and Design is acknowledged. This crosswalk is outside the project limits. Please refer to Common Response No. 1 regarding limiting SR-133 to one lane.

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I.8.6 T-6 - Responses to Comments from Helen Maurer

Comment No. T-6-1

The commenter's request to reduce SR-133 to one lane is acknowledged. Please refer to Common Response No. 1, which discusses feasibility of a roundabout and reduction in travel lanes within the project limits.

Comment No. T-6-2

The commenter's concerns regarding existing and future bottlenecks on Laguna Canyon and that the proposed project does not address this issue are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand

Comment No. T-6-3

The commenter's observation regarding traffic conditions in Basel are acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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I.8.7 T-7 - Responses to Comments from Jahn Levitt

Comment No. T-7-1

The commenter's concerns regarding ingress/egress from the Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area.

Comment No. T-7-2

The commenter's concerns regarding existing and future congestion on Laguna Canyon and that the proposed project does not address this issue are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand.

Comment No. T-7-3

The commenter's question regarding plans that exist to save threatened oak trees is acknowledged. Please refer to Common Response No. 5 that discusses the proposed project's effects on and mitigation for affected oak trees.

Comment No. T-7-4

The commenter's opposition to the proposed project is acknowledged and will be considered as part of the decision-making process. Please refer to Common Response No. 9 regarding the Public Hearing format.

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I.8.8 T-8 - Responses to Comments from Jennifer Zeiter

Comment No. T-8-1

The commenter's support for the proposed project is acknowledged and will be considered as part of the decision-making process.

Comment No. T-8-2

The commenter's opposition to citizens of the City of Laguna Beach paying for undergrounding utilities on SR-133 is acknowledged. No funding from the City is currently identified for the proposed project.

Comment No. T-8-3

The commenter's support for the proposed project is acknowledged and will be considered as part of the decision-making process.

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I.8.9 T-9 - Responses to Comments from Harry Huggins

Comment No. T-9-1

The commenter's concerns regarding existing and future congestion on Laguna Canyon and that the proposed project does not address this issue are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project

Comment No. T-9-2

The commenter's request to underground utilities under the roadway pavement is acknowledged. Please refer to Common Response No. 1, which discusses undergrounding of utilities.

Comment No. T-9-3

The commenter states that any park acquisition associated with construction of the proposed project is subject to the 1959 Park Abandonment Act. Caltrans will work with the OC Parks during final design and the land acquisition process to comply with all appropriate legal requirements. Applicability of the 1959 Park Abandonment Act to any property acquisition will be determined as part of this process.

Comment No. T-9-4

The commenter's concerns regarding ingress/egress from the Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 1 regarding ingress/ egress to the Willow Staging Area.

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I.8.10 T-10 - Responses to Comments from Norm Grossman

Comment No. T-10-1

The commenter states that any park acquisition associated with construction of the proposed project is subject to the City of Laguna Beach General Plan land use settlement and is inconsistent with the City's General Plan and zoning. The proposed project does not include widening of SR-133 to enhance capacity of the facility but rather provides modifications to improve safety and is not in conflict with the City's General Plan and zoning. Caltrans will work with the OC Parks during final design and the land acquisition process to comply with all appropriate legal requirements. Applicability of the referenced settlement to any property acquisition will be determined as part of this process.

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I.8.11 T-11 - Responses to Comments from John Foley

Comment No. T-11-1

Laguna Greenbelt's opposition to the proposed project is acknowledged and will be taken into considering during the decision-making process.

Comment No. T-11-2

The commenter's opposition to the articulated block configuration proposed for the channel is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 8 regarding the articulated concrete block drainage channel.

Comment No. T-11-3

The commenter's concerns regarding excessive speed and bottlenecks on Laguna Canyon are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand.

Comment No. T-11-4

The commenter's concerns regarding ingress/egress from the Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 3 regarding the traffic analysis conducted for the project and Common Response No. 1 regarding ingress/egress to the Willow Staging Area.

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I.8.12 T-12 - Responses to Comments from Josef Chazan

Comment No. PH-12-1

The commenter's suggestion for constructing two northbound lanes in the project area is acknowledged and will be considered during the decision-making process. Please refer to Common Response No. 1 that discusses alternative improvements identified during the public review of the IS/EA.

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I.8.13 T-13 - Responses to Comments from Ginger Wallace

Comment No. T-13-1

The commenter's opposition to the proposed project is acknowledged and will be considered during the decision-making process. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity-enhancing project.

Comment No. T-13-2

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

Comment No. T-13-3

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

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I.8.14 T-14 - Responses to Comments from Barbara MacGillivray

Comment No. T-14-1

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

Comment No. T-14-2

The commenter's concerns regarding ingress/egress from the Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 1, which discusses effects to ingress/egress at Willow Staging Area.

Comment No. T-14-3

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

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I.8.15 T-15 - Responses to Comments from Carey Strombotne

Comment No. T-15-1

The commenter's request for a formal presentation at the public hearing is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process.

Comment No. T-15-2

The commenter's opposition to the proposed project is acknowledged and will be considered during the decision making process. Please refer to Common Response No. 6 regarding the impacts to parkland.

Comment No. T-15-3

The commenter's concerns regarding existing and future congestion on Laguna Canyon and that the proposed project does not address this issue are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand.

Comment No. T-15-4

The commenter's concerns regarding ingress/egress from the Willow Springs Staging Area are acknowledged. Please refer to Common Response No. 1 regarding ingress/egress to the Willow Staging Area and the Anneliese School. A signal is not being proposed near the Willow Staging Area or the Anneliese School.

Comment No. T-15-5

The commenter's concern regarding safety and impacts to parkland and oak trees is acknowledged and will be considered in the decision-making process. Please refer to Common Response No. 1 regarding the ingress/egress at Willow Springs Staging Area and Common Response No. 6 regarding impacts to parkland. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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I.8.16 T-16 - Responses to Comments from Elizabeth Reese

Comment No. T-16-1

The commenter's concerns related to flooding impacts that occurred during construction of the SR-73 are acknowledged, however, this concern is not related to the proposed project and does not warrant further response.

Comment No. T-16-2

The commenter's concern regarding a new freeway sign by the Laguna Beach Dog Park is acknowledged, however, the sign is outside the project limits and is not related to the proposed project and does not warrant further response.

Comment No. T-16-3

The commenter's regarding the public review process is acknowledged. Please refer to Common Response No. 9 regarding the public hearing process. The commenter's request to extend the comment period is acknowledged. Caltrans did not extend the comment period as requested. Please refer to Responses to Comments LA-1-1 through LA-1-16, which addresses comments raised by the City of Laguna Beach during the public review period.

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I.8.17 T-17 - Responses to Comments from Mike Jones

Comment No. T-17-1

The commenter's suggestion to eliminate the southbound left turn lane from SR-133 to El Toro Road is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of eliminating the left turn lane.

Comment No. T-17-2

The commenter's suggestion to eliminate southbound lanes and only maintain northbound lanes on El Toro Road from SR-133 to SR-73 is acknowledged. Please refer to Common Response No. 1 regarding the feasibility of converting El Toro Road to one way traffic and rerouting of traffic to the SR-73.

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I.8.18 T-18 - Responses to Comments from Brynne Menne

Comment No. T-18-1

The commenter's support for a roundabout or a traffic signal at SR-133/El Toro Road is acknowledged. Please refer to Common Response No.1 that discusses the feasibility of a roundabout at this intersection.

Comment No. T-18-2

The commenter's request for construction of an off-road bike/pedestrian path adjacent to SR-133 is acknowledged. Construction of an off-road bike/pedestrian path adjacent to SR-133 would result in greater habitat impacts within the project limits. Neither of these suggestions addresses the purpose and need for the proposed project. Please refer to Common Response No. 1, which addresses the feasibility of a roundabout at the SR-133 intersection and other alternative solutions identified during public review.

Comment No. T-18-3

The commenter's request for an off-road bike/pedestrian path adjacent to SR-133 is acknowledged and will be considered during the decision-making process for the proposed project.

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I.8.19 T-19 - Responses to Comments from John Albritton

Comment No. T-19-1

The commenter's opposition to the proposed project is acknowledged and will be considered during the decision-making process for the proposed project.

Comment No. PH-19-2

The commenter's support for constructing one flood control channel under SR-133 is acknowledged and will be considered during the decision-making process for the proposed project. Modification of the location of the existing drainage structures is beyond the scope of the proposed project.

Comment No. T-19-3

The commenter's suggestion to delete the southbound left turn from SR-133 to El Toro Road, the southbound left turn lane from El Toro Road, the traffic signal at the SR-133/El Toro Road intersection and diversion of traffic to SR-73 is acknowledged. Please refer to Common Response No. 1 which include discussion of alternative to the proposed project such as the one described above.

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I.8.20 T-20 - Responses to Comments from Olivia Batchelder

Comment No. T-20-1

The commenter's concerns regarding the proposed project's effect on downstream drainage are acknowledged. Please refer to Common Response No. 8 regarding needing improvements to address flooding.

Comment No. T-20-2

The commenter's opposition to the proposed project is acknowledged and will be considered during the decision-making process for the proposed project. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity-enhancing project.

Comment No. T-20-3

The commenter's opposition to the proposed project and the existing merge lane is acknowledged and will be considered during the decision-making process for the proposed project. Please refer to Common Response No. 1 regarding the southbound merge lane. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity- enhancing project.

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I.8.21 T-21 - Responses to Comments from Louis Longi

Comment No. T-21-1

The commenter's opposition to the proposed project and desire to maintain the existing geometrics is acknowledged. Please refer to Common Response No. 1 regarding the southbound merge lane. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

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I.8.22 T-22 - Responses to Comments from Ann Christoph

Comment No. T-22-1

The commenter's request to reduce the number of lanes to one is acknowledged. Please refer to Common Response No. 1, which discusses reduction in travel lanes within the project limits and effects to ingress/egress at Willow Staging Area.

Comment No. T-22-2

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project.

Comment No. T-22-3

Construction of a wildlife undercrossing of SR-133 was also not desirable since it would require substantial grading to provide an appropriate roadway grade to connect the SR-133 south of the El Toro Road intersection with the roadway near the SR-73 tollway. This grading would result in much greater impacts to the existing habitat within Laguna Canyon and would require acquisition of a much larger acreage from Laguna Coast Wilderness Park.

Comment No. T-22-4

The commenter's request for reconsideration of the articulated channel and concern regarding the impacts to riparian species and introduction of invasive species is acknowledged. Please refer to Common Response No. 5, which discusses impacts to riparian habitat and from invasive species.

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I.8.23 T-23 - Responses to Comments from Toni Iseman (T-23)

Comment No. T-23-1

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

Comment No. T-23-2

The commenter's request to eliminate the merge lane south of the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 1 for additional discussion regarding this component of the proposed project.

Comment No. T-23-3

The commenter's opposition to bicycle lanes on SR-133 is acknowledged and will be considered during the decision-making process for the proposed project.

Comment No. T-23-4

The commenter's suggestion to redirect bicyclist off of SR-133 on El Toro Road is acknowledged. The proposed project includes bicycle lanes on SR-133 from El Toro Road to SR-73 and does not propose bicycle lanes south of this intersection.

Comment No. T-23-5

The comments concerns regarding the format of the public hearing is acknowledged. Please refer to Common Response No. 9, which discusses the public hearing format.

Comment No. T-23-6

The commenter's statements regarding implementing transportation solutions in older communities are acknowledged. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Comment No. T-23-7

The commenter's concerns regarding existing and future congestion on Laguna Canyon and that the proposed project does not address this issue are acknowledged. The purpose of the proposed project is to improve safety within the project limits and is not capacity enhancing and does not address forecast traffic demand.

Comment No. T-23-8

The commenter's concern about removing parking on SR-1 is acknowledged, however, SR-1 is outside the project limits and parking on SR-1 would not be affected by the proposed project.

Comment No. T-23-9

The commenter's concerns regarding balancing roadway safety and community character is acknowledged and will be considered during the decision-making process for the proposed project.

I.8.24 T-24 - Responses to Comments from Gwen Myers

Comment No. T-24-1

The commenter's support for the northbound improvements, undergrounding of utilities under the bicycle lane and one bicycle lane instead of two lanes is acknowledged. Opposition to the southbound improvements is also acknowledged.

Comment No. T-24-2

The commenter's concerns regarding downstream hydrology is acknowledged. Please refer to Common Response No. 8 regarding the effect of the Build Alternative on hydrology and flooding within the project area.

Comment No. T-24-3

The commenter's support for northbound merge lane extension and opposition to the southbound merge lane extension is acknowledged. Please refer to Common Response No. regarding drainage, drainage and hydrology in Laguna Canyon with implementation of the proposed project.

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I.8.25 T-25 - Responses to Comments from Penelope Milne (T-25)

Comment No. T-25-1

The commenter's concerns regarding utility "cutouts" at principal viewpoints is acknowledged. Please refer to Common Response No. 1 regarding the location and size of the UCAPs.

Comment No. T-25-2

The commenter's request for reconsideration of the articulated channel and concern regarding the impacts to riparian species and introduction of invasive species is acknowledged. Please refer to Common Response No. 5, which discusses impacts to riparian habitat and from invasive species.

Comment No. T-25-3

The commenter's request for undergrounding the utilities underneath the bike lane is acknowledged. Please refer to Common Response No. 1 regarding undergrounding of utilities.

The commenter's concern for the visual impact of the slope grading at the SR-133/El Toro Road intersection is acknowledged. Please refer to Common Response No. 4 regarding visual effects related to this slope grading. The slope grading has been designed to avoid impacts construction and operation effects to the Stagecoach Trail.

Comment No. T-25-4

The commenter's request to preserve oak trees is acknowledged. Please refer to Common Response No. 5 regarding effects to and replacement of oak trees.

Comment No. T-25-5

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and Common Response No. 3 regarding the project traffic analysis.

Comment No. T-25-6

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and Common Response No. 3 regarding the project traffic analysis.

Comment No. T-25-7

The commenter's suggestion that alternatives to Midwest Guardrail System (MGS) be considered is noted. As discussed in Section 2.5, implementation of Project Feature PF-VIS-1 (Landscaping/Planting) and Measure VIS-1 (MGS Treatments) would ensure the proposed improvements are consistent with the existing visual character and quality of the project area.

I.8.26 T-26 - Responses to Comments from Carroll O. McGorkey

Comment No. T-26-1

The commenter's request to remove the southbound merge lane is acknowledged. Please refer to Common Response No. 1, which provides discussion regarding the ingress/egress at the Willow Staging Area and the Anneliese School and Common Response No. 3 regarding the project traffic analysis.

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I.8.27 T-27 - Responses to Comments from Adam Kaplan

Comment No. T-27-1

The commenter's concerns regarding wildlife crossings at SR-133 are acknowledged. The proposed project would not provide additional barriers to wildlife than exist under current conditions.

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I.8.28 T-28 - Responses to Comments from Bill Sellin (T-28)

Comment No. T-28-1

The commenter's suggestion to post signs that state "Bikes May Use Full Lane" is acknowledged and will be considered during the decision-making process for the proposed project.

Comment No. T-28-2

The commenter's suggestion that there should not be a distinction between the bicycle lane and the shoulder and that bicyclists should be able to use the shoulder is acknowledged. An eight-foot bicycle lane/shoulder is proposed for the project.\

Comment No. T-28-3

The commenter's concerns regarding pedestrians using the bike lanes is acknowledged. Pedestrian facilities are not included in the proposed project given the constrained nature of the project area and pedestrian use adjacent to SR-133 is not encouraged.

Comment No. T-28-4

The commenter's concerns regarding speeds increasing within the project area is acknowledged. Please refer to Common Response No. 2 regarding speed limits within the project limits.

Comment No. T-28-5

The commenter's concern regarding wrong way bicyclists and identification of potential sign options to address this behavior is acknowledged and will be considered during the decision-making process for the proposed project.

Comment No. T-28-6

The commenter's support for the eight foot width of the bicycle lane is acknowledged and will be considered during the decision-making process for the proposed project.

Comment No. T-28-7

The commenter's support for underground of utilities is acknowledged and will be considered during the decision-making process for the proposed project.

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I.9 Public Comments

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Dolan, Edward C@DOT

From: Eric Sullivan <e71js@yahoo.com>
Sent: Monday, July 9, 2018 4:06 PM
To: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net; D12 SR-133@DOT
Subject: Laguna Canyon Road Proposed Construction - Opposition Feedback

My daughter attends school at the Anneliese Willowbrook campus located in Laguna Canyon which would be **dramatically impacted and potentially shutdown** as a result of the Laguna Canyon Road proposed construction project. Please consider the feedback below as you consider your decision.

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was collected by CalTrans on **only one day during non-peak drop-off and pick-up hours** at Anneliese. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting the School and the impact this has on road conditions, as well as risks for drivers entering and exiting the campus. P-1-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with the peaceful learning environment (particularly in outdoor education areas). The noise will have a profound impact on gardening, animal care, and athletics programs. The noise will also severely impact the peaceful learning environment in 9 classrooms located near Laguna Canyon Road. P-1-2

3. **The project will increase toxic air pollutants at the campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of the School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-1-3

4. **The project will create dangers for drivers exiting the campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of the School entrance/exit. This will make an already challenging left turn **more dangerous** for drivers as they merge from the middle lane P-1-4

P-1

into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic.

P-1-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates **a major accident potential** in that area.

P-1-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** I am shocked that CalTrans gave almost no time to study the scope of the project and prepare opposition. CalTrans has been considering this project for over 2 years, yet gave the one and only business located within the proposed construction zone less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with the school. This behavior is outrageous, unethical, and unacceptable.

P-1-6

Lo, Ka-Man@DOT

From: Hilary Ahern <hilary.ahern@delphix.com>
Sent: Tuesday, July 10, 2018 1:13 PM
To: D12 SR-133@DOT
Subject: Objection to Laguna Canyon Road Project (State Route 133/El Toro Road)

Dear Mr. Dolan:

As a person who uses these roads on a daily basis, I am writing to voice my **OBJECTION** to the project for the following reasons:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-2-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-2-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-2-3

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-2-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-2-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable. P-2-6

I also believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please explore less expensive and more proven effective measures to improve safety.

Regards,

Hilary S. Ahern

P-3

Dolan, Edward C@DOT

From: Lauren McDonald <laurenpucla@gmail.com>
Sent: Sunday, July 8, 2018 2:07 PM
To: D12 SR-133@DOT
Cc: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; cmoffice@lagunabeachcity.net
Subject: CalTrans Laguna Canyon Road and El Toro

Hello-

I was just notified by my daughter and sons preschool about a two year projects in the works and greatly object to the plan for various reasons. I have a heightened concerned for the safety of my children both driving to and from their school as well as during school hours when I am not with them:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-3-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-3-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-3-3

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-3-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The P-3-5

addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area.

P-3-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us **–** the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTransengage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable.

P-3-6

Thank you for understanding my concern.

Lauren McDonald

Dolan, Edward C@DOT

From: melissa fontes <melcdm@yahoo.com>
Sent: Monday, July 9, 2018 4:22 PM
To: D12 SR-133@DOT
Subject: proposed Laguna Canyon Road construction

Dear Mr. Dolan,

My daughter attends school at the Anneliese Willowbrook campus located in Laguna Canyon. This campus has been her home away from home for almost 6 years. It is an unparalleled learning environment and we plan to keep our daughter there until she graduates from 6th grade. Anneliese School would be **dramatically impacted and potentially shutdown** as a result of the Laguna Canyon Road proposed construction project. This would be a devastating and effect of your proposed road work. This school is a rare institution and this specific campus is one of a kind. I strongly urge you to reconsider your plans. The loss of this special school cannot be an acceptable cost of road expansion. I know for our family, the loss of Willowbrook campus would mean the end of our daughter's tenure at Anneliese. I urge you to consider the issues outlined below:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was collected by CalTrans on **only one day during non-peak drop-off and pick-up hours** at Anneliese. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting the School and the impact this has on road conditions, as well as risks for drivers entering and exiting the campus. P-4-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with the peaceful learning environment (particularly in outdoor education areas). The noise will have a profound impact on gardening, animal care, and athletics programs. The noise will also severely impact the peaceful learning environment in 9 classrooms located near Laguna Canyon Road. P-4-2

3. **The project will increase toxic air pollutants at the campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of the School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-4-3

4. **The project will create dangers for drivers exiting the campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of the School entrance/exit. This will make an already challenging left turn **more dangerous** for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic.

P-4-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates **a major accident potential** in that area.

P-4-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** I am shocked that CalTrans gave almost no time to study the scope of the project and prepare opposition. CalTrans has been considering this project for over 2 years, yet gave the one and only business located within the proposed construction zone less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with the school. This behavior is outrageous, unethical, and unacceptable.

P-4-6

Thank you for your consideration and attention to this matter.

Best regards,

Melissa Fontes
949-933-1535

Lo, Ka-Man@DOT

From: Michaela Renee Gardner <bluemajai@gmail.com>
Sent: Wednesday, July 11, 2018 7:27 AM
To: D12 SR-133@DOT
Subject: I'm objecting to the caltrans remodel

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-5-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-5-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-5-3

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-5-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 P-5-5

lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-5-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with us. This behavior is outrageous. P-5-6

Michaela Gardner

Dolan, Edward C@DOT

From: Secil OZ <secil.oz@gmail.com>
Sent: Tuesday, July 10, 2018 7:55 AM
To: D12 SR-133@DOT
Subject: Objection to Proposed Project at Laguna Canyon Road and El Toro Road - to Edward Dolan

To Whom It May Concern,

As a member of your community, I am writing this email to voice my strong concern and objection to planned extension project that will impact Laguna Canyon Road and El Toro Road.

Our son is going to Anneliese Schools Willbrook campus which is located at 133 and Laguna Canyon Road.

As a concerned parent, below are the reasons for my objection:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-6-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-6-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-6-3

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-6-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach P-6-5

P-6

(outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-6-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us **–** the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTransengage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable. P-6-6

To conclude, I strongly oppose the proposed project.

Best regard,

Secil Oz Ari

Dolan, Edward C@DOT

From: Terri <terri_radebach@yahoo.com>
Sent: Tuesday, July 10, 2018 7:32 AM
To: D12 SR-133@DOT
Subject: Stop the Laguna Canyon Construction Project!

Dear Mr. Dolan,

I am writing to express my strong opposition to the proposed Laguna Canyon/El Toro project.

This project poses issues related to Anneliese Schools that are unacceptable.

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions. P-7-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** This project will create major delays in an already difficult area. We will be impacted by the noise of construction during school hours. We have already committed, registered, and paid for school next year. It is unacceptable to spring this on us with no notice. P-7-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-7-3

4. **The project will create dangers for drivers exiting our campus.** The proposed 900 foot extension will make our entry/exit even more challenging. Instead of improving traffic this will make the intersection more dangerous. P-7-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails P-7-5

parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-7-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. **Not once did CalTrans engage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable.** P-7-6

We believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental impacts, please consider less expensive and more effective measures to improve safety.

Sincerely,

Terri Dober

949.218.2849

I.9.1 P-1 through P-7 - Response to Comments

Comment letters P-1 to P-7 received during the public review period utilize the same format and provide nearly identical comments; therefore, the responses to P-1 are also applicable to comment letters P-2 to P-7.

P-1 through P-7, Comment 1

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-1 through P-7, Comment 2

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-1 through P-7, Comment 3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-1 through P-7, Comment 4

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-1 through P-7, Comment 5

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-1 through P-7, Comment 6

This comment states the school was given less than 30 days' notice of the project and public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Dolan, Edward C@DOT

From: Alexis Lee <alexisleebunny@gmail.com>
Sent: Monday, July 9, 2018 3:02 PM
To: D12 SR-133@DOT
Subject: SR 133 Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school I attend for two years. P-8-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my school learning environment. P-8-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-8-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-8-4

Sincerely,

Alexis Lee

Dolan, Edward C@DOT

From: Alisa Davern <amgentry1@msn.com>
Sent: Monday, July 9, 2018 6:05 PM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121@yahoo.com; rzurschmiede@lagunabeachcity.net; kboyd@lagunabeachcity.net
Subject: Opposing construction to 133 that inhibits Anneleise Schools

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-9-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-9-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-9-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-9-4

If you have any questions, you may reach me at

949.444.4410

Thank you,
Alisa Davern

Dolan, Edward C@DOT

From: Alyson Aurigemma <alysonaurigemma@gmail.com>
Sent: Thursday, July 5, 2018 4:16 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

To Whom it May Concern:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-10-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-10-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-10-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-10-4

If you have any questions, you may reach me at 310-801-1845

Sincerely,

Alyson Aurigemma

Anneliese Schools Parent

Sent from my iPhone

Lo, Ka-Man@DOT

From: Amy Hammontree <ahammontree@gmail.com>
Sent: Tuesday, July 10, 2018 1:48 PM
Subject: Laguna Canyon / El Toro Road Construction

To Mayor Kelly Boyd, Mayor Pro Tem Robert Zur Schmiede, Council Member Toni Iseman, Council Member Steve Dicterow, Council Member Bob Whalen, City Manager John Pietig, and Mr. Edward Dolan,

My son attends Anneliese Schools at the Willowbrook Campus located directly in the area of the proposed road construction. For numerous reasons, including air quality, noise pollution, safety of parents turning in and out of campus and overall general serenity of the canyon, I implore you to not go forward with the proposed plans to modify the Laguna Canyon / El Toro intersection and surroundings.

Thank you for your consideration.

Amy Hammontree

Dear Mr. Dolan

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attends, for two years. P-11-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-11-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-11-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-11-4

If you have any questions, you may reach me at ahammontree@gmail.com or 603-568-1653.

Sincerely,

Amy Hammontree
1298 N Linda Vista St
Orange, CA 92869

Dolan, Edward C@DOT

From: Mingming Yao <andreayao629@gmail.com>
Sent: Monday, July 9, 2018 1:41 PM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-12-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-12-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-12-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-12-4

Sincerely,

Andrea

Dolan, Edward C@DOT

From: Andréane Gaulin <a.gaulin@gmail.com>
Sent: Sunday, July 8, 2018 8:15 PM
To: D12 SR-133@DOT
Subject: Opposition to State Route 133 / El Toro Road Improvement Project

Dear Edward Dolan :

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I vehemently oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-13-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-13-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-13-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-13-4

If you have any questions, you may reach me at 949-873-3950

Sincerely,

Andreane Gaulin

Dolan, Edward C@DOT

From: Andreya Shill <shill.nate@gmail.com>
Sent: Sunday, July 8, 2018 9:16 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Cal Trans Proposed Construction on laguna canyon road
Attachments: SR 133 opposition.docx

Please see my attached letter. I oppose the Cal Tran proposed project on 133.

Andreya- Andee- Shill
Three of the Sea Sales
NBRHD Hats
Private Label & branded Womens/Jr Clothing
Cell 949-235-0221

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-14-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-14-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-14-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-14-4

If you have any questions, you may reach me at andreyashill@gmail.com or 949-235-0221

Sincerely,

Andreya Shill

Lo, Ka-Man@DOT

From:	Annie Schwab <annieschwab@yahoo.com>
Sent:	Tuesday, July 10, 2018 10:49 AM
To:	D12 SR-133@DOT
Cc:	kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject:	State Route 133/El Toro Road Improvement Project Opposition

To Whom it may concern:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-15-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-15-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-15-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-15-4

If you have any questions, you may reach me at annieschwab@yahoo.com or 949.294.4499.

Sincerely,
Ann Schwab

Annie Schwab
Phone: 949.784.2194
Mobile: 949.294.4499
Email: annieschwab@yahoo.com

Dolan, Edward C@DOT

From: Art K <ky05m12@gmail.com>
Sent: Monday, July 9, 2018 11:08 PM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Edward Dolan:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-16-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-16-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-16-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-16-4

If you have any questions, you may reach me at 213-379-0939

Sincerely,

Art Kurobe

Dolan, Edward C@DOT

From: 黒部麻美 <be96asm@gmail.com>
Sent: Monday, July 9, 2018 11:26 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear **Edward Dolan**

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-17-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-17-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-17-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-17-4

If you have any questions, you may reach me at (949) 981-4574

Sincerely,

Asami Kurobe

iPhoneから送信

Dolan, Edward C@DOT

From: bshakib <bshakib@gmail.com>
Sent: Monday, July 9, 2018 1:03 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-18-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-18-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-18-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-18-4

If you have any questions, you may reach me at …

Sincerely,

Babak Shakib

Mobile 949-345-5719

bshakib@gmail.com

Dolan, Edward C@DOT

From: bernie schwartz <nutumba@hotmail.com>
Sent: Friday, July 6, 2018 6:49 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

To whom it may concern:

As a person who uses Laguna Canyon and El Toro roads on a daily basis, I oppose this proposed project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-19-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-19-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-19-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-19-4

If you have any questions, you may reach me at nutumba@hotmail.com

Sincerely,

Bernard Schwartz Ph.D.

Lo, Ka-Man@DOT

From: Brad Downey <brad@magic7s.com>
Sent: Tuesday, July 10, 2018 4:25 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

To All Concerned Parties:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-20-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-20-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-20-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-20-4

Sincerely,
Brad Downey
M: 925-457-3000

Dolan, Edward C@DOT

From: Chang Lee <Chang.Lee@unionbank.com>
Sent: Monday, July 9, 2018 7:35 PM
To: D12 SR-133@DOT
Subject: Opposition to 133/el toro project
Attachments: SR 133 opposition 2 Chang Lee.pdf

Edward

My kids go to willow brook anneliese school and I strongly oppose this project.

Chang Lee
949-553-7991 (w)
949-275-4998 (c)

==========
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Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-21-1

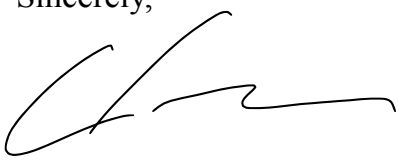
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-21-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-21-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-21-4

If you have any questions, you may reach me at …

Sincerely,



Dolan, Edward C@DOT

From: Christopher Murray <chrismurray13@gmail.com>
Sent: Thursday, July 5, 2018 4:36 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Edward Dolan,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend. P-22-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-22-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-22-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-22-4

If you have any questions, you may reach me at 310-872-4318

Sincerely,

Chris Murray

Dolan, Edward C@DOT

From: Christophe LITWIN <ch.litwin@gmail.com>
Sent: Tuesday, July 10, 2018 2:26 AM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my daughter has been attending for two years. P-23-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-23-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-23-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-23-4

If you have any questions, you may reach me at Christophe.litwin@uci.edu or 718-414-3954.

Sincerely,

Christophe Litwin

Christophe Litwin
Assistant Professor of French Literature
Coordinator, Center for Early Cultures
Department of European Languages and Studies
Humanities Instructional Building 216

Dolan, Edward C@DOT

From: Chris Miller <christopher.a.miller1@gmail.com>
Sent: Thursday, July 5, 2018 12:19 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

To Whom It May Concern:

My children attend Anneliese Schools, which is located near this proposed construction project.

As a person who uses El Toro Road and Laguna Canyon Road (State Route 133) on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-24-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-24-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-24-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-24-4

If you have any questions, you may reach me at this email or by telephone at (562) 607-3459.

Sincerely,

Christopher A. Miller

Dolan, Edward C@DOT

From: Craig Combel <craigcombel@outlook.com>
Sent: Monday, July 9, 2018 7:54 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. It is already very dangerous trying to enter and exit as it is as many drivers exceed the speed limit and do not yield to allow vehicles to enter or exit the school. P-25-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-25-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-25-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-25-4

As an alternative, I urge you to consider less impactful alternatives such as reducing the speed limit for the area, and strictly enforcing it.

If you have any questions, please do not hesitate to reach me at 425-444-8890

Sincerely,

Craig Combel

Dolan, Edward C@DOT

From: Curtis Farrell <cfarrell@fmncc.com>
Sent: Friday, July 6, 2018 4:00 PM
To: D12 SR-133@DOT
Cc: Curtis Farrell
Subject: Opposition to the 133/El Toro Road Project

Happy Friday!

I want to express my objection to the 133 / El Toro Road project.

1. The proposed construction, which would last at least 2 years, will disrupt the traffic flow entering and exiting the school. P-26-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with our learning environment. P-26-2

3. The proposed construction will increase the amount of water (drainage) entering our creek due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). We have had flood events since the construction of the Toll Road and we believe the measures taken to curb runoff when the Toll Road was put in were not adequate. Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases our risk of flooding. P-26-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat P-26-4

Curtis S. Farrell CFP AIF
Financial Management Network
26041 Acero
Mission Viejo, CA. 92691

W 949.455.0300 x222
F 949.716.7413
C 949-395-7935

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July 10th - 2018

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-27-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-27-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-27-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-27-4

If you have any questions, you may reach me at (949) 295-1548

Sincerely,

Chris van der Berg

Denise van der Berg

Lo, Ka-Man@DOT

From: Dana Fett <danalande@gmail.com>
Sent: Tuesday, July 10, 2018 3:53 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear CalTrans and the Laguna Beach City Council,

As a family who uses these roads on a daily basis to access Anneleise, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-28-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-28-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-28-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-28-4

If you have any questions, you may reach me at 610-247-4987.

Sincerely,

Dana Fetterolf

Dolan, Edward C@DOT

From: Dani Babb <teachonlinebook@gmail.com>
Sent: Thursday, July 5, 2018 9:11 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Re:State Route 133/El Toro Road Improvement Project

Hello,

As a person who uses these roads on a daily basis to take my daughter to school and has a daughter attending Anneliese Schools right off of Laguna canyon , I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-29-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. I may have to change schools as a result of this project. My daughter has severe anxiety and this would not go over well with our family. P-29-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-29-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). This is our daughters second home, as well as many other children. Please do not disrupt this environment! It is a unique and incredible place within the city. P-29-4

If you have any questions, you may reach me at the information in my signature.

Sincerely,

Dani Babb, PhD, MBA | CEO

Certified Woman Business Enterprise & Woman Owned Small Business
P: (866) 500-9101 | **C**: 949-836-5731
E: dbabb@thebabbgroup.com

Lo, Ka-Man@DOT

From: dbrunste <dbrunste@uci.edu>
Sent: Tuesday, July 10, 2018 3:05 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project
Attachments: Brunstetter_SR 133 opposition.docx

July 10, 2018

Dear Sir or Madame:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-30-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-30-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-30-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-30-4

If you have any questions, you may reach me at 949-856-2542.

Sincerely,

Daniel R Brunstetter

--
"La sagesse a ses excès et n'a pas moins besoin de modération que la folie."
- Michel de Montaigne (Essais, III.5)

Daniel R. Brunstetter
Associate Professor
Political Science
Director of Study Abroad

University of California, Irvine
dbrunste@uci.edu

Lo, Ka-Man@DOT

From: dbrunste@uci.edu
Sent: Tuesday, July 10, 2018 3:06 PM
To: D12 SR-133@DOT
Subject: Re: Thank you for your comments on the SR – 133 Improvement Project.

I am currently on sabbatical. I apologize in advance if it takes longer than usual to reply. Thank you for your understanding.

Dolan, Edward C@DOT

From: darcie patterson <darcie.patterson@sbcglobal.net>
Sent: Monday, July 9, 2018 6:29 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project
Attachments: SR 133 opposition.pdf

Please see attached letter in opposition to the 133/El Toro Road Project

Sincerely,
Darcie L Lee

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-31-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-31-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-31-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-31-4

If you have any questions, you may reach me at …

Sincerely,

Darcie Lee

Dolan, Edward C@DOT

From: Dave Southworth <d.southworth7@gmail.com>
Sent: Sunday, July 8, 2018 4:00 PM
To: D12 SR-133@DOT
Subject: Objection to SR 133/El Toro Expansion with Impact to Anneliese School at Willowbrook

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis to take my grandchildren to/from Anneliese School at Willowbrook, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my grandchildren attend for two years. P-32-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my grandchildren's school learning environment. P-32-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding the school grounds. P-32-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-32-4

If you have any questions, you may reach me at email: d.southworth7@gmail.com.

Sincerely,

Dave Southworth

Lo, Ka-Man@DOT

From: Dénise van Dongen <denisevandongen@hotmail.com>
Sent: Tuesday, July 10, 2018 11:31 AM
To: D12 SR-133@DOT
Cc: Chris Van Den Berg
Subject: Concerns state route 133/El toro road inprovement project
Attachments: EPSON022.pdf

Dear Mr Dolan,

Please find attached our concerns with regard to the state route 133/El Toro road improvement project.
Kind regards,

Dénise and Chris van den Berg

July 10th - 2018

P-33

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-33-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-33-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-33-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-33-4

If you have any questions, you may reach me at (949) 295-1548

Sincerely,

Ulis van der Berg

Denise van der Berg

Dolan, Edward C@DOT

From: Didier Malenfant <didier_malenfant@me.com>
Sent: Friday, July 6, 2018 5:19 PM
To: D12 SR-133@DOT
Cc: Carolyn Malenfant
Subject: I oppose the 133/El Toro Road Project

Dear Mr Dolan,

I am a parent at Annelise school in Laguna Beach and I am extremely concerned after hearing about the 133/El Toro Road Improvement Project.

I would like to voice my opposition to the project based on concerns that I'm sure many constituents and parents will share with me:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-34-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-34-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-34-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-34-4

If you have any questions, you may reach me at (714) 914 2303.

Sincerely,
Didier, Carolyn and Elodie Malenfant (Age 4).

Lo, Ka-Man@DOT

From: Kenneth Perkins <klrperkins@gmail.com>
Sent: Tuesday, July 10, 2018 12:37 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Edwin Dolan:

Re:

State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the elementary school where my children will be attending. P-35-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-35-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-35-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-35-4

If you have any questions, you may reach me direct at 760-505-6362

Sincerely,

Ken Perkins (concerned parent fighting for healthy education)

760-505-6362

Dolan, Edward C@DOT

From: Ed Spencer <etspencer@yahoo.com>
Sent: Monday, July 9, 2018 9:17 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

As a Laguna Beach resident and a person who uses these roads on a daily basis especially to bring my children to and from Annaliese Schools located in the immediate area of this proposed project, I am opposed to this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the school my children attend. P-36-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-36-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-36-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-36-4

Sincerely,

Edward Spencer

Lo, Ka-Man@DOT

From: Ellen Mintzer <ellenmintzer@gmail.com>
Sent: Tuesday, July 10, 2018 4:00 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-37-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-37-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-37-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-37-4

If you have any questions, you may reach me at …

Sincerely,

Ellen M. Mintzer
2909 Canto De Los Ciervos
San Clemente, CA 92673
631.697.0448

Dolan, Edward C@DOT

From: Peihsin Emily Huang <peihsin.huang@gmail.com>
Sent: Thursday, July 5, 2018 1:54 PM
To: D12 SR-133@DOT
Subject: Opposition to the State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

My child attends Anneliese's Schools at 20062 Laguna Canyon Rd, Laguna Beach. This campus is at the intersection of 133/Laguna Canyon Road and El Toro Road. As a parent who uses these roads on a daily basis, I strongly oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attend for two years. P-38-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-38-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-38-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact parkland by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-38-4

If you have any questions, you may reach me at (949) 439-3288 or reply to this email.

Sincerely,
Emily Huang

Dolan, Edward C@DOT

From: Eugenia Rezen <eugenia.rezen@gmail.com>
Sent: Thursday, July 5, 2018 10:25 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-39-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-39-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-39-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-39-4

If you have any questions, you may reach me at +19493957172.

Sincerely,

Eugenia Rezen.

Dolan, Edward C@DOT

From: Eugenia Rezen <eugenia.rezen@gmail.com>
Sent: Thursday, July 5, 2018 10:56 AM
To: D12 SR-133@DOT
Subject: Re: Thank you for your comments on the SR – 133 Improvement Project.

Excuse me,

Is public meeting scheduled on June 28 or July 28?

Thank you.

Sent from my iPhone

On Jul 5, 2018, at 10:25 AM, D12 SR-133@DOT <D12.SR133@dot.ca.gov> wrote:

> Your comments will be responded to as part of the Final Environmental Document (FED). The FED will be made available on Caltrans website, in addition a Notice of Availability (NOA) will be sent to the State Clearinghouse. Please attend the public hearing (open house format) on June 27, 2018 from 5-7PM at the Laguna Beach High School Library, 625 Park Avenue, Laguna Beach, CA 92651.
>
> Thank you for your interest in the project.
>
> Our Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability
> Our Vision: A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Dolan, Edward C@DOT

From: Fiona <nene0817@gmail.com>
Sent: Sunday, July 8, 2018 8:44 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-40-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-40-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-40-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-40-4

If you have any questions, you may reach me at …

Sincerely,

Fiona Hsu
Sent from my iPhone

Dolan, Edward C@DOT

From: Gail Ann Lynch <galynch@alexanders.net>
Sent: Tuesday, July 10, 2018 6:13 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-41-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-41-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-41-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-41-4

If you have any questions, you may reach me at 949-212-3149

Sincerely,

Gail Ann Lynch

Dolan, Edward C@DOT

From: halim kim <halim.kim@gmail.com>
Sent: Thursday, July 5, 2018 9:43 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the school my children will attend for two years. P-42-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's learning environment. The beauty and peaceful nature of our school, nestled in the Laguna Canyons is a big part of what drew us to Anneliese Schools and the noise and pollution from the construction would be severely detrimental to their ability to grow and learn in this idyllic environment. P-42-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during the significant rain events, increases the risk of flooding. P-42-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures. P-42-4

If you have any questions, you may reach me at 949-232-4656.

Thank you so much.

Sincerely,

Halim Kim

Lo, Ka-Man@DOT

From: hareem maune <hmaune@gmail.com>
Sent: Tuesday, July 10, 2018 4:54 PM
To: D12 SR-133@DOT
Subject: Comments on El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-43-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-43-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-43-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-43-4

If you have any questions, you may reach me at hmaune@gmail.com or 626 429 0358.

Sincerely,

Hareem and Brett Maune (Parents to Anneliese students)

Dolan, Edward C@DOT

From: Heather Brandes <heatherb@mycpaexchange.com>
Sent: Monday, July 9, 2018 8:25 AM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121@yahoo.com; tiseman@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; kboyd@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-44-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-44-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-44-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-44-4

If you have any questions, you may reach me at the email address above

Sincerely,

Heather Brandes

Dolan, Edward C@DOT

From: heather kluter <hkkluter@yahoo.com>
Sent: Thursday, July 5, 2018 4:16 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Dolan,

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-45-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-45-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-45-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-45-4

If you have any questions, you may reach me at 949.563.0779.

Sincerely,

Heather Kluter

Dolan, Edward C@DOT

From: Hua Xie <huaxie2007@gmail.com>
Sent: Thursday, July 5, 2018 5:57 PM
To: D12 SR-133@DOT
Cc: Jing Cao
Subject: Opposition to the 133/El Toro Road Project
Attachments: SR_133_opposition_letter_HX.docx

Dear Edward:

My name is Hua Xie, a parent of Anneliese Schools child.

The recent proposed road project on SR 133 deeply concerns me regarding the access to the campus, distraction to the safety and operation of the school, and invasion to the nearby animal habitat.

Attached is my opposition letter expressing my concerns.

Thank you and your consideration is deeply appreciated,

Hua

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-46-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-46-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-46-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-46-4

If you have any questions, you may reach me at:

949-5021218(cell)

huaxie2007@gmail.com

Sincerely,

Hua Xie

Dolan, Edward C@DOT

From: Iona Raymond <ionaphd@gmail.com>
Sent: Thursday, July 5, 2018 12:29 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-47-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-47-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-47-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-47-4

If you have any questions, you may reach me at ionaphd@gmail.com.

Sincerely,

Iona Raymond

Dolan, Edward C@DOT

From: Jamie Wagner <nobodyiscertain@gmail.com>
Sent: Thursday, July 5, 2018 5:46 PM
To: D12 SR-133@DOT
Subject: SR 133 Opposition

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-48-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-48-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-48-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-48-4

If you have any questions, you may reach me at nobodyiscertain@gmail.com

Sincerely,
James Wagner

Dolan, Edward C@DOT

From: Jan Southworth <jan.southworth@gmail.com>
Sent: Sunday, July 8, 2018 3:50 PM
To: D12 SR-133@DOT
Subject: Objection to SR 133/El Toro Expansion with Impact to Anneliese School at Willowbrook

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis to take my grandchildren to Anneliese School at Willowbrook, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my grandchildren attend for two years. P-49-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my grandchildren's school learning environment. P-49-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding the school grounds. P-49-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-49-4

If you have any questions, you may reach me at email: jan.southworth@gmail.com.

Sincerely,

Jan Southworth

Dolan, Edward C@DOT

From: Janet O <janetsyoga@gmail.com>
Sent: Sunday, July 8, 2018 7:32 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Edward Dolan,

I am writing you because my kids go to school at Anneliese School and CalTrans (California Department of Transportation) is proposing significant changes to the roads in Laguna Canyon, including the 133 and El Toro Road. Anneliese Schools is highly concerned about these changes and the impact on our Willowbrook Campus, including our children, families, and employees. Anneliese Schools is also very concerned about the environmental impact of these proposed changes.

I am taking a firm and passionate stance in opposing this project. I believe there are other possibilities for increasing safety that do not have such a deleterious impact on the Canyon and our school. We are joining with community partners opposed to this plan, including the Laguna Canyon Foundation and other community environmental groups.

My main objections along with the school about this project is:

1. The proposed construction, which would last at least 2 years, will disrupt the traffic flow entering and exiting the school. P-50-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with our learning environment. P-50-2

3. The proposed construction will increase the amount of water (drainage) entering our creek due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). We have had flood events since the construction of the Toll Road and we believe the measures taken to curb runoff when the Toll Road was put in were not adequate. Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases our risk of flooding. P-50-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). You can read more about the project and negative impacts it will have on our open space here: https://lagunacanyon.org/2018/06/whats-going-on-with-the-133/?mc_cid=a5979ee9ae&mc_eid=87fb110afb. P-50-4

Thank you,

Janet O'Faolain

Lo, Ka-Man@DOT

From: Jeanne Kelly <jeanne@jeannekelly.com>
Sent: Tuesday, July 10, 2018 4:32 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; cmoffice@lagunabeachcity.net; bwhalen@laugunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121 @yahoo.com; rzurschmiede@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child will attend for two years. P-51-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-51-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-51-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-51-4

If you have any questions, you may reach me at 8185350568.

Sincerely,

Jeanne Kelly

Dolan, Edward C@DOT

From: Jennette Pulecio <jpulecio.jp@gmail.com>
Sent: Friday, July 6, 2018 6:02 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-52-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-52-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-52-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-52-4

If you have any questions, you may reach me at (949) 573-4790.

Sincerely,

Jennette Marie Pulecio

Concerned Parent

--
Essentially Yours,

Jennette Pulecio
949-573-4790
jpulecio.jp@gmail.com

DoTERRA Wellness Advocate
www.vivaoils.com

2014 Top 10 best Professional Makeup Artist in OC
www.facebook.com/muljp

Lo, Ka-Man@DOT

From:	Jennette Pulecio <jpulecio.jp@gmail.com>
Sent:	Tuesday, July 10, 2018 3:11 PM
To:	D12 SR-133@DOT; Jennette Pulecio; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; sdicterow1121@yahoo.com; tiseman@lagunabeachcity.net
Cc:	Nicolas Pulecio
Subject:	State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-53-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-53-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-53-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-53-4

If you have any questions, you may reach me at(949) 573-4790.

Sincerely,

Jennette Pulecio
Anneliese School Concerned Parent
--
Essentially Yours,

Jennette Pulecio

949-573-4790
jpulecio.jp@gmail.com

DoTERRA Wellness Advocate
www.vivaoils.com

2014 Top 10 best Professional Makeup Artist in OC
www.facebook.com/muljp

Dolan, Edward C@DOT

From: Jennifer Nudleman <jennifernudleman@gmail.com>
Sent: Sunday, July 8, 2018 6:28 PM
To: D12 SR-133@DOT
Subject: Re: Thank you for your comments on the SR – 133 Improvement Project.

I am not able to attend this public hearing because it has already occurred.

Sent from my iPad

On Jul 5, 2018, at 11:45 AM, D12 SR-133@DOT <D12.SR133@dot.ca.gov> wrote:

> Your comments will be responded to as part of the Final Environmental Document (FED). The FED will be made available on Caltrans website, in addition a Notice of Availability (NOA) will be sent to the State Clearinghouse. Please attend the public hearing (open house format) on June 27, 2018 from 5-7PM at the Laguna Beach High School Library, 625 Park Avenue, Laguna Beach, CA 92651.
>
> Thank you for your interest in the project.
>
> Our Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability
> Our Vision: A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Dolan, Edward C@DOT

From: Jennifer Nudleman <jennifernudleman@gmail.com>
Sent: Thursday, July 5, 2018 11:46 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-54-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-54-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-54-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-54-4

If you have any questions, you may reach me at jennifernudleman@gmail.com.

Sincerely,

Jennifer Nudleman

Sent from my iPhone

Dolan, Edward C@DOT

From: Jeremy Kneisly <jeremykneisly@me.com>
Sent: Monday, July 9, 2018 4:31 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for a duration of over two years. P-55-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-55-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-55-3

4. The project would cause severe and irreversible **environmental and visual impacts to the Canyon.** Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-55-4

Sincerely,

Jeremy Kneisly

Lo, Ka-Man@DOT

From: Jim Kruse <krusen_72@hotmail.com>
Sent: Tuesday, July 10, 2018 12:57 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-56-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-56-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-56-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-56-4

If you have any questions, you may reach me at 949.293.4421.

Sincerely,
Jim Kruse

Dolan, Edward C@DOT

From: john zhao <johnzhao91@yahoo.com>
Sent: Friday, July 6, 2018 4:46 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-57-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-57-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-57-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-57-4

If you have any questions, you may reach me at Johnzhao91@yahoo.com

Sincerely,

John Zhao

Dolan, Edward C@DOT

From: Jong Lee <jongsuhlee@gmail.com>
Sent: Monday, July 9, 2018 2:43 PM
To: D12 SR-133@DOT
Subject: SR 133 Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-58-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-58-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-58-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures) P-58-4

Sincerely,

Jong S. Lee

Dolan, Edward C@DOT

From: Anneliese School <j.lerch@annelieseschools.com>
Sent: Friday, July 6, 2018 9:34 AM
To: D12 SR-133@DOT
Subject: 133/ El Toro improvement project

To Whom it may Concern:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school I work at daily. P-59-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my students' school learning environment. P-59-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-59-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). Laguna Canyon is what makes Laguna Beach wild and special. P-59-4

If you have any questions, you may reach me at … 5868552248

Sincerely,

Joshua Lerch

Dolan, Edward C@DOT

From: Juliana Essen <esse0026@yahoo.com>
Sent: Thursday, July 5, 2018 12:36 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Edward Nolan:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the school my children attend for two years. P-60-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-60-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-60-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-60-4

Thank you for your consideration. If you have any questions, you may reach me at esse0026@yahoo.com.

Sincerely,

Juliana Essen
31621 Santa Rosa Dr.
Laguna Beach, CA 92651

Dolan, Edward C@DOT

From: june Lee <j4rang@gmail.com>
Sent: Monday, July 9, 2018 2:36 PM
To: D12 SR-133@DOT
Subject: SR 133 Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-61-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-61-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-61-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-61-4

Sincerely,

June Lee

Lo, Ka-Man@DOT

From: Justin Kuttler <justin@crankbrothers.com>
Sent: Tuesday, July 10, 2018 4:31 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-62-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-62-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-62-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-62-4

Sincerely,

Justin Kuttler

This message is being sent from Crankbrothers and may contain information which is confidential or privileged. If you are not the intended recipient, please advise the sender immediately by reply e-mail and delete this message and any attachments without retaining a copy. Any unauthorized use of the content of this message is a breach of your duty to respect the confidentiality of the correspondence between other persons and can expose the responsible party to civil and/or criminal penalties, and may constitute a more serious offense.

Dolan, Edward C@DOT

From: Kathryn Emery <kathrynjgallagher@gmail.com>
Sent: Saturday, July 7, 2018 11:35 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Edward Dolan,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-63-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-63-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-63-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-63-4

Sincerely,

Kathryn Emery

Resident of Pacific Ridge near Laguna Canyon

Lo, Ka-Man@DOT

From: Kenneth Perkins <klrperkins@gmail.com>
Sent: Tuesday, July 10, 2018 12:37 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Edwin Dolan:

Re:

State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the elementary school where my children will be attending. P-64-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-64-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-64-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-64-4

If you have any questions, you may reach me direct at 760-505-6362

Sincerely,

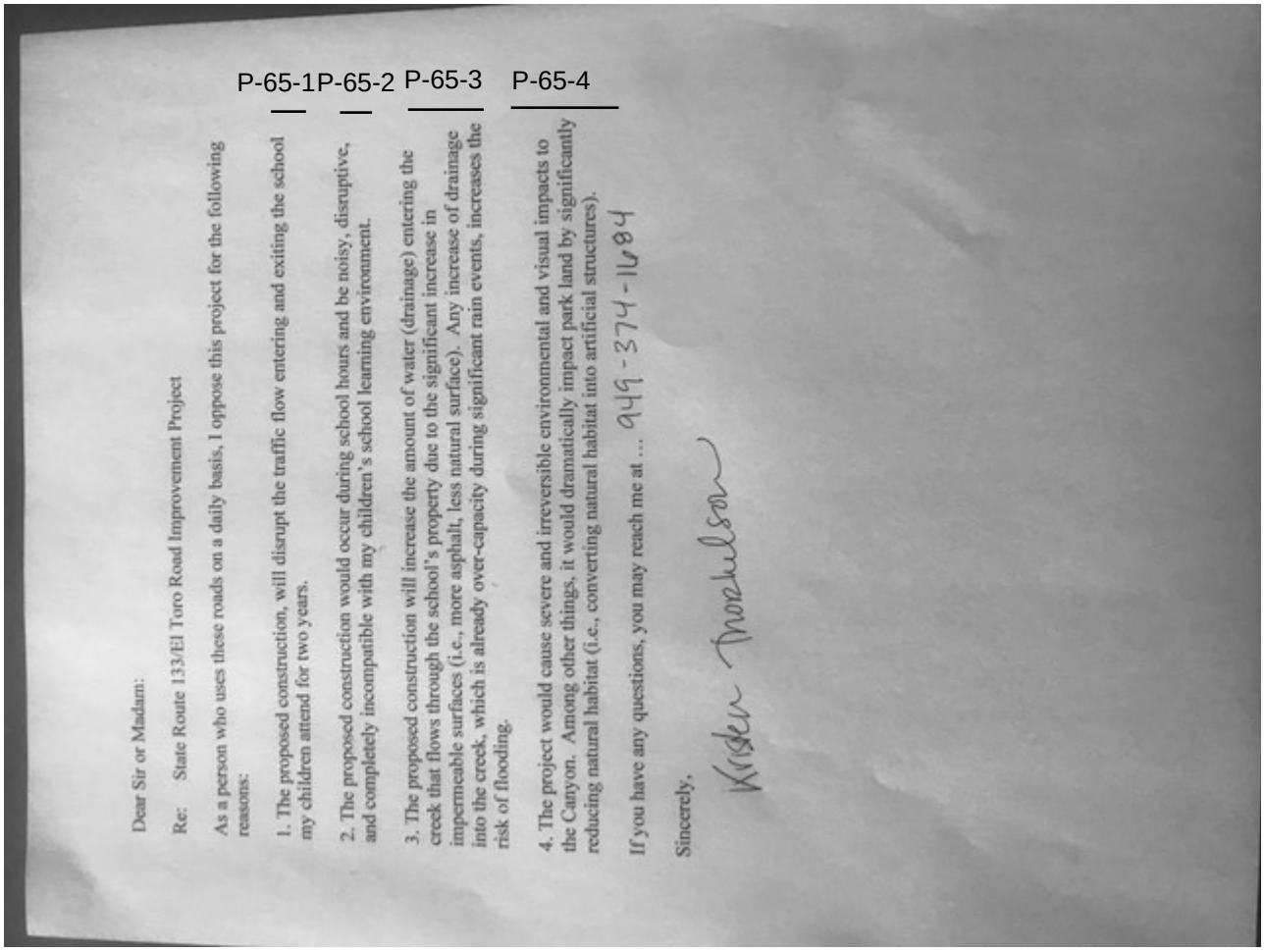
Ken Perkins (concerned parent fighting for healthy education)

760-505-6362

Lo, Ka-Man@DOT

From: Kristen Thorkelson <haskelson@mac.com>
Sent: Tuesday, July 10, 2018 4:49 PM
To: D12 SR-133@DOT
Subject: State Rt. 133/El Toro Project

Dear Mr. Edward Dolan,
Attached is a letter opposing the 133/El Toro project.
Sincerely,
Kristen Thorkelson



P-65-1 P-65-2 P-65-3 P-65-4

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years.

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment.

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding.

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures).

If you have any questions, you may reach me at ... 949-374-1084

Sincerely,

Kristen Thorkelson

sent from kristen's iPhone...

Dolan, Edward C@DOT

From: Kristin Glascock <kristing@zillowgroup.com>
Sent: Friday, July 6, 2018 12:59 PM
To: D12 SR-133@DOT
Cc: John-Paul
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam,

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-66-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-66-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-66-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-66-4

If you have any questions, you may reach me at 913-201-7571. In addition to that, feel free to email me at this address (kristing@zillowgroup.com).

My husband John-Paul and I are opposed to this project and ask you to please find alternative solutions.

Sincerely,

Kristin & John-Paul Glascock

Lo, Ka-Man@DOT

From: Lauren Jolliffe <laurenjol3@gmail.com>
Sent: Tuesday, July 10, 2018 3:04 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Representative

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-67-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-67-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-67-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-67-4

PLEASE CONSIDER

if you must do any work do it only at night when the road is less used the the noise will not hurt the sensitive children's ears and education

Sincerely,

Lauren Leigh

Dolan, Edward C@DOT

From: lawrence.m.lee@gmail.com
Sent: Thursday, July 5, 2018 9:56 AM
To: D12 SR-133@DOT
Subject: 133 road project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the school my children will attend for two years. P-68-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's learning environment. The beauty and peaceful nature of our school, nestled in the Laguna Canyons is a big part of what drew us to Anneliese Schools and the noise and pollution from the construction would be severely detrimental to their ability to grow and learn in this idyllic environment. P-68-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during the significant rain events, increases the risk of flooding. P-68-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures. P-68-4

Thank you.

Lawrence

Sent via iPhone

Dolan, Edward C@DOT

From: Lima Sultan <limasultan@gmail.com>
Sent: Tuesday, July 10, 2018 3:33 AM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-69-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-69-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-69-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-69-4

If you have any questions, you may reach me at +19174859126.

Sincerely,

Lima Sultan

Dolan, Edward C@DOT

From: lisambranigan01@aol.com
Sent: Monday, July 9, 2018 9:56 AM
To: D12 SR-133@DOT
Subject: State Route 133/ El Toro Improvement Plan

July 9, 2018

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As a parent who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for a period of two years. P-70-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-70-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-70-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-70-4

If you have any questions, you may reach me at lisambranigan01@aol.com Thank you for your time.

Sincerely,
Lisa Chesanek

Dolan, Edward C@DOT

From: luther magturo <lmagturo@gmail.com>
Sent: Monday, July 9, 2018 10:24 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:
1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-71-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-71-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-72-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-71-4

Sincerely,
Luther Magturo

On Sun, Jul 8, 2018 at 2:33 PM, Yuka Garrett <yuka_nakano@hotmail.com> wrote:

> Dear Sir or Madam:
>
> As a person who uses these roads on a daily basis, I oppose this project for the following reasons:
>
> 1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years.
>
> 2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment.
>
> 3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding.

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures).

If you have any questions, you may reach me at 7144541451

Sincerely,

Yuka Garrett

Dolan, Edward C@DOT

From: Lynette Laroche <lynette1021@gmail.com>
Sent: Thursday, July 5, 2018 12:56 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Edward Dolan,

I am writing this letter in hopes of halting a very upsetting threat to Laguna Canyon Road near and around Anneliese School where my grandson attends. Myself and his parents pay a lot of money for him to attend this very special school which is located in a unique place on Laguna Canyon Road. The lovely environment lends to the ambiance of this wonderful school. The proposed El Toro/ State Route 133 Improvement Project will negatively effect Anneliese School.

As a home owner in Laguna Beach, I use these roads on a daily basis. There are a number of reasons why I oppose this project some of which I will list below.

1. The proposed construction will disrupt the traffic flow entering and exiting the school which is already a challenging situation. This is estimated to go on for 2 years. P-72-1

2. The proposed construction would occur during school hours and be noisy, disruptive , and completely incompatible with my grandson's school learning environment. P-72-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-72-3

4. The. project would cause severe and irreversible environmental and visual impacts to the canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat. (i.e. converting natural habitat into artificial structures). P-72-4

If you have any questions, you may reach me at: 714-345-8877; or you may email me at this address: lynette1021@gmail.com.

Sincerely,

Lynette LaRoche

Dolan, Edward C@DOT

From: Lynette LaRoche <lynette1021@gmail.com>
Sent: Thursday, July 5, 2018 2:06 PM
To: D12 SR-133@DOT
Subject: Re: Thank you for your comments on the SR – 133 Improvement Project.

Is the meeting date of June 27 correct?

On Jul 5, 2018, at 12:56 PM, D12 SR-133@DOT <D12.SR133@dot.ca.gov> wrote:

> Your comments will be responded to as part of the Final Environmental Document (FED). The FED will be made available on Caltrans website, in addition a Notice of Availability (NOA) will be sent to the State Clearinghouse. Please attend the public hearing (open house format) on June 27, 2018 from 5-7PM at the Laguna Beach High School Library, 625 Park Avenue, Laguna Beach, CA 92651.
>
> Thank you for your interest in the project.
>
> Our Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability
> Our Vision: A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Dolan, Edward C@DOT

From: Mana Ekbatani <manaekbatani@gmail.com>
Sent: Monday, July 9, 2018 2:22 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-73-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-73-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-73-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-73-4

If you have any questions, you may reach me at …

Sincerely,

Mana Ekbatani

Dolan, Edward C@DOT

From: Maria Garcia <babyallstar@sbcglobal.net>
Sent: Saturday, July 7, 2018 5:25 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Re: State Route 133/El Toro Road Improvement Project

Dear Edward Dolan,

As a person who uses these roads freuently , I oppose this project for the following reasons:
1. The proposed construction, will disrupt the traffic flow entering and exiting the school for children attend for two years. P-74-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-74-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-74-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-74-4
If you have any questions, you may reach me at

Sincerely,

Maria Garcia

Dolan, Edward C@DOT

From: m.bashaw@annelieseschools.com
Sent: Thursday, July 5, 2018 10:18 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam,

I oppose the SR 133/El Toro Road Project.

I work at the school located at the corner of the 133/El Toro Road and drive in and out of Laguna Beach Monday through Friday via the 133. Why am I opposing this project?

1. The proposed construction, will disrupt the traffic flow entering and exiting my work place for two years. P-75-1

2. The proposed construction would occur during school hours and will be noisy, disruptive, and completely incompatible with my work and learning environment. P-75-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-75-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-75-4

Best regards,

Maria M. Bashaw, Esq.
Administrative Services Manager
Anneliese Schools
20062 Laguna Canyon Rd.
Laguna Beach, CA 92651
Office: 949-415-7312
Mobile: 714-376-7079
Facsimile: 949.497.7332
Email: m.bashaw@annelieseschools.com

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Dolan, Edward C@DOT

From: Mark Badran <markbadran@gmail.com>
Sent: Friday, July 6, 2018 12:58 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Hello,

As someone who uses these roads on a daily basis and in fact lives about 1 mile from that intersection, I strongly oppose this project for the following reasons:

1. The proposed construction will SIGNIFICANTLY disrupt the traffic flow entering and exiting the school my child will be attending for the next two years. P-76-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-76-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding (which has happened at the school in the past). P-76-3

4. The project would cause severe and irreversible environmental and visual impact to the Canyon. Among other things, it would dramatically impact the natural habitat that we love and that makes Laguna Canyon beautiful and unique. P-76-4

While I support making our roads safer for drivers and bicyclists, I don't believe that the currently-proposed project accomplishes that in such a way that the benefits outweigh the potential negative impact on the environment and our community.

If you have any questions, you can reach me at markbadran@gmail.com

Sincerely,

Mark Badran
15-year Laguna Beach resident

Lo, Ka-Man@DOT

From: Mayumi Kuttler <mayumikuttler@gmail.com>
Sent: Tuesday, July 10, 2018 4:29 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; moffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-77-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-77-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-77-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-77-4

Sincerely,

Mayumi Kuttler

Dolan, Edward C@DOT

From: Melanie Feller-Braga <melanie.feller.braga@gmail.com>
Sent: Tuesday, July 10, 2018 9:09 AM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a teacher and parent of an Anneliese's Schools student who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children and I attend for two years. P-78-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment and will not provide a good working environment for me. P-78-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-78-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-78-4

If you have any questions, you may reach me at (949)903-9431.

Sincerely,

Melanie Feller-Braga

Dolan, Edward C@DOT

From: Melissa Smith <melissapb@me.com>
Sent: Thursday, July 5, 2018 11:02 AM
To: D12 SR-133@DOT
Subject: Objection to El Toro road improvement/ 133 improvement project

Dear Sir,

As a person who uses these roads on a daily basis and is a parent of a child at Anneliese I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-79-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-79-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-79-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-79-4

This project needs to go back to the drawing board and have a more thoughtful action plan to lower impact to the community.

If you have any questions, you may reach me at (757) 362-1947.

Sincerely,

Melissa Smith

Sent from my iPhone

Dolan, Edward C@DOT

From: Melissa Turner <melissakayturner@gmail.com>
Sent: Friday, July 6, 2018 10:57 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-80-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-80-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-80-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-80-4

If you have any questions, you may reach me at 858.382.4140

Sincerely,

Melissa Turner

Dolan, Edward C@DOT

From: Michaela Waltersdorfer <miwaltersdorfer@gmail.com>
Sent: Monday, July 9, 2018 5:10 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposing the planned construction on 133 Canyon Road
Attachments: SR 113 Opposition Michaela Waltersdorfer.pdf

Dear ladies and gentlemen,

I have learned about the planned construction project to widen the 133 Canyon Road in Laguna Beach and as a daily user and my kids going to school in the area effected, I am highly opposing it. Please see my letter, with my concerns attached.

If you have any questions, please don't hesitate to contact me at 949 247 1102

Michaela Waltersdorfer
24581 Kings View
Laguna Niguel, CA 92677

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for four years. P-81-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-81-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-81-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-81-4

If you have any questions, you may reach me at 949 247 1102.

Sincerely,

Michaela Waltersdorfer

24581 KingsView

Laguna Niguel, CA 92677

Lo, Ka-Man@DOT

From: Michele Lee Yian <michelejune@yahoo.com>
Sent: Tuesday, July 10, 2018 3:47 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr Dolan:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-82-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-82-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-82-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-82-4

If you have any questions, you may reach me at 650-814-8625. Thank you for reading and considering my concerns!

Sincerely,

Michele Yian

Dolan, Edward C@DOT

From: Miho <mihomorisawa321@gmail.com>
Sent: Thursday, July 5, 2018 11:12 AM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-83-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-83-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-83-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-83-4

If you have any questions, you may reach me at mihomorisawa321@gmail.com

Sincerely,

Miho Morisawa

Dolan, Edward C@DOT

From: Crisan Mircea <mircea.crisan@gmail.com>
Sent: Monday, July 9, 2018 9:25 AM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-84-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-84-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-84-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-84-4

If you have any questions, you may reach me at mircea.crisan@gmail.com.

Sincerely,
Mircea Crisan.

Lo, Ka-Man@DOT

From: mohammed ekbatani <m_ekbatani@yahoo.com>
Sent: Tuesday, July 10, 2018 11:57 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-85-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-85-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-85-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-85-4

If you have any questions, you may reach me at …

Sincerely,

Mohammad Ali Ekbatani

Dolan, Edward C@DOT

From: Monica Evans <monicavevans@gmail.com>
Sent: Saturday, July 7, 2018 2:10 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project
Attachments: SR 133 opposition Monica.pages; SR 133 opposition Chris.pages

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-86-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-86-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-86-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-86-4

If you have any questions, you may reach me at 336-817-2788.

Sincerely,

Monica Evans

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years.

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment.

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding.

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures).

If you have any questions, you may reach me at 706-255-0186.

Sincerely,

Christopher Evans

Dolan, Edward C@DOT

From: Najib Saadeh <nsaadeh@eecenvironmental.com>
Sent: Friday, July 6, 2018 3:06 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school (Anneliese) that my child attends. P-87-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-87-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding and poses a hazard on my child and the other school children, teachers and staff. P-87-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-87-4

If you have any questions, you may reach me at either number below.

Sincerely,

Najib Saadeh
Senior Regulatory Specialist
EEC Environmental
One City Boulevard West | Suite 1800 | Orange, CA 92868
O (714) 667-2300 | C (949) 280-4903
nsaadeh@eecenvironmental.com | www.eecenvironmental.com

Lo, Ka-Man@DOT

From: Noel Busby <noel.busby@digitalglue.com>
Sent: Tuesday, July 10, 2018 3:50 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the schoolmy children attend for two years. P-88-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-88-2

3. The proposed construction will increase the amount of water (drainage) entering thecreek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases therisk of flooding. P-88-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-88-4

If you have any questions, you may reach me at …

Sincerely, Noel Busby, part of Anneliese School family

Dolan, Edward C@DOT

From: Patrick Gandy <pgdiiullo@gmail.com>
Sent: Sunday, July 8, 2018 2:19 PM
To: D12 SR-133@DOT
Subject: Opposition to Laguna Canyon Road Project

Mr. Dolan,

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attends for two years. P-89-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-89-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-89-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-89-4

If you have any questions, you may reach me at 949-233-1276.

Sincerely,

Patricia Gandy

Sent from my iPhone

Dolan, Edward C@DOT

From: Patrick Davern <davern1@cox.net>
Sent: Monday, July 9, 2018 9:22 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:
1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-90-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-90-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-90-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-90-4
If you have any questions, you may reach me at 714 813 0685

Thank you,
Patrick Davern

Lo, Ka-Man@DOT

From:	Phil Stemler <philip.stemler@gmail.com>
Sent:	Tuesday, July 10, 2018 4:33 PM
To:	D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Cc:	Whitney Loufek
Subject:	Opposition to the 133/El Toro Road Project
Attachments:	SR 133 opposition.docx

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

My wife Whitney and I use this route on a daily basis for pickups and dropoffs at Anneliese School for our son. This project does not appear to have been properly vetted and researched regarding the traffic impact at the school.

Accordingly, we oppose the project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the Anneliese School for two years. P-91-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-91-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-91-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-91-4

This is a highly trafficked and oftentimes dangerous area for drivers. The addition of a traffic light, timed in sequence with the El Toro / 133 traffic light, would greatly increase the safety of the children, parents, and fellow commuters using this section of roadway. As it stands now, it is a relatively blind exit and entrance, especially for those turning left when exiting the Anneliese School, and leads to extended traffic delays and near collisions.

If you have any questions, you may reach me at philip.stemler@gmail.com

Sincerely,

Philip Stemler

Dolan, Edward C@DOT

From: Philip Wang <philip.wang629@gmail.com>
Sent: Sunday, July 8, 2018 5:30 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for four years. P-92-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-92-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-92-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-92-4

Like any project cocking in the kitchen without understand what the customer ordered will never work out well, and this case it cause danger and harm to our children both mentally and physically. Please consider my above words and feel free to contact me if you want to understand more from people who live through this daily. My contact info are listed below.

Sincerely,

Philip Wang
Email: Philip.wang629@gmail.com
Phone: 949-469-4975

Dolan, Edward C@DOT

From: Prem Raniga <prem555@me.com>
Sent: Thursday, July 5, 2018 11:33 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-93-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-93-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-93-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-93-4

If you have any questions, you may reach me at 949-981-0370.

Sincerely,

Prem Raniga

Dolan, Edward C@DOT

From: Rachelle Schwartz <rachelle@wileyvalentine.com>
Sent: Monday, July 9, 2018 12:39 PM
To: D12 SR-133@DOT
Subject: Anneliese

Dear Sir or Madam:
Re: State Route 133/El Toro Road Improvement Project
As a person who uses these roads on a daily basis, I oppose this project for the following reasons: P-94-1
1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years.
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-94-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-94-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-94-4
If you have any questions, you may reach me at 714-931-3387
Sincerely,
Rachelle Schwartz

RACHELLE SCHWARTZ
p 949.764.9338 // www.wileyvalentine.com
Check out our Blog // Follow us on Instagram // Follow us on Pinterest
Follow us on Twitter // Follow us on Facebook // Sign up for our Newsletter
Our work has been featured in Vogue, Martha Stewart Weddings, US Weekly, People Magazine, Grace Ormonde, Town & Country, Southern Weddings, Buzz Feed, Pop Sugar, Rue Magazine, Style Me Pretty

Dolan, Edward C@DOT

From: randy@coastlineregroup.com
Sent: Monday, July 9, 2018 6:22 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeach.city.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Cal Trans Opposition
Attachments: Cal Trans letter.pdf

Hello:

Please see my attached opposition regarding the proposed Cal Trans project and it's impact on Anneliese School and the surrounding community.

Regards,

Randy Benson
949.254.3991
COASTLINE COMMERCIAL GROUP
#00946856
Randy@CoastlineREGroup.com
www.CoastlineRealEstateGroup.com

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-95-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-95-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-95-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-95-4

If you have any questions, you may reach me at …

Sincerely,

Randy Benn
22361 3rd Avenue
Laguna Beach

Dolan, Edward C@DOT

From: Regina Yao <reginayao@live.com>
Sent: Monday, July 9, 2018 3:15 PM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-96-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-96-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-96-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-96-4

Sincerely,

Regina

Lo, Ka-Man@DOT

From: Rocio Santana <sanlavita@gmail.com>
Sent: Tuesday, July 10, 2018 11:10 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project
Attachments: letter SR 133 opposition.docx

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-97-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-97-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-97-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-97-4

If you have any questions, you may reach me at 714-932-2087

Sincerely,

Rocio Santana

Dolan, Edward C@DOT

From: saba2772 <saba2772@yahoo.com>
Sent: Thursday, July 5, 2018 12:57 PM
To: D12 SR-133@DOT
Cc: Saba Khan; habib@alaidrooscpa.com
Subject: Opposition to the 133/El Toro Road Project

Dear sir/madam,

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-98-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-98-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-98-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-98-4

If you have any questions, you may reach me at saba2772@yahoo.com

Sincerely,

Saba Khan (parent)

Sent from my T-Mobile 4G LTE Device

Lo, Ka-Man@DOT

From: Sachi <sachi.price@gmail.com>
Sent: Tuesday, July 10, 2018 2:38 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Edwin Dolan:

Re:

State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will disrupt the traffic flow entering and exiting the elementary school where my children will be attending. P-99-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-99-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-99-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-99-4

Sincerely,

Sachi Price (concerned parent fighting for healthy education)

949-300-3294

Dolan, Edward C@DOT

From: sam crane <samcranephotography@gmail.com>
Sent: Sunday, July 8, 2018 7:24 PM
To: D12 SR-133@DOT
Subject: SR 133 Opposition Letter
Attachments: SR 133 opposition.docx

Hello Mr Dolan,

I hope you consider the letter I have attached regarding my opposition to SR 133.

Best,
Sam Crane
samcranephotography@gmail.com

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school where I work. P-100-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my student's school learning environment. P-100-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-100-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-100-4

Sincerely,

Sam Crane

Samcranephotography@gmail.com

Dolan, Edward C@DOT

From: Mobasher, Samir <Samir.Mobasher@uk.pimco.com>
Sent: Thursday, July 5, 2018 9:30 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-101-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-101-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-101-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-101-4

Sincerely,

Samir Mobasher

This message contains confidential information and is intended only for the individual named. If you are not the named addressee, you should not disseminate, distribute, alter or copy this e-mail. Please notify the sender immediately by e-mail if you have received this e-mail by mistake and delete this e-mail from your system. E-mail transmissions cannot be guaranteed to be secure or without error as information could be intercepted, corrupted, lost, destroyed, arrive late or incomplete, or contain viruses. The sender, therefore, does not accept liability for any errors or omissions in the contents of this message which arise during or as a result of e-mail transmission. If verification is required, please request a hard-copy version. This message is provided for information purposes and should not be construed as a solicitation or offer to buy or sell any securities or related financial instruments in any jurisdiction. Please note to the extent that we collect any personal data we will use that personal data in accordance with our Privacy Policy http://europe.pimco.com/EN/Pages/PrivacyPolicy.aspx/#howweuseyourdata . PIMCO Europe Ltd is registered in England and Wales Company No. 2604517 and has its registered office at: 11 Baker Street, London, W1U 3AH.

Dolan, Edward C@DOT

From: Sanaz <skhorram333@yahoo.com>
Sent: Thursday, July 5, 2018 10:19 AM
To: D12 SR-133@DOT
Subject: Urgent : Opposition to the 133/El Toro Road Project

Dear Mr Edward Doan
I am writing this email in opposition to the road project by cal trans in the El toro / 133 area . I live in this area and my kids go to school at Annaliesse . This project would disrupt the school , the traffic flow and the ecological environment of the canyon .
Please look into other ways of solving this issue as this community plans to greatly oppose this project and will not stand for this type of disruption to our community and lives .
Sanaz Khorrami MD

Dolan, Edward C@DOT

From: sanaz <sanazkhorramimd@gmail.com>
Sent: Thursday, July 5, 2018 10:14 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-102-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-102-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-102-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-102-4

If you have any questions, you may reach me at …

Sincerely,

Dolan, Edward C@DOT

From: Sandra González <srojas_00@yahoo.com>
Sent: Friday, July 6, 2018 3:35 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro

Dear Edward Dolan,

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-103-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-103-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-103-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-103-4

If you have any questions, you may contact me.

Sincerely,
Sandra Rojas

Sent from my iPhone

Dolan, Edward C@DOT

From: Scott Kaminski <serickaminski@gmail.com>
Sent: Sunday, July 8, 2018 5:10 PM
To: D12 SR-133@DOT
Cc: Wife
Subject: Opposition to the 133/El Toro Road Project
Attachments: Letter SR 133 opposition.docx

Mr. Dolan,

Attached is my objection to the 133/El Toro Road Project.

Sincerely,
Scott Kaminski, Esq.

(Concerned Parent of Anneliese Student)

Sent from my BlackBerry - the most secure mobile device

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-104-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-104-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-104-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-104-4

If you have any questions, you may reach me at …

Sincerely,

Scott Kaminski, Esq.

(Parent of Anneliese Student)

Serickaminski@gmail.com

Dolan, Edward C@DOT

From: Sean Murray <seansmurray@yahoo.com>
Sent: Thursday, July 5, 2018 9:11 AM
To: D12 SR-133@DOT
Subject: Re: State Route 133/El Toro Road Improvement Project

Dear Ed,

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-105-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-105-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-105-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-105-4

If you have any questions, you may reach me at …

Sincerely,

Sean S Murray
Laguna Beach resident
seansmurray@yahoo.com

Dolan, Edward C@DOT

From: shai zahavi <shaizahavi@gmail.com>
Sent: Monday, July 9, 2018 3:23 PM
To: D12 SR-133@DOT
Subject: caltrans project 133 and el toro road
Attachments: 133.pdf

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-106-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-106-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-106-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-106-4

If you have any questions, you may reach me at …

Sincerely,

Lo, Ka-Man@DOT

From: Soraya <sorayaledavoud@yahoo.com>
Sent: Tuesday, July 10, 2018 11:33 AM
To: D12 SR-133@DOT
Subject: Fwd: Opposition to the 133/El Toro Road Project

Sent from my iPad

Begin forwarded message:

From: mohammed ekbatani <m_ekbatani@yahoo.com>
Date: July 10, 2018 at 11:18:27 AM PDT
To: Soraya Aledavoud <sorayaledavoud@yahoo.com>
Subject: Fwd: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-107-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-107-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-107-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-107-4

If you have any questions, you may reach me at …

Sincerely,

Soraya Aledavoud

Lo, Ka-Man@DOT

From: Steve Titus <stitus@titusliving.com>
Sent: Tuesday, July 10, 2018 5:19 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Letter SR 133 Opposition
Attachments: Letter SR 133 opposition.docx

Please consider the attached letter regarding the SR 133 project.

STEVE TITUS
949-39-1-3-139

July 10, 2018

Re: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-108-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-108-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-108-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-108-4

If you have any questions, you may reach me at heppat@mac.com.

Sincerely,

Steve Titus

Dolan, Edward C@DOT

From: Tina Ghahramani-Singh <tina@radianceofthewomb.com>
Sent: Thursday, July 5, 2018 9:15 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

In regards to the State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-109-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-109-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-109-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-109-4

If you have any questions, you may reach me at (949) 444-7131

Sincerely,

Tina Ghahramani Singh

--
Tina Ghahramani-Singh LAc.
Licensed Acupuncturist, Herbalist
Spiritual Life Coach

Owner Radiance of the Womb
18430 Brookhurst St. Suite 102
Fountain Valley, CA 92708
W: (949) 304-9748
C: (949) 444-7131

WEBSITE
www.radianceofthewomb.com

YELP
http://www.yelp.com/biz/radiance-of-the-womb-fountain-valley-2

FACEBOOK
https://www.facebook.com/radianceofthewomb

TWITTER
https://twitter.com/starblessings2

INSTAGRAM
tinagsingh

Dolan, Edward C@DOT

From: Travis <tpedersen72@hotmail.com>
Sent: Sunday, July 8, 2018 6:19 PM
To: D12 SR-133@DOT
Subject: Opposition of CalTrans Road Project

Dear Mr. Dolan-

Re: State Route 133/El Toro Road Improvement Project

As a parent of a student at the Anneliese campus and a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-110-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. It would cause environmental hazards during construction that children would be especially sensitive to. P-110-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-110-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-110-4

Travis Pedersen
(949)424-4467

Sent from my iPhone

Lo, Ka-Man@DOT

From: Tyler William de Ros Thurmond <whoglobalhq@gmail.com>
Sent: Tuesday, July 10, 2018 4:58 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Hello ~ Re: The State Route 133/El Toro Road Improvement Project

Dear Mayor Kelly Boyd, Robert Schmiede, Edward Dolan (CalTrans), Toni Iseman, Steve Dicterow, Bob Whalen, and John Pietig.

My name is Tyler Thurmond. I hope that you're all having a great day. However, I don't fully understand the motive for this project. As a community member who uses these roads on a daily basis, I am opposing this project for the following reasons:

1. The proposed construction will MAJORLY disrupt the traffic flow entering and exiting the school my children attend for over two years. As well as irresponsibly increasing the concentration of (CO_2) presence from vehicle exhaust right at the Anneliese school site. P-111-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-111-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-111-3

4. The project would cause severe and irreversible environmental and visual impacts on the Canyon. Among other things, it would dramatically impact parkland by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). This would be very unfortunate for such a pristine setting. P-111-4

If you have any questions, you may reach me on my cell phone @ (323) 371-6025

Respectfully,

Tyler W. Thurmond
323.371.6025

Honorary Board Director
Baroness Kimberly Moore Foundation

Tyler William de Ros

This email and any files transmitted with it are confidential and intended solely for the use of the individual or entity to whom they are addressed. If you have received this email in error please notify us. Thank you.

Lo, Ka-Man@DOT

From: Valiha Strecker <valiha.strecker@gmail.com>
Sent: Tuesday, July 10, 2018 4:46 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project - Opposition

To the California Department of Transportiation, Laguna Beach City Council and Laguna Beach City Manager:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons.

1. The proposed construction, will disrupt the traffic flow entering and exiting the preschool my child has attended for three years now. He will be starting kindergarten next year at the same school. We are also enrolling our second child in November and the construction and interruption this will cause to our day to day commute is highly undesirable. P-112-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. Although this project will also add more time to our commute the disruption and noise that will be generated around our children's school is unacceptable. This is a peaceful, fun and engaging learning environment and these children deserve the right to learn and grow in the wonderful environment that the school has developed. P-112-2

3. The school is located on a creek that has a history of flooding. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-112-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). The project will also increase toxic air pollutants at and around the school campus. P-112-4

I do understand the congestion that is happening in the canyon. My family is on this road at a minimum of 5 days a week and I have chosen this school for our children because of its unique and special approach to learning in light of the issues I experience with traffic. I truly hope you will consider other options for the transportation issues you are seeing on Laguna Canyon Road.

If you have any questions, you may reach me at valiha.strecker@gmail.com or you can call at 314.363.8858

All my best,

Valiha Strecker

Dolan, Edward C@DOT

From: Veronica <v.jacques@annelieseschools.com>
Sent: Friday, July 6, 2018 12:02 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Re: State Route 133/El Toro Road Improvement Project

Dear Edward Dolan,
As a person who uses these roads on a daily basis, I oppose this project for the following reasons:
1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-113-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-113-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-113-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-113-4
If you have any questions, you may reach me at (951) 703-8954
Sincerely,
Veronica Jacques

Get Outlook for iOS

Dolan, Edward C@DOT

From: Wazhma Gregg <wazhmagregg@gmail.com>
Sent: Sunday, July 8, 2018 4:05 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-114-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-114-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-114-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-114-4

If you have any questions, you may reach me at +19492928525.

Sincerely,

Wazhma Gregg

Sent from my iPhone

Dolan, Edward C@DOT

From: William Tucker <wtuckerlaw@gmail.com>
Sent: Saturday, July 7, 2018 5:39 PM
To: D12 SR-133@DOT
Cc: Maria Bashaw; Daniel Tucker; Maggie Tucker
Subject: State Route 133/El Toro Road Improvement Project
Attachments: Ltr2DeptTrans4Anneliese.pdf

Dear Mr. Dolan:

Please see the attached correspondence concerning the Department of Transportation's proposed project to change the roads in Laguna Canyon. I have a grandson who attends Anneliese Schools in the area of the proposed changes, and I object to the project for the reasons set forth in my letter.

Thank you for your consideration

Sincerely,

William J. Tucker

LAW OFFICES OF WILLIAM J. TUCKER
97 Mission
Irvine, CA 92620
(949) 679-8505 (office)
(858) 472-1747 (Cell)
wtuckerlaw@gmail.com (email)
http://www.williamjtuckerlaw.com

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LAW OFFICES OF
WILLIAM J. TUCKER
97 MISSION
IRVINE, CALIFORNIA 92620

ATTORNEY AT LAW
ARBITRATOR
MEDIATOR

(858) 695-8265
WTUCKERLAW@GMAIL.COM

July 7, 2018

VIA EMAIL D12.SR133@dot.ca.gov
Edward Dolan
Associate Environmental Planner
California Department of Transportation
District 12
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Re: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan:

My grandson attends the Willow Campus of Anneliese Schools at 20062 Laguna Canyon Road, Laguna Beach, California. I oftentimes take my grandson to school and pick him up at school at the end of the school day. As a person who uses the above roads on a frequent basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-115-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-115-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-115-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-115-4

LAW OFFICES OF
WILLIAM J. TUCKER

If you have any questions, please see my contact information above.

Sincerely yours,

William J. Tucker

Lo, Ka-Man@DOT

From: Yesi Orihuela <yesi.orihuela@gmail.com>
Sent: Tuesday, July 10, 2018 12:40 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Cc: Ale Orihuela
Subject: Re: State Route 133/El Toro Road Improvement Project

Hello:

I am writing to voice my opposition to the State Route 133/El Toro Road Improvement Project and urge you to postpone the project indefinitely.

Both my wife Ale and I use Route 133 everyday, numerous times a day. We also have our children, Kaleb Lincoln (2.5 years old) and Danae London (4.5 years old), attending the Anneliese School on Laguna Canyon located immediately near the proposed project. My children thrive and enjoy the learning done at Anneliese School, both inside and outside the classroom via extensive outdoor time provided by the school.

I have outlined my reason for opposing below.

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-116-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-116-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-116-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-116-4

If you have any questions, you may reach me at 617.368.0690.

Sincerely,

Yesi Orihuela
Chief Technology Officer, PrescribeWellness.com 617.368.0690.
yorihuela@prescribewellness.com

Dolan, Edward C@DOT

From: Yuka Garrett <yuka_nakano@hotmail.com>
Sent: Sunday, July 8, 2018 2:34 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:
1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-117-1
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-117-2
3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-117-3
4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-117-4
If you have any questions, you may reach me at 7144541451
Sincerely,
Yuka Garrett

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I.9.2 P-8 through P-117 - Response to Comments

Comment letters P-8 to P-117 received during the public review period utilize the same format and provide nearly identical comments; therefore, the responses to P-8 are also applicable to comment letters P-9 to P-117.

P-8 through P-117, Comment 1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-8 through P-117, Comment 2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-8 through P-117, Comment 3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-8 through P-117, Comment 4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. for a discussion of impacts to parkland.

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Nokes & Quinn
LAWYERS

July 10, 2018

VIA ELECTRONIC AND FIRST CLASS MAIL

Edward Dolan D12.SR133@dot.ca.gov
Associate Environmental Planner
CALTRANS DISTRICT 12, DIVISION OF ENVIRONMENTAL ANALYSIS
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

Re: **State Route 133 (Laguna Canyon Road) Improvement Project**
Anneliese Schools' Comments on Initial Study (EA 12-0N060/1213000097)

Dear Mr. Dolan:

I represent Anneliese Schools in Laguna Beach. Anneliese Schools is a private preschool and grade school located in Laguna Beach. It has a student body of approximately 550 children aged 2-12 years of age, including over 400 students enrolled at the Laguna Canyon Road ("Willowbrook") campus. Founded in 1968 and in its 50th year, the School focuses on addressing and nurturing all nine of the multi-faceted components of a child's natural intelligence: logical, verbal, visual, musical, kinesthetic, inter-personal, intra-personal, naturalistic, and existential. The School's curriculum includes the traditional/core subjects: math, language arts, social studies, and science, as well as instruction in foreign language (Spanish, French, Japanese, and German), the arts (visual and performing arts, music, handcrafts), humanities, eco-literacy (environmental studies, organic gardening, animal care), health, wellness, and a taste curriculum.

The State Route 133 Improvement Project ("Project") is in the immediate vicinity of Anneliese Schools' Willowbrook Campus, near the intersection of State Route 133 (Laguna Canyon Road) and El Toro Road. P-118-1

While we certainly appreciate the opportunity to provide our comments in connection with the Initial Study for the Project, we understand that Caltrans has been planning this Project for at least two years, yet gave Anneliese Schools, the only business located within the proposed construction zone, less than 30 days' notice of the Project and opposition deadline. The Project documents reveal that Caltrans reached out to numerous entities and individuals in connection with its multi-year evaluation of the Project, including the California Coastal Commission, various Native American tribes, and others. We are extremely disappointed that Caltrans failed to engage in any outreach efforts with Anneliese Schools and that the School was only provided with the most minimal notice of the Project. P-118-2

Please take notice that the School reserves the right to submit additional or different comments as it continues its evaluation of this proposed project. It is impossible for the School to complete a proper evaluation of this Project, consult with the necessary expert(s), and submit meaningful commentary in such a short period of time. Because the School was given such a short amount of time to review the documents and study the scope of the Project, please be advised that the School strongly objects to the July 10th comment deadline and requests that the comment period be extended by at least 60 days, so as to provide the School adequate notice and an opportunity to be heard on this Project. The School also objects to the fact that Caltrans allowed no opportunity for open public forum commentary on this Project. P-118-3

Anneliese Schools provides a unique educational experience for children from nursery and preschool through the sixth grade. The defining element of that educational experience is the inspiring physical environment of the Willowbrook Campus. Anneliese Schools' curriculum incorporates substantial outdoor activities, including but not limited to environmental awareness, gardening, field studies, and animal care. The School also has five outdoor playgrounds and a large outdoor sportsfield and basketball court, which are used for a major portion of the day for morning, lunch, and afternoon recesses, as well as for outdoor teaching areas, including in the after-school enrichment program which runs from 4:00 p.m. to 6:00 p.m. P-118-4

Below are Anneliese Schools' immediate concerns about the Project:

1. **Noise Concerns.** The Initial Study identifies Anneliese Schools' Willowbrook Campus as a Noise Abatement Criteria Category C (up to 67 dBA) for exterior noise and Category D (up to 72 dBA) for interior noise. The Initial Study further anticipates that the Project will subject Anneliese Schools' Willowbrook Campus to "a short-term noise level of 78 dBA." No mitigation of this exposure is provided for in the Project documents. This level of noise will have a devastating impact on Anneliese Schools' Willowbrook Campus. This unmitigated impact is proposed to last nearly two years. P-118-5

The level of noise anticipated during the Project would cause tremendous interference with the learning environment in many of the Willowbrook Campus' classrooms. There are 10 classrooms located almost directly adjacent to Laguna Canyon Road and more classrooms located on the other side. It will likely be impossible for instruction to continue in those classes on the road side. Other areas that are more distant may also be impacted due to the way noise travels in the canyon. In past years, whenever there are even minor road repairs being made, the noise from the operations has been noticeable at the Willowbrook Campus. Even those events that seem minor can interfere with the learning environment. Additionally, Anneliese Schools' licensing requires that preschoolers be provided a period of time in which they have a completely quiet environment for rest. The Willowbrook Campus has approximately 100 preschool-aged students who nap every day between 12:00 p.m. and 2:00 p.m. The School's license may be at risk if its campus is not able to provide this due to Project noise. P-118-6 P-118-7

The noise impacts from the construction activity will likely make it impossible for the School to continue its operations during the construction period. If the School is not able to continue its operations for this period of time, this may result in the closure of the Willowbrook P-118-8

P-118

Campus due to the severe financial and operational impacts. P-118-8

2. **Traffic and Related Concerns.** The current configuration of the intersection of SR-133 and El Toro Road tends to concentrate what congestion there is to near the actual intersection. Caltrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, right in front of the Willowbrook Campus' entrance/exit. This will make an already challenging left turn dangerous for drivers, as they merge from the middle lane into inbound Laguna Canyon Road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-118-9

The Project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of the Willowbrook Campus). The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross two lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross two lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-118-10

Additional road capacity will generate vehicle load and potential periodic congestion. Toxic vehicle emissions generated by the additional vehicle load will be released closer to the campus, thereby subjecting our students and staff to possible negative health impacts, particularly effecting the young children. P-118-11

3. **Flood Concerns.** The Laguna Canyon Channel crosses Anneliese Schools' Willowbrook Campus. In the years since California Highway 73 (toll road) was constructed across Laguna Canyon, Anneliese Schools' Willowbrook Campus has experienced an increase in both frequency and intensity of flooding from the Laguna Canyon Channel. While the Initial Study includes a HEC-RAS analysis that concludes the water surface level will not be affected by the Project, we remain concerned with any impacts that could increase the flooding potential. The hydrologic analysis performed, using Unit Hydrograph methods for the entire watershed to develop peak flow rates, is too coarse a measure to be affected by the increase in impermeable surfaces resulting from adding lanes and widening shoulders. Short frequency storms, such as the two-year and five-year storms, will likely be more sensitive to localized increases in peak flow rates, which will have the most significant impact on localized flooding at Anneliese Schools' Willowbrook Campus. This short frequency flood potential is not addressed in the Project documents. P-118-12

The revised hydrologic element of the Project may worsen an already overtaxed river system crossing the Willowbrook Campus. The proposed reconfiguration will reduce safety at the entrance to the Willowbrook Campus and adjacent parks, in addition to unmitigated environmental impacts. P-118-13

O-1

Another flood concern is the result of the Project's proposed block channel, to be located south of the School's sportsfield and playground, between SR-133 and the creek. This block channel will add significant amounts of water during medium to heavy rains to an already overloaded creek, thus raising the potential for flooding of the Willowbrook Campus' grounds and buildings.

P-118-14

4. **Concerns about the Natural Habitat.** The Project proposes irreversible destruction of part of the natural habitat of the Laguna Canyon wildlands and park, specifically portions immediately adjacent to and most visible to Anneliese Schools' Willowbrook Campus. This replacement of scarce natural habitat around the Willowbrook Campus with developed hardscapes will severely degrade the natural beauty and environment sought and selected for the Willowbrook Campus. The Project fails to address mitigation of this destruction, as indeed the loss is irreplaceable.

P-118-15

5. **Practical and Operational Concerns.** The proposed Project document, at pages 1-18, states:

> "Construction of the proposed project is anticipated to take 26 months, beginning in February 2021, with completion of the project in April 2023. The proposed work may require long-term partial closures. Partial closures would leave one travel lane open for use in both northbound and southbound directions of travel."

P-118-16

Even Caltrans admits that the construction would require partial road closures, with "one travel lane open." Assuming this means one lane in each direction, the congestion could be highly impactful to the Willowbrook Campus. Past experience teaches that even minor road closures severely interfered with the parents' ability to drop off and pick up their children for school. Families come not only from Laguna Beach but also from surrounding communities such as Aliso Viejo, Irvine, Newport Coast, Laguna Niguel, and other areas. They depend on the roads being available for use, and not subject to construction delay. Accessibility will influence their desire to enroll their children. If there are partial road closures, especially for this lengthy period of time, we anticipate enrollment will decrease for this reason alone.

///

///

Conclusion

We implore Caltrans to take a more judicious look at this Project. It is our understanding that Caltrans is using incomplete and insufficient data to support this Project. For instance, traffic data was apparently collected by Caltrans on only one day during non-peak, drop-off and pick-up hours at Anneliese's Willowbrook Campus, which gives Caltrans an incomplete picture of the volume of vehicles entering and exiting the campus and the associated risks. P-118-17

We hope that Caltrans will thoroughly consider the devastating impacts the Project would have on Anneliese Schools' Willowbrook Campus, not only during the construction period but also over the long-term with undoubtedly unmitigated and deleterious effects. P-118-18

As a result of the unmitigated impacts, both during the construction phase and for the long-term thereafter, the Project will impede and impair Anneliese Schools' ability to effectively operate its Willowbrook Campus. A preliminary poll of parents with children enrolled at the Willowbrook Campus indicates a probable significant loss in enrollment, which has the very real potential to make Anneliese Schools' Willowbrook Campus unviable. P-118-19

Due to the impacts of the Project, as identified and discussed above, Anneliese Schools adamantly opposes the State Route 133 Improvement Project.

Please take notice that Anneliese Schools reserves the right to pursue all available remedies and damages for any harm it suffers as a result of this Project. This includes, but is not limited to, punitive damages for any intentional acts by Caltrans going forward in light of the fact that Caltrans is now aware of the impact this Project will have on Anneliese Schools. P-118-20

We look forward to Caltrans' reply.

Very truly yours,

Laurence P. Nokes

LPN/dkc
cc: Client

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I.9.3 P-118 - Responses to Comments from Laurence P. Nokes, Anneliese's School

P-118-1

This introductory comment states the location of the proposed project in relation to Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-118-2

Early coordination with public agencies and tribes was conducted as part of the Project Development Team (PDT). The PDT is a Caltrans process and there are no legal requirements for public participation at the project initiation phase.

In compliance with Sections 15072 and 15105 of the *CEQA Guidelines*, a Notice of Intent to Adopt a Mitigated Negative Declaration/Notice of Availability of an Initial/Study Environmental Assessment (NOI/NOA) was sent to the State Clearinghouse and posted at the Orange County Clerk-Recorder's Office on June 11, 2018 for a period of 30 days. In addition to this posting at the County Clerk for Orange County, the NOI/NOA was distributed to the list provided in Chapter 6.0 of the IS/EA, including the City of Laguna Beach, County of Orange and local conservation groups such as Laguna Greenbelt and Laguna Canyon Foundation. The proposed MND and IS/EA were available for review by the public at Caltrans District 12 Office, Laguna Beach Library, Laguna Woods Village Library, and online at Caltrans' website for the duration of the 30-day public comment period. Therefore, Caltrans, as the Lead Agency, has satisfied all legal requirements for public noticing and public review of the Draft IS/EA.

P-118-3

This comment expresses concern over the noticing and comment period for the project. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-118-4

This comment provides a description of the activities and amenities available at Annaliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA.

This comment will be made available to the decision-makers. No further response is required.

P-118-5

This comment expresses concern for noise impacts on Anneliese's School. While short-term noise impacts would occur during the duration of construction activities, construction would be performed in discrete steps with varying noise levels throughout the Study Area. Typical construction noise levels recommended for noise impact analysis are based on a distance of 50 ft between the equipment and the noise receptor. Due to the linear nature of the project area, construction activities and corresponding noise would not be within this distance to Anneliese's School for the entire duration of the 26 month construction period. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts on Annaliese's School.

P-118-6

This comment expresses concern for noise impacts on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts on Annaliese's School.

P-118-7

This comment expresses concern for noise impacts on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts on Annaliese's School.

P-118-8

This comment expresses concern for noise impacts on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts on Annaliese's School.

P-118-9

This comment expresses concern for traffic safety at Anneliese's School. The proposed improvements would not restrict access to or alter the ingress and egress of either Annaliese's School or the Willow Staging Area. Refer to Common Response No. 1 for a iscussion on traffic impacts and ingress and egress for Anneliese's School and the Willow Staging Area.

P-118-10

This comment expresses concern for traffic safety at the Willow Staging Area. Section 1.0 (Proposed Project) of this MND/FONSI has been revised to incorporate a "Keep Clear Zone" in front of the Willow Staging Area. In addition, please refer to Common Response No. 1 for a discussion on how the extension of the southbound merge lane would result in a net operational safety improvement at the Willow Staging Area park entry.

P-118-11

This comment expresses concern for vehicle emissions and potential health impacts. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-118-12

This comment expresses concern that the project may result in increased flooding potential and suggests the short frequency flood potential is not addressed in the document. As stated in Section 2.7 (Hydrology and Floodplains) of the IS/EA, floodplain modeling was conducted at four locations to determine the change in water surface elevation and it was determined that, at Location 1 (SB SR-133 onramp to SB SR-73), the maximum increase in water surface elevation would be 7.55 ft. However, the increased floodplain and water surface elevation would still be contained within the existing channel (Laguna Canyon Creek). For Locations 2 and 3 (NB and SB SR-133 from SR-73 to El Toro Rd), the increases in water surface elevation would be minimal (less than one foot). No increase in water surface elevation would occur at Location 4 (Anneliese Schools' Willowbrook Campus, SR-133 south of El Toro Rd). Therefore, the Build Alternative would not exacerbate flood hazards resulting in an increase in road closures or increase to life and property beyond existing conditions.

In addition, while the proposed improvements would not reduce flooding during the 100-year storm, the check dam is proposed to create an attenuation basin to reduce peak flow rates during high frequency storm events. Therefore, drainage flow and flooding conditions during high frequency storms would be improved. Further analyses (using Orange County Hydrology Manual) to quantify this attenuation effect for high frequency storms (such as 2-year and, 5-year, and 10-year) will be conducted during the design phase as the dam design is finalized. The results will be presented in the Drainage Report.

P-118-13

This comment expresses concern that the proposed improvements will reduce safety at the Willowbrook Campus but overtaxing the river system. Please refer to Response to Comment P-118-2 above for a discussion of the hydrologic impacts from the proposed improvements.

P-118-14

This comment expresses concern that the articulated block channel with add significant amounts of water during medium to heavy rain events. Please refer to Response to Comment P-118-2 above for a discussion of the check dam and attenuation features created by the proposed improvements.

P-118-15

This comment expresses concern for irreversible impacts to natural habitat and visual character. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for impacts to habitat and oak trees and No. 6 for impacts to parkland.

Other visual and aesthetic benefits of the Build Alternative include undergrounding of the existing overhead utility lines which would remove an urban feature from the rural landscape, improving the quality of viewshed experienced by drivers or bicyclists. Implementation of PF-VIS-1 (Landscaping/Planting) and Measure VIS-1 (MSG Treatments) would ensure the proposed improvements are consistent with the existing visual character and quality of the project area. No adverse visual effects would occur and no further analysis is required.

P-118-16

This comment expresses concern for road closures and traffic impacts during construction. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety measures during construction. Access to Anneliese's School would be maintained throughout the construction period without interruption. Potential traffic impacts from construction activities and partial road closures would be minimized with the implementation of PF-TR-1 (TMP) and on-going monitoring of traffic conditions during construction activities by Caltrans.

P-118-17

This comment expresses concern related to the traffic data utilized in the environmental analysis. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-118-18

The comment expresses the commenter's hope that Caltrans will consider both construction and long-term impacts from the proposed project. In accordance with the *CEQA Guidelines* Section 15074, "The decision-making body shall adopt the proposed negative declaration or mitigated negative declaration only if it finds on the basis of the whole record before it (including the initial study and any comments received), that there is no substantial evidence that the project will have a significant effect on the environment and that the negative declaration or mitigated negative declaration reflects the lead agency's independent judgment and analysis." Caltrans as the Lead Agency will consider the project in its entirety in accordance with applicable law. No further response is required.

P-118-19

This comment does not provide a specific comment related to the environmental analysis, but states generally that unmitigated impact will have a negative effect on the school. As a proposed MND, the analysis in the environmental document concludes all potentially significant impacts have been reduced to less than significant levels with incorporation of applicable avoidance, minimization, and mitigation measures.

P-118-20

This comment provides a conclusory note stating that Annaliese's School has the right to pursue available remedies for punitive damage caused by Caltrans' implementation of the project. This comment does not contain any substantive

comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required. All comments contained in this letter were taken into consideration during the preparation of the MND/FONSI.

Dolan, Edward C@DOT

From: Adam Mars <adammarsart@gmail.com>
Sent: Sunday, July 8, 2018 9:50 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; iseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Laguna Canyon Cal Trans Project

Hi,

I'm writing this letter in support of my friends at Anneliese School who oppose this potential project. I'm also a long-time resident of Laguna Beach and a property owner in the canyon. While anyone who lives in the Laguna would love to have the issues surrounding canyon road safety and congestion improved, a potential two-year project seems like a significant inconvenience. Unless Laguna Canyon Road is completely expanded for an extended distance, it seems unlikely that the improvements will dramatically improve the traffic. Millions of dollars and several years of traffic delays causes by trucks and development seem to outweigh the upside created by saving a few minutes of driving time in the future. P-119-1 P-119-2 P-119-3

Thanks,

Adam Mars

--

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I.9.4 P-119 - Responses to Comments from Adam Mars

P-119-1

This comment expresses the commenter's objection to the project, expressing an opinion about the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-119-2

This comment states that a potential two-year project seems like a significant inconvenience. While short-term environmental impacts would occur over the duration of construction activities, construction would be performed in discrete steps throughout the Study Area. Construction would not occur in the same location for the entirety of the 26 month construction period. In addition, as described in Section 2.4 (Traffic and Transportation), various Caltrans-approved construction strategies will be included in the Transportation Management Plan included as PF-TR-1. Please refer to Common Response No. 1 for a discussion of traffic safety.

P-119-3

As stated in Section 1.3 (Purpose and Need), the purpose of the project is to improve roadway deficiencies, improve safety, and to reduce flooding. By reducing the number of accidents within the project area, delays from future vehicle and truck trips would also be reduced. As stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses.

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Dolan, Edward C@DOT

From: Adriana <adriana.johnson@uci.edu>
Sent: Monday, July 9, 2018 9:40 AM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Laguna Canyon Road

Dear Edward Dolan and Laguna City council members,

I write to express my extreme concern at the proposed changes to Laguna Canyon Road which will in all likelihood lead to the closing of the Willowbrook Campus of Anneliese Schools which both my children attend. As I understand it, CAlTRAns is using incomplete data collected on one day of non-peak hours to determine the volume of drivers entering and exiting the school at drop-off and pick-up times and the impact of the project on the schools' viability. The level of disruption implied by this project would make it virtually impossible to keep the school open. It also gave the school only 30 days notice of the project, although it has been in the planning for 2 years. I strongly oppose it. P-120-1 P-120-2 P-120-3

Adriana Johnson
Associate Professor of Comparative Literature
UC-Irvine

Dolan, Edward C@DOT

From: Adriana <adriana.johnson@uci.edu>
Sent: Thursday, July 5, 2018 2:38 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-120-4

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-120-5

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-120-5

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-120-6

Sincerely,

Adriana Johnson

I.9.5 P-120 - Responses to Comments from Adriana Johnson

P-120-1

This comment expresses the commenter's general concern about the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-120-2

This comment states that Caltrans is using incomplete data collected on one day of non-peak hours to determine the volume of drivers entering and exiting the school at drop-off and pick-up times and the impact of the project on the schools' viability. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-120-3

This comment states the school was only given 30 days' notice of the project. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Dolan, Edward C@DOT

From: Ahmad Darabiha <ahmad@darabiha.net>
Sent: Monday, July 9, 2018 2:49 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition about the Project on El Toro and 133

Dear Council members,
I'd like to express my objection to the proposed project on El Toro & Laguna Canyon Rd, near Anneliese School.

I don't think CalTrans has collected complete and sufficient data to study the short-term and long-term impacts of this project on the traffic and on the environment in the vicinity of the school.

P-121-1

Thanks,
- Ahmad Darabiha

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I.9.6 P-121 - Responses to Comments from Ahmad Darabiha

P-121-1

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

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Dolan, Edward C@DOT

From: Ahmet Ari <ahmetari@gmail.com>
Sent: Tuesday, July 10, 2018 8:07 AM
To: D12 SR-133@DOT
Subject: Objection to Proposed Project at Laguna Canyon Road and El Toro Road

To Whom It May Concern,

As a member of your community, I am writing this email to voice my strong concern and objection to planned extension project that will impact Laguna Canyon Road and El Toro Road. P-122-1

Our son is going to Anneliese Schools Willbrook campus which is located at 133 and Laguna Canyon Road.

As a concerned parent, below are the reasons for my objection:

1. CalTrans is using incomplete and insufficient data to support this project. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-122-2

2. The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years. As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment P-122-3

P-122

(particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road.

P-122-3

3. The project will increase toxic air pollutants at our campus. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children.

P-122-4

4. The project will create dangers for drivers exiting our campus. CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic.

P-122-5

5. The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus). The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus

P-122-6

the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-122-6

6. CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools less than 30 days notice of the project and opposition deadline. We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTransengage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable. P-122-7

To conclude, I strongly oppose the proposed project.

Best regard,

Ahmet M. Ari

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I.9.7 P-122 - Responses to Comments from Ahmet Ari

P-122-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-122-2

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-122-3

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-122-4

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-122-5

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-122-6

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-122-7

This comment states the school was given less than 30 days' notice of the project and public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

Lo, Ka-Man@DOT

From: Aleksander Rezen <alex.rezen@gmail.com>
Sent: Tuesday, July 10, 2018 11:30 AM
To: D12 SR-133@DOT
Subject: CalTrance road expansion

Hello,
I am writing you to inform that a unique children education campus is in the danger of closing because of the road expansion project. School I am referring to is Anne Liese School Willowbrook campus. Proposed construction plans were done with disregard of parents and student opinions, the school got a short, 30-day notice and proposed logistics of drop-off and pick up is dangerous and not going to work. P-123-1

Please postpone the construction till all the details are cleared and agreed upon, and please, please, don't lose this unique education campus over logistical errors. P-123-2

Aleksander Rezen

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I.9.8 P-123 - Responses to Comments from Aleksander Rezen

P-123-1

This comment states that Annaliese's School was given a short, 30-day notice of the project. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project. In addition, the comment states the proposed logistics of pick-up and drop off-locations at Anneliese's School are dangerous. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-123-2

This comment expresses the commenter's desire to postpone the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Alena <alpj_2000@yahoo.com>
Sent: Tuesday, July 10, 2018 4:40 PM
To: D12 SR-133@DOT
Subject: Annalise campus!

My name is Alena Dizdarevic and my daughter Emily goes to the Willowbrook Campus since beginning of this year. We love the teachers and the campus so much. I would be so sad to see this place close or change in any way. I'm writing to urge you not to do anything that would affect not only lives of teachers but lives of our children. P-124-1
Thank you so much!

Sincerely,
Alena Dizdarevic

Sent from my iPhone

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I.9.9 P-124 - Responses to Comments from Alena Dizdarevic

P-124-1

This comment expresses the commenter's desire to maintain Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Alex Anderson <asurcea@yahoo.com>
Sent: Monday, July 9, 2018 4:45 PM
To: D12 SR-133@DOT
Subject: Environmental Impact of the 133 Road Improvement Plan

As a resident of Laguna Beach since 1985 I am concerned about the irreparable environmental impact that the proposed plan for the Laguna 133 Road would pose for Laguna Canyon. Any loss of Coastal Sage Scrub habitat is a loss for an entire threatened plant community that supports a bounty of precious wildlife, including rare and threatened species. P-125-1

Removing mature oaks that will not be mitigated within the site is definitely irreparable damage to the ecosystem. P-125-2

Furthermore, an extension of the merging land road just south of El Toro Rd. is unnecessary and will cause potentially dangerous driving hazards for people driving in and out of Laguna Coast Wilderness Parks. Please reconsider the environmental impacts that this plan will pose for Laguna Canyon Rd, which should be regarded as a culturally and environmentally important element of the Laguna Beach community, which draws millions of visitors each year. P-125-3

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I.9.10 P-125 - Responses to Comments from Alex Anderson

P-125-1

This comment expresses concern related to loss of coastal sage scrub (CSS) habitat and impacts to threatened plant communities and wildlife species. As shown in Section 2.13 of the MND/FONSI, no permanent impacts to CSS within the NCCP/HCP Reserve would occur under the refined project design. Therefore, the County of Orange will not be required to use its CSS take authorization under the NCCP/HCP at this time. Measure BIO-2 would also require restoration and revegetation of all temporarily impacts land with native species.

P-125-2

This comment states the removal of mature oaks that will not be mitigated onsite is irreparable damage to the ecosystem. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for oak trees.

P-125-3

This comment states the extension of the merge lane would result in dangerous driving conditions. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the extension of the southbound merge lane.

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Dolan, Edward C@DOT

From: Alexander Petersen <alexandermpetersen@gmail.com>
Sent: Monday, July 9, 2018 6:31 AM
To: D12 SR-133@DOT
Subject: Laguna Beach Canyon project

Dear Mr. Dolan,

I am writing to express my strong opposition to the Laguna Beach Canyon project as currently defined.

I am a parent of two students of Anneliese school, at their Willow Brook campus, a resident of Laguna Beach, and a local entrepreneur (I am the founder and owner of Wagly, a local pet-related business). P-126-1

My daughters have found in the new school an extraordinary haven for their success - the school combines a strong focus on academic achievement, and an enriching environment taking advantage of their magical outdoor space to incorporate gardening, animal care, outdoor music lessons, wonderful recess-time play and more.

My concerns with the project are as follows:

1) **Dangerous**: entering and exiting the school is dangerous enough today with significant traffic in both directions. Adding a second inbound lane will only serve to increase vehicle speed in the area, and make it harder to make a left turn when exiting the school P-126-2

2) **Noisy and potentially unhealthy**: one of the things that make Anneliese Schools' Willow Brook campus so special is their outdoor space - one can one imagine the amount of noise (and fumes) that the construction project will create for its 2 year duration. Once completed, traffic will likely be flowing faster in front of the school at non peak hours, and at peak hours cause congestion in front of the school (and dangerous emissions). Please remember that my daughters along with many other children spend 8 hours a day within 100 yards of the construction area! P-126-3

3) **Environmentally challenging** - I am an avid hiker and a lover of the outdoors. We chose to live in Laguna Beach largely due to its natural surroundings and access to hiking in the hills. The Willow Brook Canyon hike serves as our go-to-hike as a family. The reason for this is the extraordinary riparian habitat that it offers. The fauna and flora there are simply richer than any other easily accessible place we know of in the Laguna hills area. Here, my girls have had the opportunity to witness coyotes mating 200 yards from the 133, birds of prey catching local rodents, and much more. More traffic and a wider road will encroach on this very special environment. Cutting any of the trees bordering the road would be an unacceptable outcome given how hard it is already for nature and traffic to coexist in this area P-126-4

4) **Not the only alternative** - as a frequent user of the canyon road for work, school drop off, and so much more, I understand the need to continue to increase safety in the area, and the temptation to try to increase the road's capacity. However, I feel like there are many other potential solutions to consider to increase safety, including better signage, different speed limits, etc. In particular, an area to consider is how to increase safety of the entrance to Anneliese School's Willow Brook. More capacity on the road will only help to move the bottleneck by a few hundred feet, and potentially just attract more traffic into the canyon - not a useful outcome! P-126-5

Given these real concerns of a local parent, I firmly ask you to reconsider this project. Feel free to reach out to me with any questions.

Best regards,
Alexander

***

Alexander Petersen
+1 (207) 239 9169
AlexanderMPetersen@gmail.com

I.9.11 P-126 - Responses to Comments from Alexander Petersen

P-126-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-126-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-126-3

This comment states a concern over noise, air quality, and traffic impacts from construction activities. Please refer to Common Responses No. 7 for a discussion of construction-related noise and air quality impacts and Common Response No. 1 for a discussion of construction-related traffic impacts.

P-126-4

This comment expresses concern for impacts on riparian habitat, plant and wildlife species, and tree removal. Please refer to Common Response No. 5 for a discussion of impacts to riparian habitat and oak trees. In addition, as discussed in Sections 2.15 (Plant Species) and 2.16 (Animal Species), potential permanent effects on non-listed special-status plant species and non-listed special-status riparian animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 through BIO-20. Please also refer to Section 2.17 (Threatened and Endangered Species) for Conservation Measures BIO-21 through BIO-40 that would further minimize impacts to species. Construction of the Build Alternative is not expected to result in permanent adverse effects to plant or animal species within the BSA.

P-126-5

This comment expresses the commenter's opinion that there are other design options for increasing safety within the project area without increasing capacity. Please refer to Common Response No. 1 for a discussion of alternative road alignments and variations on the project design. In addition, as stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits.

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Lo, Ka-Man@DOT

From: alicia relich <alicia.relich@gmail.com>
Sent: Tuesday, July 10, 2018 10:07 AM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121@yahoo.com; tiseman@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; kboyd@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-127-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-127-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-127-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-127-4

5. The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years. As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-127-5

6. The project will increase toxic air pollutants at our campus. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-127-6

If you have any questions, you may reach me at 949.338.0573.

Sincerely,

Alicia Relich

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I.9.12 P-127 - Responses to Comments from Alicia Relich

P-127-1

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-127-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-127-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-127-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-127-5

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-127-6

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

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Lo, Ka-Man@DOT

From: Alisa Sato <alisaksato@gmail.com>
Sent: Wednesday, July 11, 2018 6:19 AM
To: D12 SR-133@DOT
Subject: No to cal trans construction near Anneliese

Dear Mr Dolan,

I would like to express my concern and object to the caltrans construction on the roads near Anneliese Willowbrook school as I believe it will not rectify anything and will be more dangerous for drivers and will provide an unhealthy learning environment for the children. As a mother of a toddler in the Klein Kinder School with another infant so will soon attend the school I beg you to reconsider this project. P-128-1

Thank you for hearing our concerns.
Alisa Ludwig

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I.9.13 P-128 - Responses to Comments from Alisa Ludwig

P-128-1

This comment expresses concern that the proposed improvements would be more dangerous for drivers and an unhealthy learning environment for children at the school. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

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HUSHEK
1029 Santa Ana Street
Laguna Beach . CA 92651

July 5, 2018

Via Email: Edward.Dolan@dot.ca.gov

Department of Transportation
Division of Environmental Analysis
1750 E. Fourth Street, Suite 100
Santa Ana, CA 92705
Attention: Edward Dolan

Re: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan:

As a working mother, my child and I use the 133 on a daily basis. We oppose the SR-133 project for the following reasons: P-129-1

1. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. It is unacceptable that on rainy days during the proposed construction, I would have to worry all day at work about my child's safety. P-129-2
2. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). Our family is very active in efforts to protect the environment (e.g., we support the Laguna Canyon Foundation, Laguna Greenbelt, and NonToxic Laguna Beach), and we feel this project has a significant negative impact on the land. P-129-3
3. The proposed construction would occur during school hours and be noisy and disruptive. This interruptive nature is incompatible with the children's school learning environment. The school's curriculum involves substantial time outdoors on nature walks and gardening projects, and the peacefulness of the outdoors for this proposed construction project would negatively impact that effort. P-129-4
4. The proposed construction will disrupt the traffic flow entering and exiting the school my child attends for a two year period, which is not acceptable to parents or people who work in Irvine, like me, and have to drive through the 133 daily. P-129-5

Thank you for taking my comments into consideration. I urge you to NOT proceed with the SR-133 project. If you have any questions, you may reach me via cell at (310) 430-4741.

Sincerely,

Allison Hushek

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I.9.14 P-129 - Responses to Comments from Allison Hushek

P-129-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-129-2

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-129-3

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-129-4

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-129-5

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

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Dolan, Edward C@DOT

From: Amanda Pennington <pennington.amanda@gmail.com>
Sent: Monday, June 18, 2018 4:40 PM
To: D12 SR-133@DOT
Subject: Public Comments - Laguna Canyon Road

Hi Mr. Dolan,

I cannot attend the CalTrans' public meeting on Wednesday, but would like to submit my public comments regarding the proposed changes to the 133 in Laguna Canyon.

As an Orange County native, I disagree with the so-called improvements you have set forth. I am an avid user of the open space in and surrounding Laguna Canyon and the 133 and your proposed plan seems to me to unnecessarily harm the environment and open space. It also seems like it will make certain areas more dangerous, including areas to access Laguna Canyon open space, which I do often. The cost that is proposed is also astronomical, and CalTrans has a nasty habit of not staying within proposed budgets, and I just don't see the point of spending $39 million on a project of this scope. P-130-1

While I support making the roads safer for drivers and cyclists, this proposal doesn't seem to accomplish that. As I mentioned, it actually seems like it will have a wholly unnecessary adverse effect on the environment of the canyon, which should be protected as well. P-130-2

I support the recommendation from the Laguna Canyon Foundation, which are outlined below.

- The second northbound (outbound) lane from El Toro Rd. could reasonably be extended 1200 feet without significant environmental impact. The addition of an eight-foot-wide bike lane and shoulder alongside that northbound (outbound) lane from El Toro Rd can be accommodated with minimal environmental impact with careful design. However, the current plan calls for undergrounding utilities *outside* this additional eight-foot shoulder and travel lane. The additional land needed for undergrounding (which requires a hard surface), dramatically expands this proposal's environmental impact. It will require a significant additional take of open space. We support this portion of the project *only* if the utilities are undergrounded within the proposed eight-foot shoulder. P-130-3
- The channelization of the riparian area on the inbound side will have serious visual impacts and riparian habitat impacts. While we understand the desire to make this channel easier to maintain and thus reduce flooding, offsite mitigation or the purchase of mitigation credits is not acceptable in this area. This fragile riparian habitat must be mitigated both visually and habitat wise, at least in part, on-site. P-130-4
- The 900-foot extension of the southbound (inbound) lane on the 133 past El Toro Rd. is the area of most concern. The road widening would dip into parkland where Stagecoach South Trail runs along the 133. The existing hillside would be engineered into a 1 ½:1 slope, extending 40 feet into the park. In addition, their proposed lane extension would move the merge location down past the Willow park entrance parking lot. We do not believe this proposal could be completed without dramatic impacts on the park and the parking lot. Specifically: P-130-5
  - Existing rock structures and native habitat would be destroyed.
  - Up to 14 mature oak trees would be removed, to be mitigated within OC Parks *but not on site.*
  - The slope steepness would require erosion control and stabilization measures that would make effective restoration of the slope difficult. Think about the southbound side of Laguna Canyon Road across from the Sawdust festival.

P-130

- Traffic in and out of the Willow Parking Lot would now require crossing *two* lanes of incoming traffic, making an already difficult turn even more treacherous.
- CalTrans has not studied the traffic patterns of this parking lot. This project is based on incomplete data that does not take into consideration the thousands of cars that use this parking lot each year.

P-130-5

- All aspects of this project include CalTrans style guard rails, turning Laguna Canyon Road past El Toro into the same freeway style roads we see all over Orange County.

P-130-6

Thank you for your time. I hope that we can find a reasonable solution.

Amanda

--
Amanda Pennington
"These are the times that try men's souls."
-Thomas Paine

I.9.15 P-130 - Responses to Comments from Amanda Pennington

P-130-1

This comment expresses the commenter's general objection to the project on the basis of environmental harm, road safety, and cost. The comment Regarding cost is acknowledged. Please refer to Common Responses No. 1 for a discussion of traffic safety and No. 6 for a discussion of impacts to parks.

P-130-2

This comment expresses concern for safety and impacts to the canyon. Please refer to Common Responses No. 1 for a discussion of traffic safety and No. 4 for a discussion of impacts to visual character and the canyon.

P-130-3

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-130-4

This comment states a concern over impacts from loss of riparian habitat and resulting impacts to visual character from the proposed improvements. Please refer to Common Responses No. 5 for a discussion of impacts to habitat and mitigation for impacts and No. 4 for impacts to visual character.

P-130-5

This comment states concern over slope stabilization and erosion, the impacts to parkland and oak trees, and traffic impacts. As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02% of the total parkland available at LCWP. Please refer to Common Responses No. 6 for a discussion of impacts to parkland and Common Response No. 5 for loss of habitat and oak tree removal. Please refer to Common Responses No. 1 for a discussion of traffic impacts and the net operational safety improvement that would result from the proposed improvements and No. 3 for a discussion of the traffic data utilized in the analysis.

P-130-6

This comment makes a statement that the project includes guardrails. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Amira Hajjaji <amira.hajjaji@aol.com>
Sent: Sunday, July 8, 2018 10:16 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net; sdicterow1121@yahoo.com; amira.hajjaji@aol.com; ahajjaji@alexanders.net
Subject: OBJECTION to State Route 133 Expansion
Attachments: 133 Expansion Objection Letter.pdf

Mr. Dolan,

Please find my objection letter to your proposed expansion of the 133 road at El Toro.

Thank you,

Amira Hajjaji
714.822.5671

Amira Hajjaji

145 Gauguin Circle, Aliso Viejo, CA 92656
Phone: 714.822.5671

Edward Dolan
Associate Environmental Planner
California Dept. of Transportations
District 12, Division of Environmental Analysis
1750 East 4th street, Santa Ana, CA 92705

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction will impact my sons' health! The air quality on his school campus is the perfect setting as is, this construction plan will destroy this. P-131-1

2. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-131-2

3. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. This may even shut down his school!! P-131-3

4. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-131-4

5. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly P-131-5

reducing natural habitat (i.e., converting natural habitat into artificial structures).

P-131-5

If you have any questions, please feel free to call or email me.

Sincerely,

Amira Hajjaji

Amira Hajjaji
Concerned Parent, Citizen and Tax Payer
7/8/2018

CC:

- Council Members: Kelly Boyd (Mayor) – kboyd@lagunabeachcity.net
- Council Member Robert Zur Schmiede (Mayor Pro Tem) – rzurschmiede@lagunabeachcity.net
- Council Member Toni Iseman – tiseman@lagunabeachcity.net
- Council Member Steve Dicterow - sdicterow1121@yahoo.com
- Council Member Bob Whalen – bwhalen@lagunabeachcity.net
- City Manager John Pietig - cmoffice@lagunabeachcity.net

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I.9.16 P-131 - Responses to Comments from Amira Hajjaji

P-131-1

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-131-2

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-131-3

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-131-4

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-131-5

This comment states a concern over impacts from loss of riparian habitat from the proposed improvements. Please refer to Common Response No. 5 for a discussion of impacts to habitat.

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Lo, Ka-Man@DOT

From: Amit Bhambi <bhambi@gmail.com>
Sent: Tuesday, July 10, 2018 4:34 PM
To: D12 SR-133@DOT
Cc: cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121 @yahoo.com; tiseman@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; kboyd@lagunabeachcity.net
Subject: Opposition to Laguna Canyon Proposal from CalTrans

Madam or Sir,

I am strong disagreement with the current plan for Roadwork in Laguna Canyon because it seems rushed and to be a suboptimal solution to solve a larger issue. P-132-1

there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. P-132-2

Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-132-3

Let us formulate a better plan and consider the impact to all parties to ensure a solution that solves key problems and allows for better use of budget.

Sincerely,

Amit Bhambi

Lo, Ka-Man@DOT

From: Amit and Megan <amitandmegan@gmail.com>
Sent: Tuesday, July 10, 2018 4:57 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Sir or Madame:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-132-4

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-132-5

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-132-6

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-132-7

If you have any questions, you may reach me at 949-838-5778

Sincerely,

Amit and Megan Bhambi

I.9.17 P-132 - Responses to Comments from Amit Bhambi

P-132-1

This comment expresses the commenter's general objection and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-132-2

This comment expresses concern that the proposed improvements would be more dangerous for drivers and an unhealthy learning environment for children at the school. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-132-3

This comment states a concern for the negative environmental and aesthetic impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-132-4

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-132-5

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-132-6

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-132-7

This comment states a concern over impacts from loss of riparian habitat from the proposed improvements. Please refer to Common Response No. 5 for a discussion of impacts to habitat.

Lo, Ka-Man@DOT

From: Amit Sachdev <as1095@gmail.com>
Sent: Tuesday, July 10, 2018 11:24 AM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net
Subject: Objection to proposed construction on Laguna Canyon Road / 133

Dear Council members, City Manager Pietig and Mr. Dolan:

I am reaching out to object to the project that's being scoped for Laguna Canyon road. There are **significant impacts that this project will introduce and as a resident and someone who uses this road on a daily basis I fully oppose this project.** P-133-1

Points of objection also include:

- The project intends to create a construction zone for over two years. This impacts the already **heavy traffic and would lead to even more massive delays**.
- The noise would create loud noise during the day which would disrupt the Anneliese School where my son attends and **would not allow for a productive and peaceful learning environment. FOR TWO YEARS, minimum!!**
- The project would increase toxic air pollutants at the Anneliese campus, which is **not safe for any child or teacher at the campus.**
- The project will create **a dangerous exit/entrance to the Anneliese campus**.

P-133-2

Not to mention all of the environmental impacts that this project would have across the canyon. Are there alternatives to this project? **There have to be other ways to increase safety that do not have such a negative impact on our School and the Canyon.** P-133-3

Importantly, we believe this proposal **will create new safety hazards** for drivers and bicyclists. **Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, we encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety**. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-133-4

Sincerely -

Amit Sachdev

--

_____
Amit Sachdev
as1095@gmail.com

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I.9.18 P-133 - Responses to Comments from Amit Sachdev

P-133-1

This comment expresses the commenter's general objection and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-133-2

This comment states a concern over the traffic, noise, and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts including ingress and egress and Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-133-3

This comment expresses the commenter's interest in alternative solutions and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-133-4

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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Lo, Ka-Man@DOT

From: theamy@gmail.com on behalf of Amy Capelle <amylaguna@gmail.com>
Sent: Tuesday, July 10, 2018 9:56 PM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121@yahoo.com; tiseman@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; kboyd@lagunabeachcity.net
Subject: Opposition to Road Changes at Laguna Canyon Road and El Toro Road

Dear Mr. Dolan and Laguna Beach City Council Members:

I am writing to voice opposition to the proposed Caltrans project for the area around Laguna Canyon Road and El Toro road. P-134-1

Having been a resident in Laguna Beach for the past 12 years, I know that intersection has been in major need of traffic flow improvement for at least the whole time our family has lived in this city. P-134-2

When we lived on the north side of town, I passed through that intersection on the way to school, errands, and returning home. I waited in seemingly endless traffic as well. Now that we live on the south side, I avoid it as much as possible even if it means driving farther. I get that something needs to be done. P-134-3

However, all 3 of my children attended preschool at Anneliese's Schools and I am also concerned that the proposed construction and changes will negatively affect their signature campus at Willowbrook Campus. So much, that it puts the whole of the school at risk. That is not acceptable. Our community cannot risk losing such a valued institution that has molded the hearts and minds of SO many of our children. P-134-4

To save time, and since I agree with these points, I will just paste some of the reasons behind this concern and urge you to reconsider or at least spend more time studying the impact of the proposal put forth.

From Anneliese's Schools:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-134-5

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise P-134-6

P-134

during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-134-6

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-134-7

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-134-8

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-134-9

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable. P-134-10

In sum, we have studied this proposal in detail and believe there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by P-134-11

P-134

speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it?

P-134-11

As much as a would like a solution to the traffic and congestion of the intersection, I would hope that all of the decision-makers take the proper time and talk to affected stakeholders, to ensure any solution doesn't create unintended consequences. Thank you.

P-134-12

Sincerely,
Amy Capelle
31018 Aliso Circle
Laguna Beach, CA 92651

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I.9.19 P-134 - Responses to Comments from Amy Capelle

P-134-1

This comment expresses the commenter's general objection and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-134-2

This comment expresses the commenter's opinion that the intersection needs improvement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-134-3

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-134-4

This comment expresses the commenter's general objection and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-134-5

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-134-6

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-134-7

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-134-8

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-134-9

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-134-10

This comment states the school was given less than 30 days' notice of the project and public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-134-11

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements and Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-134-12

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Lo, Ka-Man@DOT

From: andrew@mysticcoders.com
Sent: Tuesday, July 10, 2018 4:23 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Laguna Canyon Road Construction

I share in the opposition voiced by the Laguna Canyon Foundation, the Canyon Alliance of Neighborhoods Defense Organization, and City Council members about the proposed construction plans being a bad move. P-135-1

It is my understanding that CalTrans took a single day during non-peak rush hour to identify road conditions and impact, which if you've ever driven in the canyon seems negligent at best. P-135-2

Two years of construction in the canyon will exacerbate an already clogged artery when there are only 3 ways out of Laguna Beach. P-135-3

At a cost of $39 million dollars to remove 10 power poles, I don't see how this project is fiscally responsible and urge you to seek other options P-135-4

--
To our success!

Andrew Lombardi

Schedule time with me

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I.9.20 P-135 - Responses to Comments from Andrew Lombardi

P-135-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-135-2

This comment states concern that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-135-3

This comment states a concern over construction-related traffic impacts. Please refer to Common Response No. 1 for a discussion of traffic impacts.

P-135-4

This comment expresses the commenter's opinion about the project cost. According to the Project Report and project description in Section 1.0 of the MND/FONSI, the construction capital costs are $19.3 million and the support cost is $18.2 million. The current total project cost estimate is $37.6 million. These numbers reflect the inclusion of the four project components.

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Dolan, Edward C@DOT

From: Christoph Ann <ann@ac-la.com>
Sent: Tuesday, July 10, 2018 9:04 AM
To: D12 SR-133@DOT
Subject: Changes to Route 133 at El Toro Road

The worst impacts of this project relate to the proposed expanded width of the additional lanes on the southbound section of the road. There is no point to expanding to two lanes southbound north of the El Toro Road intersection when the road transitions back to one lane south of the El Toro intersection anyway. P-136-1

The southbound road goes from two lanes to one lane near the toll road, then near the El Toro Road intersecion it becomes two lanes, only to transition back to one lane beyond the intersection. This repeated merging and expansion creates unnecessary driver confusion and stress. P-136-2

Leaving all of the segments southbound one lane would eliminate the need to cut into the slope on the west side. The rock outcrops along that stretch are scenic landmarks and should not be damaged. P-136-3

Laguna Beach and the Greenbelt have been recognized as a Historic American Landscape by the National Park Service. Documents submitted for this recognition are housed in the Library of Congress. There is a link between the natural landscape, the artists and the activist citizens who followed. P-136-4

"Laguna Beach and its greenbelt are worthy of designation as a Historic American Landscape because the city's beautiful and dramatic natural setting is intricately related to the community and artistic tradition that grew from it. Its geological formations, natural vegetation, and coastal location attracted artists beginning around the turn of the last century. The artistic influence and the character of the landscape shaped a unique community. Laguna's history, including isolation from other development movements, its role as an art colony and its leadership in environmental preservation all stem from the characteristics and disposiiton of the landscape itself." p. 5 (see book referenced below) P-136-5

Rock outcrops at Laurel Canyon are shown in the photo featured on the cover of the accompanying book, Laguna Beach and the Greenbelt Celebrating a Treasured Historic American Landscape. The natural landscape surrounding Laguna Beach is endangered—that is why the public fought so hard to save it. Now this project threatens to harm one of the most visible portions of the landscape that we desperately worked to save. P-136-6

It is unacceptable to disturb those scenic and unique rocky outcrops.

It seems to me that more width is not needed, however if widening is required I suggest to widen to the east where the land is flat and there is plenty of room, instead of digging into the rocky slope on the west side. P-136-7

Providing two lanes going north is a good idea and it would have minimal impacts.

Thank you for providing the opportunity to comment and we hope that you will make the requested changes to the project.

Ann Christoph
(Councilmember and Mayor at the time of the Canyon purchase—1990-94.)

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I.9.21 P-136 - Responses to Comments from Ann Christoph

P-136-1

This comment expresses concern over the expanded width of the additional lanes and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-136-2

This comment expresses concern over merges in the project area. Please refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements

P-136-3

This comment expresses concern over the cut slope and impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Common Response No. 4 also includes a discussion of a hybrid option which would minimize the cut slope and reduce impacts to the visual character of the project area.

P-136-4

This comment expresses concern over impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

P-136-5

This comment expresses concern over impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

P-136-6

This comment expresses concern over impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

P-136-7

This comment provides a suggestion for a design alternative. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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Lo, Ka-Man@DOT

From: AnnaMarie <annamarieg1@cox.net>
Sent: Tuesday, July 10, 2018 3:30 PM
To: D12 SR-133@DOT
Cc: info@lbcando.org
Subject: Laguna Canyon Rd & El Toro Caltrans Project

Caltrans Project Leaders -

We live on Gunderson Dr and use Laguna Canyon Rd and Stan Oak to access our home. We are in agreement with under-grounding the Utilities, however are NOT in agreement with taking more land to do so, nor adding guard rails taking away from the beauty of our canyon!.. We believe that there needs to be: P-137-1

- An Additional study of the traffic patterns at Willow Parking lot and Annaliese School
- Utility vehicle pullouts and under grounding within the shoulder - NO taking of additional land!
- Appropriate onsite mitigation

We are somewhat in agreement with adding a bike path, but ONLY on the inbound side of Laguna Canyon Rd so that it does not interfere with all of us who live on the outbound side getting into town. It is almost impossible to make a left turn toward town due to the on-going traffic and the Bus Stop. P-137-2 If there was to now be a bike lane added to the outbound side of the road, we would NEVER be able to get out of our drive! Even though the bike lane would start at El Toro, it will still affect us as Bikers will ride the outbound side to access it. A bike path will bring MANY MORE bikers, so even more bikers blocking our ability to make a left into town. Additionally, we know this is not part of the project, however the inbound Bus Stop should be relocated to be across from the outbound bus stop. P-137-3

Also, there MUST be a middle lane.. without a middle lane to pull into, all of us living on the outbound side of Laguna Canyon Rd would have an even more difficult time making a left toward town - this should not be taken to be a lane for inbound or outbound, but should remain a 'turning' lane for both sides. P-137-4

The proposal needs to change so that the project's <u>environmental</u> and visual impacts aren't as severe. We are VERY CONCERNED about this. An updated proposal should be presented so that we can find a good compromise for all. P-137-5

Thank you,
AnnaMarie Porter

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I.9.22 P-137 - Responses to Comments from AnnaMarie Porter

P-137-1

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder, utility vehicle pullouts, traffic impacts at Anneliese's School and Willow Staging Area, and onsite mitigation. Please refer to Common Response No. 1 for a discussion of undergrounding utilities. Subsequent to circulation of the IS/EA for public review, a UCAP has been removed south of the SR-133/El Toro Road intersection. In addition, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts. Please refer to Common Responses No.1 and No. 3 for a discussion of traffic data and impacts. Please refer to Common Response No. 5 for a discussion of habitat loss and mitigation.

P-137-2

This comment expresses the commenter's opinion that a bike lane will impact traffic circulation. Please refer to Common Response No.1 for a discussion of traffic circulation and impacts.

P-137-3

This comment expresses the commenter's opinion that the project will encourage more bikers and that the bus stop should be relocated. Inclusion of the Class II bicycle lane is consistent with the existing bike facility on Laguna Canyon Road north of SR-73, and is also consistent with the OC Bicycle Coalition Master Plan (see Section 2.1 [Land Use] for a detailed policy consistency analysis). No changes the locations of the bus stop are included in the proposed project.

P-137-4

This comment states there should be a middle lane for turning movements. Please refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-137-5

This comment expresses the commenter's general concern to lessen environmental and visual impacts. Please refer to Common Response No. 4 for impacts to visual character and the MND/FONSI for all environmental impacts, avoidance and minimization measures, conservation measures, and mitigation measures that would reduce the environmental impacts of the proposed project.

Lo, Ka-Man@DOT

From: heyelais@gmail.com
Sent: Tuesday, July 10, 2018 2:45 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon/El Toro intersection (opposed)

Dear Mr. Dolan,

I am writing on behalf of myself, my husband, my mother and, most important, my daughter, who attends Anneliese School in Laguna Canyon. I want to thank you, in advance, for taking the time to read this.

**First, I am sorry I did not receive this notice in time to write my own objections, point by point, but let it be known that we all, WHOLE HEARTEDLY stand behind the points I received and have pasted, below. P-138-1

**Second, on a PERSONAL note: We adopted our daughter through foster care. She had been abused and neglected and was severely delayed when she came to us. We sought out a school that would support her, not just academically, but emotionally, creatively, developmentally, and one that would keep her active mind a body occupied. We hit the jackpot when we found this school. My daughter started in pre-school and is entering 4th grade, in the Fall. She has exceled in ways we hadn't thought possible and we could not have achieved that without our school community. Anneliese has been a God-send in every respect. One of its greatest traits is that it is a small, safe campus in a serene and nurturing location. We really do have anxiety over the thought of any of that changing. P-138-2

** Third, I really hope that the families concerned are not written off as entitled, rich people who just want to make “noise”. Many of us do not live in Laguna Beach but are heavily invested in the community. Most of us work hard and make huge sacrifices to afford for our children to receive the quality education they receive at Anneliese. We saved every penny of every stipend we received, on our daughter’s behalf, to put toward her education and that is where it has gone. We and a good number of other families also receive tuition support from our children’s grandparents. So, there are generations who are invested and have these listed concerns. P-138-3

**Last, We have been driving Laguna Canyon for decades, prior to getting our daughter. I, and every other parent, have been driving that intersection, 5 days a week for however long our children have gone to this school. We do not ever complain about it. People are kind and allow us to make turns, in and out of the parking lot. Yes, it can be slow, during peak hours, but for the most part not that much has changed along there in a very long time. If it is true that Cal Trans only did a one day traffic study. That is beyond satisfactory, as is the short notice of all of this. P-138-4

Thank you again!
A very concerned Anneliese family

FORWARDED SECTION

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-138-5

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-138-6

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-138-7

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-138-8

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-138-9

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, P-138-10

P-138

yet gave us – the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTrans engage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable.

P-138-10

In sum, we have studied this proposal in detail and believe there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it?

P-138-11

Please note that Anneliese Schools is not alone in opposing this project. There is substantial opposition to this project from a variety of community groups and individuals, including the Laguna Canyon Foundation, the Canyon Alliance of Neighborhoods Defense Organization (Laguna Beach CANDO), and at least one City Council member. An opposition forum was organized this week by community groups to discuss the matter, which we attended.

P-138-12

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I.9.23 P-138 - Responses to Comments from An Anneliese Family

P-138-1

This comment provides and introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-138-2

This comment provides and introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-138-3

This comment provides and introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-138-4

This comment states concern that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-138-5

This comment states concern that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-138-6

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-138-7

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-138-8

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-138-9

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-138-10

This comment states the school was given less than 30 days' notice of the project and public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-138-11

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements and Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-138-12

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Dolan, Edward C@DOT

From: A. O. <abdallah74@gmail.com>
Sent: Monday, July 9, 2018 6:26 PM
To: D12 SR-133@DOT
Subject: Anneliese School (Cal Trans Project)

Dear Mr. Edward Dolan

I Hope you having a blessed day. I am writing you to object about the project that Cal-Trans is planning on doing near the Anneliese School.
I have put two of my kids in the school for over 6 years and it is one of the most amazing places to learn and grow as a child. P-139-1

If this project takes place it will effect the quite beautiful nature setting that it has. Also the toxic fumes that will come from the project will effect everyday life for the kids and animals.The school is an incredible place that I wish most schools in the world was more like. P-139-2

Please DO NOT destroy this piece of gem in Laguna Beach that has been there for such a long time enriching our children.
Please DO NOT put profit or anything else above the amazing learning environment for kids that can help the world. P-139-3

Cal-Tran has not been clear with the school and have been planning for a long time and now they give the school a short notice. This off the bat indicates that they don't mean well. P-139-4

Please as a resident in the area I DO NOT want to see this Cal-Trans project near Anneliese School. Please DO NOT let it happen. P-139-5

Thank you for your time!

All the best,

A.O.

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I.9.24 P-139 - Responses to Comments from A.O.

P-139-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-139-2

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts. This comment expresses concern over impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

P-139-3

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-139-4

This comment expresses concern related to the public notice provided. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-139-5

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Ardavan Javid <art@mychiropractice.com>
Sent: Tuesday, July 10, 2018 3:47 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net
Subject: 133 Project

Edward Dolan and Mayor Kelly Boyd

My wife and I have two kids at the Anneliese School on the 133 and El Toro, the site of your proposed project. We oppose this project in its entirety because of all the issues it will create not just for our children and hundreds of others in the area, but the traffic, environmental impact, and much more. Please reconsider, but for the record, we are adamantly against it. P-140-1

Sincerely
Ardavan and Nona Javid

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I.9.25 P-140 - Responses to Comments from Ardavan and Nona Javid

P-140-1

This comment expresses the commenter's objection to the project because of traffic and environmental impacts. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Becky Hawkins <totalinsandity@hotmail.com>
Sent: Monday, July 9, 2018 11:37 AM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project

I previously lived in Aliso Viejo and drove SR 133 daily. I currently live in Costa Mesa, CA (92626) but visit Laguna Beach several times a month. My preferred route to Laguna Beach is from I-405 down SR 133. As I leave I-405 and travel south through the Laguna Canyon Wilderness area and Laguna Canyon, I feel myself relax because of the change in view from concrete to coastal sage scrub, from right angles to rounded hills, from grey to green, from cars to birds. It's truly a privilege to be able to enjoy a wilderness area amisdt all the development in Orange County. As a member of the extended Laguna Beach community and as a concerned citizen my comments on the State Route 133 Improvement Project are listed below. P-141-1

- Adding a bike lane is a great idea P-141-2
- Undergrounding the overhead utilities are a great idea P-141-3
- improving safety is a great idea P-141-4
- Undergrounding the utilities should be under the bike lane and NOT outside of it. If the utilities are undergrounded outside the bike lane, the additional land and hard surface needed will have a significant environmental impact to the native habitat in that area. P-141-5
- More traffic studies need to be conducted in the area of the Anneliese School and Willow Parking Lot. High traffic times in this area are not just during 'traditional' high traffic times. Traffic studies need to be conducted during times when the children are being dropped off and picked up. With regard to the Willow Parking Lot, traffic studies need to be conducted on weekends when more people are accessing the park. People leaving the Willow Parking Lot going north have to turn left across one lane and a turn lane. If SR 133 is broadened as planned, people will have to turn left across TWO lanes of traffic. That is NOT a safer situation, it will make the area much more dangerous.. P-141-6
- Extending the southbound and merge lanes will broaden the road 40 feet into the Laguna Canyon Wilderness area. Engineering the existing hillside to a 1 1/2:1 slope will destroy rock structures and native habitat. The erosion control and stabilization measures needed to maintain the proposed hillside are unacceptable. Up to 14 mature oak trees would be removed, which will reduce habitat, remove shade along the road, and have negative visual impacts. The proposed mitigation of the oaks is to be done within OC Parks, but not in the Laguna Canyon park, that is unacceptable. The coastal sage scrub habitat is an endangered habitat. P-141-7
- Channelizing the riparian area will make the channel easier to maintain, but will it really improve drainage? It will move flooding farther down the canyon. It will allow more urban runoff impacts to the coastal area downstream. The native vegetation helps trap and filter pollutants out of the water before it gets to the ocean. Channelization will allow all the trash and pollutants flow freely downstream. Channelization will seriously impact the area visually and will destroy a riparian habitat that almost no longer exists in Southern California. Proposed offsite mitigation or the purchase of mitigation credits is not acceptable in this area. The proposed planting of native grasses in the channel is not acceptable. No coastal sage scrub native grasses will grow in the proposed channel. If no alternatives to channelization can be found, the riparian habitat MUST be mitigated on-site. P-141-8

Alternatives to the proposed improvement project must be considered. Removing the existing outside lane just north of the El Toro intersection (southbound) and removing the existing merge lane south of the intersection makes more sense from a safety standpoint. Traffic has already merged into one lane and moves P-141-9

well until it gets to the El Toro intersection. It appears that many people believe that SR 133 turns back into a two lane road south of El Toro and move into the outside lane, only to have to merge back into one lane a short distance past the intersection. This is what backs up the traffic in the area. Extending the merge lane will only move the congestion a few hundred feet down the road. It will not alleviate the problem. Anyone who has driven that road more than once knows that. Lowering the speed limit would improve safety and reduce noise pollution. P-141-9

Please consider alternatives to the proposed State Road 133 Improvement Project. While the community appreciates and supports making SR 133 safer for drivers and bicyclists, the community does NOT want to see the unique environment that the Laguna Canyon provides be impacted or destroyed by this project. P-141-10

Thank-you,

Becky L Hawkins
92626

I.9.26 P-141 - Responses to Comments from Becky L. Hawkins

P-141-1

This comment provides and introductory statement and general concern. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-141-2

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-141-3

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-141-4

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-141-5

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-141-6

This comment states concern that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety. Please

refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-141-7

Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 4 for a discussion of impacts to the visual character, No. 5 for a discussion of habitat and oak trees, and No.6 for impacts to parkland.

P-141-8

This comment expresses concern for impacts related to visual character, hydrology, and loss of habitat from the proposed channelization. This comment also states that mitigation for riparian habitat must occur onsite. Please refer to Common Responses No. 4 for a discussion of impacts to visual character, No. 5 for a discussion of loss and mitigation for riparian habitat, and No. 8 for a discussion of hydrology and drainage.

P-141-9

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety and that other alternatives should be considered. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-141-10

This comment expresses the commenter’s general opinion and asks to consider alternatives. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

Lo, Ka-Man@DOT

From: Bernadette Scord <bernanelle@gmail.com>
Sent: Tuesday, July 10, 2018 4:35 PM
To: D12 SR-133@DOT
Subject: Cal trans roadwork opposition

To whom it may concern,

Our daughter attends Anneliese School on Laguna Canyon Rd. We are strongly in opposition of any roadwork being done. It will disrupt our children learning environment and will have toxic consequences that will affect our children. Also, the traffic will be unbearable for drop off and pick up. P-142-1

The Scord family
Bernadette, Rick and Elle Scord

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I.9.27 P-142 - Responses to Comments from Bernadette Scord

P-142-1

This comment expresses the commenter's objection to the project and states a concern over the traffic impacts for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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Dolan, Edward C@DOT

From: Bob Blaisdell <rcblaisdell@cox.net>
Sent: Wednesday, June 13, 2018 4:47 PM
To: Dolan, Edward C@DOT
Cc: D12 SR-133@DOT
Subject: SR-133 Safety Project, SR-133 Improvement Project

Mr Dolan,

Please update me on how or if the year-old concerns and suggestions below have been incorporated into the SR-133 Improvement Project (http://www.dot.ca.gov/d12/DEA/133/0P94U/) or older SR-133 Safety Project (http://www.dot.ca.gov/d12/DEA/133/0N060/). P-143-1

Thank you.

- Bob Blaisdell

On 6/28/2017 4:59 PM, Dolan, Edward C@DOT wrote:

Subject:SR-133 Safety Project
Date: Wed, 28 Jun 2017 23:59:36 +0000
From: Dolan, Edward C@DOT <edward.dolan@dot.ca.gov>
To: Bob Blaisdell <rcblaisdell@cox.net>

Hello Mr. Blaisdell,

I wanted to confirm that I received your comments. In fact, this project does not include any improvements for cyclists. It is intended as a safety project to only address vehicle accidents in that area. However, we do have a project in the planning stages that includes an improvement for cyclists; specifically the project will widen SR-133 northbound and southbound from El Toro Road to the SR-73 intersection and a Class II bike lane will be created.

Your suggestions regarding shifting the location of the crosswalk to the south end of the intersection with a walk light activation button accessible to cyclists and adding a traffic light activation button to east-bound El Toro Road are not part of the current design for the project but they are certainly good ideas worthy of consideration. I will be sure to forward your suggestions to our design engineers.

We will provide you with a formal response when the public review period is over. We should be able to address your concerns in more detail at that time.

Thanks for your comments. Feel free to contact me at any time.

Ed Dolan

-----Original Message-----
From: Bob Blaisdell [mailto:rcblaisdell@cox.net]
Sent: Friday, June 23, 2017 4:50 PM
To: Dolan, Edward C@DOT <edward.dolan@dot.ca.gov>

P-143

Subject: SR-133 Safety Project

To: Mr. Edward Dolan

This email is response to the public notice for "SR-133 Safety Project". I have read the project document and am concerned that safety improvements for cycling are not included. Quoting from an earlier state report: "Route 133 is a heavily traveled bicycle route". (Reference: "ADOPTION OF LOCATION FOR STATE HIGHWAY As a Conventional Highway", California State Department of Transportation, June 1, 2001). It is still a major cycling route and cyclists also need safety and function improvements in the project area, at the intersection of Laguna Canyon Road (SR-133) and El Toro Road.

P-143-2

For cyclists traveling southbound on SR-133, left turns onto El Toro Road are a common need but problematical maneuver. First, cyclists have to cross an often busy through traffic lane to reach the turning lane.
Then the traffic light activation sensors in the turn lane are notorious for not working with bicycles, potentially leaving cyclists stranded in the middle of busy SR-133. I might prefer to do a much safer standard box turn, but the single cross-walk is on the north end of the intersection.

P-143-3

I have used the cross-walks to cross Laguna Canyon Road and then El Toro Road; but, in addition to being slow, the north-west corner of that intersection is a scary place to wait for the second walk light. Because of the curve in El Toro Road and roadside vegetation, there is poor visibility between pedestrians waiting at the corner and approaching westbound cars on El Toro Road.

P-143-4

These are my suggestions for including cycling safety and function in the project area:

1) To support box turns from southbound Laguna Canyon Road to westbound El Toro Road, shift the Laguna Canyon Road cross-walk to the south end of the intersection with a walk light activation button accessible to cyclists.

2) To support cyclist left turns from El Toro Road to south-bound Laguna Canyon Road, add a traffic light activation button to east-bound El Toro Road.

P-143-5

Please call with any questions. Please advise whether these or other changes to benefit cycling are included in the SR-133 Safety Project but not mentioned in the project document.

Regards, Bob Blaisdell

Irvine, California
949-552-6705

I.9.28 P-143 - Responses to Comments from Bob Blaisdell

P-143-1

This introductory comment askes for an update on comments submitted related to the SR-133 Safety Project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-143-2

This comment expresses concern for the lack of safety improvements for cyclists. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-143-3

This comment describes current safety hazards for cyclists. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-143-4

This comment describes current safety hazards for pedestrians at the El Toro Road intersection. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-143-5

This comment provides suggestions for cyclist safety design features. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Lo, Ka-Man@DOT

From: Bridgit Friedman <bridgitfriedman@gmail.com>
Sent: Tuesday, July 10, 2018 10:38 AM
To: D12 SR-133@DOT
Cc: brad@fanserv.com
Subject: 133/El Toro Road Project

Good morning,

Our daughter has attended Anneliese's School on Laguna Canyon Road for the last 7 years. As a family who loves this school and the surrounding community, we oppose this project.

The proposed construction and traffic will affect the safety of children and families as they enter and exit their school. P-144-1

Our children learn science in the outdoor gardens, and they read and write among the nature and animals in the beautiful canyon. The construction noise will disrupt this unique learning environment. P-144-2

The creek that flows through their school, where my daughter and I have watched the ducks swim, has flooded the school. This caused a great amount of damage and many families and community members volunteered to help clean up. With the proposed construction, the risk of flooding and additional damage increases. P-144-3

The beautiful beaches and canyons that Laguna Beach is known for is enjoyed by our family daily. This natural habitat should be protected! P-144-4

For these reasons, our family opposes this project. Please contact us if you have any additional questions. Thank you for your support!

Sincerely,

Brad and Bridgit Friedman

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I.9.29 P-144 - Responses to Comments from Brad and Bridgit Friedman

P-144-1

This comment expresses the commenter's objection to the project and states a concern over the traffic impacts for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-144-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-144-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-144-4

This comment states a concern over visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area and Common Response No. 5 for a discussion of impacts to habitat.

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Dolan, Edward C@DOT

From: Bradley Zint <bradley.zint@gmail.com>
Sent: Thursday, June 21, 2018 10:46 PM
To: D12 SR-133@DOT; Nguyen, Van@DOT
Subject: Laguna Beach hearing on Wednesday

Hello,

I have received notice about Wednesday's hearing on SR-133.

I am wondering, however, how this Caltrans project relates to the city of Laguna Beach's undergrounding of utilities along Laguna Canyon Road proposal for voters this fall. P-145-1

Do these projects (assuming the city approves its undergrounding measure) overlap? Or are they separate? P-145-2

Thank you!
-Bradley Zint

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I.9.30 P-145 - Responses to Comments from Bradley Zint

P-145-1

This comment inquires as to how the proposed utility underground is related to the City's proposal to underground utilities for voters this fall. These are two separate projects and are sponsored by different agencies. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-145-2

This comment inquires as to if the proposed utility underground is related to the City's proposal to underground utilities for voters this fall. These two projects are separate and do not currently overlap. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Briana Dorn <brianadorn@gmail.com>
Sent: Tuesday, July 10, 2018 12:25 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

10 July 2018

Edward Dolan
Associate Environmental Planner
California Department of Transportation, District 12
Division of Environmental Analysis
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

RE: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

I am writing to voice my strong opposition to the proposed 133/El Toro Road Improvement Project. My child attends Anneliese School, and I have navigated in and out of their parking lot at this intersection twice a day, five days a week, including the summertime for the past two years. Thus, I have a very clear understanding of how the traffic in this area functions and what may improve road safety. The proposed project will be disruptive, expensive, environmentally damaging and ultimately ineffective, if not counter-productive, and it should be stopped. P-146-1

Anneliese School provides a uniquely peaceful and natural learning environment. No other school in this area offers the beautiful combination of gardening, domestic animals, wildlife and an "out in nature" experience. The campus is quiet. Birds are chirping, trees are rustling in the wind, and you can hear the calming gurgle of the natural creek. Many parents commute long distances to provide their children with this type of education because it is so special and nurturing. Why would we expose this exceptional place to jack hammers, bulldozers, melted asphalt, dust and noise pollution for two years? In a time when our children are exposed to so many dangers, and parents worry about how to protect them as they continue their education, it will break my heart to explain to my daughter why her pristine school has become a construction zone and that she may need to attend a different school for her safety. Many other parents will feel the same. This project will put the future of Anneliese Schools at risk. P-146-2

Additionally, the cost of this project is obscene. $40 million to disrupt and degrade an already delicate yet functioning human/environment ecosystem? With no concrete guarantee of a better safety outcome? Wow. I don't even know what to say about that. Seems like CalTrans could find a better project to spend that money on. P-146-3

Changing the creek structure, installing guard rails, widening roads, removing mature oak trees, paving over native habitat, grading and netting slopes…these things are incompatible with the beautiful scenery of the 133. I have been traveling this road since I was a child, admiring the wild beauty, seemingly untouched trees and hills, and un-landscaped shoulders. This type of road is largely extinct in the Orange County area and it embodies the spirit of Laguna Beach. Regardless of whether we add 100 or 10,000 feet of concrete to this natural area, we are making an irreversible and irresponsible mistake in our environment. P-146-4

Finally, this proposal is not based on robust and complete data. Without this, we absolutely cannot support an argument that traffic and safety in this area will be improved. But I have some data to consider. As I mentioned, I have been navigating this intersection for quite some time. Let's assume 260 school days in a year (including summer camps) x 2 years x 30 minutes spent going in and out of the school's parking lot a day. That's 15,600 minutes (260 hours) that I have spent observing the traffic pattern during the heaviest and lightest commuting times in this area. For how long and at what times did CalTrans collect their data? And how about the Willow parking lot? Any data there to support the proposal? P-146-5

Based in the amount of time I have spent at this intersection, as well as an appreciation of our environment, our children and every person that travels through this canyon funnel, I support the following argument:

- The main safety issue is speeding: increase patrols, install a speed alert sign, decrease the speed limit. These are all effective and cost-efficient methods.

- Currently, the merge of both sides of the 133 occurs just after a car crosses the El Toro/Laguna Canyon intersection. Merging is safer at lower speeds. Many cars are stopped by this signal prior to approaching the merge, and therefore complete the merge in a safe, slower manner. If the merge location is extended at a distance beyond the signal, cars will have the opportunity to gain speed prior to the merge, thereby making the merge less safe. P-146-6

- Turning left out of the Anneliese or Willow parking lots is already difficult and requires a lot of patience. This process will be even more precarious if making the left turn is complicated by cars merging at higher speeds.

Please re-consider this project and protect the beauty of the canyon and all of its visitors and residents. I appreciate you taking the time to read my letter and I am available anytime for additional comments and discussion.

Kind Regards,

Briana Dorn
213-999-9495
brianadorn@gmail.com

I.9.31 P-146 - Responses to Comments from Briana Dorn

P-146-1

This comment provides an inductor statement expressing the commenter's general objection related to road safety, cost, and environmental impacts. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-146-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-146-3

This comment expresses the commenter's opinion related to the cost of the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-146-4

This comment expresses concern related to project design impacts on the visual character of the project area. Caltrans is currently proposing a hybrid option that would include a combination of a low retaining wall/minimal slope grading to minimize impacts near the intersection of El Toro Road. This would further reduce impacts to oak trees and the visual character of the canyon than stated in the DED. The FED has been updated to reflect this new option. Caltrans will continue to coordinate with OC Parks during the design phase to finalize details of this hybrid/combo option. Please refer to Common Response No. 4 for a discussion related to visual impacts.

P-146-5

This comment states concern that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-146-6

This comment states a concern that the project will create new safety hazards. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

Dolan, Edward C@DOT

From: Brianne Grant <briannegrant13@gmail.com>
Sent: Sunday, July 8, 2018 3:12 PM
To: D12 SR-133@DOT
Subject: Laguna canyon road construction

Hi Edward,
I wanted to email you to express my concern about the proposed construction on Laguna Canyon Road. My daughter goes to preschool there and I would absolutely hate to see her have to transfer to a different school after finally having made friends there and growing to love the teachers and staff at Annelise. I absolutely DO NOT support this proposed project and hope this project will be dismissed. P-147-1
Thank you for your time.
Brianne Grant

Sent from my Verizon, Samsung Galaxy smartphone

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I.9.32 P-147 - Responses to Comments from Brianne Grant

P-147-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

Lo, Ka-Man@DOT

From: Bror.Andringa@LW.com
Sent: Tuesday, July 10, 2018 4:42 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net
Cc: mimi@mimifong.com
Subject: DS12 SR133

Dear All-

While I am not completely aware of all the details and I see the benefits of improving the 133 including against flooding but I am hearing some very disturbing information about the impact it is going to have on the Anneliese Schools. I believe this is the only business that is going to be severely impacted and I hope before this project commences that some additional planning can be done to avoid the possible closing of this venerable institution that so many children through several generations have relied on for their education and inspiration including ours. P-148-1

Bror Andringa
1211 Miramar Street
Laguna Beach, CA 92651

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I.9.33 P-148 - Responses to Comments from Bror Andringa

P-148-1

This comment expresses the commenter's general concern for potential impacts to Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Brynmarie Maison <brynmariemaison@gmail.com>
Sent: Friday, June 29, 2018 7:29 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon Road

To Whom It May Concern,

Hello, I am a longtime resident of Laguna Beach. I am writing to tell you that the environmental impact of the proposed Cal Trans Project on Laguna Canyon road is of extreme concern to me. I have lived in Laguna Beach all my life and have had the privilege to enjoy the unique beauty of Laguna's wilderness parks. I cannot support any project that will be detrimental to this city's beautiful open space. I have spent an immeasurable amount of time walking through the trees, enjoying observing and interacting with the plants and animals surrounding my hometown. It deeply saddens me that there is any thought to destroying or altering the existing wildlife along Laguna Canyon Road. This land is sacred to me, my friends, and family, as it is with so many other residents of this town. I hope that you can look within yourself and contemplate what long lasting effect you want to have on this earth. Does this earth really need more concrete and convenience? Or will you take it upon yourself to visit my hometown, take a walk through the trees, and realize the beauty that surrounds you? I hope you take my concerns to heart and you realize the importance of protecting the natural beauty of my town. I hope you find yourself surrounded by nature and that you stop to smell the flowers because isn't that what life is all about? P-149-1

Thank you for your time and consideration.

Best,

Brynmarie Maison

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I.9.34 P-149 - Responses to Comments from Brynmarie Mason

P-149-1

This comment expresses concern related to the environmental impacts to open space and habitat within the project area. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation and No. 6 for a discussion of impacts to parkland.

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Lo, Ka-Man@DOT

From: Carol Ummel Lindquist, Ph.D. <Carol@CarolUmmelLindquist.com>
Sent: Tuesday, July 10, 2018 2:46 PM
To: D12 SR-133@DOT
Subject: Improvements at the existing 133-73 intersection

To the agencies involved, This seems like an excellent solution. Save the canyon and improve traffic flow by to decommissioning the current intersection, eliminating the redundant segment of El Toro Road, and route the traffic over the existing 73 feeder roads. If El Toro Road would join Laguna Canyon Road at the existing 73 intersection then we could take advantage of the infrastructure that is already in place there. P-150-1

With improvements at the existing 133-73 intersection and by eliminating the redundant section of El Toro Rd and the two traffic-light intersections, traffic time and thruput would actually be improved. P-150-2

This is a great idea. Please consider it.

Sincerely,
Carol Olson

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I.9.35 P-150 - Responses to Comments from Carol Olson

P-150-1

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-150-2

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

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Dolan, Edward C@DOT

From: Caroline Colesworthy <carolinecolesworthy@gmail.com>
Sent: Monday, July 9, 2018 12:36 PM
To: D12 SR-133@DOT
Subject: Cal Trans project in the Laguna Canyon

Hello,
I am emailing to register my opposition to the proposed Caltrans plan in the Laguna Canyon. I am a former teacher at Anneliese's school, a current parent there, as well as married to the restoration coordinator of the Laguna Canyon Foundation. Based on the disruption, pollution, lack of adequate research of traffic patterns at the school, as well as serious impact on Native plant and animal communities I asked you to please call this project and consider other options. P-151-1
Respectfully,
Caroline

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I.9.36 P-151 - Responses to Comments from Caroline Colesworthy

P-151-1

This comment expresses the commenter's objection to the project related to disruption, pollution, lack of adequate traffic research, and impacts to plant and animal communities. Please refer to Common Responses No. 1 for a discussion related to traffic impacts, No. 7 for construction-related air quality impacts, No. 3 for traffic data, and No. 5 for impacts to riparian habitat. In addition, as discussed in Sections 2.15 (Plant Species) and 2.16 (Animal Species), potential permanent effects on non-listed special-status plant species and non-listed special-status riparian animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 through BIO-20, construction of the Build Alternative is not expected to result in permanent adverse effects to plant or animal species within the BSA.

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Lo, Ka-Man@DOT

From: Chad Eichele <chadeichele@gmail.com>
Sent: Tuesday, July 10, 2018 4:29 PM
To: D12 SR-133@DOT
Subject: Opposition to road work on 133/ Laguna Canyon Road

Dear Concerned Parties:

I'm writing in opposition to the proposed construction on Laguna Canyon Road. As a parent of students at Anneliese School there is not sufficient benefit in the proposed construction to offset the deep disruption this will cause the Willow Brook Campus and surrounding areas. Anneliese schools is a top rated learning institution and should be given much more consideration before proposing something this detrimental. Please consider other alternatives and do not move forward with the proposed construction. P-152-1

Thank you,

Chad Eichele

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I.9.37 P-152 - Responses to Comments from Chad Eichele

P-152-1

This comment expresses the commenter's general concern for potential impacts to Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts to Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Charlie McDonald <charlieucla@gmail.com>
Sent: Sunday, July 8, 2018 2:01 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; cmoffice@lagunabeachcity.net
Cc: Lauren McDonald
Subject: CalTrans Laguna Canyon Road and El Toro

Good Afternoon,

I just heard of a plan to commence a two year project at El Toro and Laguna Canyon Road. I have two children that will be attending Annaliese directly adjacent to where the construction is planned. For obvious reasons I am against this construction:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at our School. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting our School and the impact this has on road conditions, as well as risks for drivers entering and exiting our campus. P-153-1

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on our gardening, animal care, and athletics programs. The noise will also severely impact our peaceful learning environment in our 9 classrooms located near Laguna Canyon Road. P-153-2

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-153-3

4. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-153-4

5. **The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus).** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-153-5

6. **CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools <u>less than 30 days notice</u> of the project and opposition deadline.** We are shocked that CalTrans gave us almost no time to study the scope of the project and prepare our opposition. CalTrans has been considering this project for over 2 years, yet gave us **–** the one and only business located within the proposed construction zone - less than 30 days notice of the project and opposition deadline. Not once did CalTransengage in any outreach or dialogue with us. This behavior is outrageous, unethical, and unacceptable. P-153-6

Sent from my iPhone

Thank you for your time,
Charles McDonald

I.9.38 P-153 - Responses to Comments from Charles McDonald

P-153-1

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-153-2

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-153-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-153-4

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-153-5

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-153-6

This comment states the school was given less than 30 days' notice of the project and public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Dolan, Edward C@DOT

From: Charlotte Masarik <charlottemasarik@cox.net>
Sent: Sunday, June 24, 2018 8:56 AM
To: D12 SR-133@DOT
Subject: Public Hearing: SR 133 Improvement Project

Public Hearing: SR 133 Improvement Project

Date: June 27, 2018 - Time: 5:00 p.m. to 7:00 p.m. Laguna Beach High Scholl Library
Edward Dolan, Associate Environmental Planner, Caltrans District 12, Division of Environmental Analysis, 1750 East 4th Street, Suite 100, Santa Ana, CA 92705 or via e-mail. Caltrans District 12 proposal to make improvements to SR 133 in both directions from south of El Toro Road to SR-73 in Laguna Beach.

My husband and I are in strong opposition to these 'improvements' on the 133 Canyon Road into Laguna Beach. Reasons why: P-154-1

- Existing traffic light config at the El Toro Y has a calming effect coming into Laguna. It is beneficial P-154-2
- Crossing two lanes into the Wilderness Park will be very dangerous P-154-3
- Going 40 feet into the Wilderness Park is not an option – it removes oak trees P-154-4
- Will increase traffic from the SR-73 into Laguna Beach P-154-5
- Will increase development densities along the 133, irreversibly changing the character of our community P-154-6
- Instead Caltrans should be working on the Broadway/Coast Highway project rather than this P-154-7
- Instead Caltrans should be fixing the Stop sign at the LCAD student crossing. P-154-8

I will be at the hearing where there will be other concerns I have not listed here. Thank you, Charlotte and Alexander Masarik, 761 Oak Street, Laguna Beach

Charlotte Masarik
949-494-1630 Land
949-295-8040 Mobile
charlottemasarik@cox.net

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I.9.39 P-154 - Responses to Comments from Charlotte Masarik

P-154-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-154-2

This comment states that commenter's opinion that the existing traffic light configuration is beneficial. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. This comment will be made available to the decision-makers. No further response is required.

P-154-3

This comment states that commenter's opinion that the proposed lane configuration would be dangerous. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-154-4

This comment states impacts to the park and oak tree removal should not be an option. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. . In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation and No. 6 for a discussion of impacts to parkland.

P-154-5

This comment states that commenter's opinion that the proposed improvements will increase traffic from SR-73 to Laguna Beach. As stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits. Therefore, there would be no increase in traffic as a result of the proposed improvements.

P-154-6

This comment states the project will increase development densities. As stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits. Furthermore, as stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses. While the proposed improvements are consistent with growth projections, as the project does not expand the capacity of the roadway, it is not a growth-inducing project.

P-154-7

This comment states that commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. This comment will be made available to the decision-makers. No further response is required.

P-154-8

This comment states that commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Cheryl Gardewine <cgardewine@me.com>
Sent: Tuesday, July 10, 2018 4:45 PM
To: D12 SR-133@DOT
Subject: Roadwork Opposition - Laguna Canyon Road

Edward Dolan,

As a parent of a former Anneliese School student, I am well acquainted with the traffic and pick up and drop off challenges in this area. The project being proposed will make this area more dangerous and will result in many more collisions, not just during the construction period but going forward. This project is ill advised and should be totally rethought. P-155-1

Best,

Cheryl Gardewine

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I.9.40 P-155 - Responses to Comments from Cheryl Gardewine

P-155-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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Dolan, Edward C@DOT

From: Christopher Reed <careed@ucr.edu>
Sent: Thursday, June 28, 2018 2:35 PM
To: D12 SR-133@DOT
Subject: Comment

Dear Mr. Dolan:
I would like to suggest an earthen drainage dam rather than a concrete one near the 73. It would be aesthetically much more pleasing. The greater area required could be mitigated with native plant restoration. The existing concrete dams on the 133 north of the 73 are pretty ugly. Lagunans really care about aesthetics especially our open spaces for which we are famous. P-156-1
Thank you.
Chris Reed
670 Catalina St
Laguna Beach
CA 92651
(949)715 5549

Dolan, Edward C@DOT

From: Christopher Reed <careed@ucr.edu>
Sent: Friday, June 29, 2018 5:33 PM
To: D12 SR-133@DOT
Subject: Re: Thank you for your comments on the SR – 133 Improvement Project.

Dear Mr. Nolan:
There's some great out-of-the-box thinking going on in Laguna Beach with regard to the 133/El Toro intersection namely, get rid of the inbound El Toro Rd all together! I am sure your engineers can work out how to redirect inbound El Toro Rd traffic to the inbound 133.
Then, one bottleneck does it all!
Please give this serious attention. it's a great idea. And you'll then get a lot of support from the residents with such a plan.
Lets work together on this.
Thank you
Chris Reed
670 Catalina St
Laguna Beach
CA 92651
(949)715 5549

On Thu, Jun 28, 2018 at 2:34 PM, D12 SR-133@DOT <D12.SR133@dot.ca.gov> wrote:

> Your comments will be responded to as part of the Final Environmental Document (FED). The FED will be made available on Caltrans website, in addition a Notice of Availability (NOA) will be sent to the State Clearinghouse. Please attend the public hearing (open house format) on June 27, 2018 from 5-7PM at the Laguna Beach High School Library, 625 Park Avenue, Laguna Beach, CA 92651.
>
> Thank you for your interest in the project.
>
> Our Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability
>
> Our Vision: A performance-driven, transparent and accountable organization that values its people, resources and partners, and meets new challenges through leadership, innovation and teamwork

Dolan, Edward C@DOT

From: Christopher Reed <careed@ucr.edu>
Sent: Thursday, July 5, 2018 7:42 PM
To: D12 SR-133@DOT
Subject: Alternative

Dear Mr. Nolan:
Has Caltrans seriously considered the alternative option of closing inbound El Toro Rd and eliminating the traffic light at 133/El Toro?
Inbound traffic from El Toro could be diverted to the 133/73 intersection and then kept to one lane along the whole length of the project.
There would be only one bottleneck; the one that already exists. Surely that makes it safer.
Almost no take of the open space would be required. That would keep the LCF happy.
It would be less expensive. That would keep the taxpayers happy.
It would be safer! That would keep you happy
Thank you.
Chris Reed
670 Catalina St

Dolan, Edward C@DOT

From: Christopher Reed <careed@ucr.edu>
Sent: Thursday, July 5, 2018 7:50 PM
To: D12 SR-133@DOT
Subject: Traffic studies

Dear Mr. Nolan:
I think your traffic studies are incomplete.
First, they were not done when the canyon road is at its busiest.
They have not considered the impact of traffic coming out of the Willow parking lot which, to leave town, will have to cross two lanes of traffic and watch out for bicycles as well.
Chris Reed

Lo, Ka-Man@DOT

From: Christopher Reed <careed@ucr.edu>
Sent: Tuesday, July 10, 2018 4:15 PM
To: D12 SR-133@DOT
Subject: Alternative

Dear Mr. Nolan:
Cal Trans has probably considered this idea before but, may I request that you revisit the alternative plan of **decommissioning the El Toro /133 intersection** and redirecting all incoming El Toro Rd traffic to the 133?
It would seem to solve all the problems associated with your present plans.
And save a lot of $$$!
Sincerely,
Chris Reed
670 Catalina St
Laguna beach
CA 92651
(949)715 5549

P-156-2

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I.9.41 P-156 - Responses to Comments from Christopher Reed

P-156-1

This comment suggests the use of an earthen dam rather than a concrete channel to reduce visual impacts. As stated in Section 2.7 (Hydrology and Floodplains), as required by Measure HYD-1, the Build Alternative would be designed to provide adequate conveyance capacity at stream crossings to ensure no net increase in velocity. Measure HYD-1 includes the following provision to minimize potential impacts to the Laguna Canyon Creek floodplain and floodway and preserve beneficial floodplain values: The existing earthen trapezoidal channel along southbound SR-133 from El Toro Road to SR-73 Interchange will be replaced with an articulated concrete block channel. The proposed drainage improvements would be designed with articulated blocks to allow for native grasses to be established, reducing the visual appearance of the concrete channel. Furthermore, lining of the existing earthen channel with articulated concrete block would facilitate maintenance of the channel as it gets frequently filled with sediment resulting in inefficient and ineffective storm water conveyance. This proposed improvement would surface water elevations are contained within the channel and there would be no increase to the risk of flooding.

P-156-2

This comment suggests project alternatives for local roadways such as decommissioning El Toro Road. This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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Lo, Ka-Man@DOT

From: Claudia Mourad <cmourad@pacbell.net>
Sent: Tuesday, July 10, 2018 4:37 PM
To: D12 SR-133@DOT
Subject: Cal trans project - Laguna canyon

Dear Mr. Dolan:
I am deeply concerned as to how we will be able to bring our child to school if the canyon is going to be a construction zone for years, and the amount of Pollution caused to the neighborhood and wildlife. It is already difficult and sometimes dangerous to get in and out of the Willowbrook campus and construction will place our children's lives in jeopardy. P-157-1
This is extremely disturbing.

Claudia Mourad, Esq.

Sent from my iPhone

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I.9.42 P-157 - Responses to Comments from Claudia Mourad

P-157-1

This comment states a concern over the impacts construction activities and will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related air quality impacts.

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Dolan, Edward C@DOT

From: Clay Leeds <the.webmaestro@gmail.com>
Sent: Monday, July 9, 2018 8:32 PM
To: D12 SR-133@DOT
Cc: aa Kimberly Leeds; Clay Leeds
Subject: Laguna Canyon - El Toro Road CalTrans issues

I was shocked and disappointed to hear that CalTrans plans to do even more construction at the intersection of Laguna Canyon Road and El Toro Road. This project will not lessen traffic issues in the project area, and will instead worsen the traffic issues. Adding 900 feet of a 2nd lane will cause 900 feet worth of more cars and traffic, overwhelming the area even more. In addition, this project will likely exacerbate existing flooding issues downstream, which is already suffering from 5- and -10year flooding issues.. P-158-1

The previous construction project exacerbated the traffic issues and created new problems, creating an unnecessary right turn collection lane. It extended a lane that's only function was to cause an outbound congestion bottleneck where its new 2nd lane ends. P-158-2

CalTrans needs to think outside of their shell on this one.

At the very least, Cal Trans should do a study to determine if making Laguna Canyon Road a *SINGLE LANE* from the 73 to Canyon Acres traffic signal in Laguna Beach will accomplish the same or similar goals, but at a fraction of the cost. P-158-3

MAJOR ISSUES CAUSED BY 133 - EL TORO ROAD PROJECT:
* Extending the 2nd southbound lane will make it near impossible to enter or exit Anneliese's School during high traffic periods. P-159-4
* Extending the 2nd southbound lane will make it near impossible to enter or exit Laguna Coast Wilderness Park Willow Staging Area during high traffic periods. P-158-5
* Extending the 2nd southbound lane will increase the area where side-swipe accidents will occur, as the number of cars in a temporary 2nd lane increase 200-300%. P-158-6
* Laguna Canyon already has water run-off issues, and this project will likely exacerbate this problem by increasing the surface area where run-off will pass and create flooding. P-158-7
* Additional maintenance turnouts where they don't already exist unnecessarily eliminates precious, endangered riparian habitat for a purpose that could be better served by maintenance turnouts elsewhere. We need precious riparian habitat more than more than maintenance turnouts. To quote an American icon, Joni Mitchell, you are proposing to quite literally: 'Pave paradise to put up a parking lot.' Leave it at the 73, which is already impacted. Or take back some of the open space ruined when CalTrans unnecessarily expanded 133 - El Toro Road intersection. The 2nd outbound lane can start *after El Toro Road. P-158-8

Here are a couple of doable ideas, that'll make the intersection safer, cost less money, and ensure our sensitive riparian areas are preserved.

NOTES & ASSUMPTIONS
* The options listed below are not mutually exclusive.
* Southbound 133 should return to 1 lane from the 73 to the traffic light at Canyon Acres (removing new 2nd lane before and after 133 - El Toro Road intersection.
* Opening a 2nd lane only to immediately close it causes a serious bottleneck where it drops to one lane again.
* Locals often vow not to use 2nd lane or worse block traffic from passing on right.

Alternatives to Widening Laguna Canyon Road

Option 1:
Close El Toro Road from Laguna Canyon Road to the 73. Turn it into a walking and bike path. Allow emergency vehicles if necessary. Use the 73 connector from 133 to El Toro Road as the go-between. It was recently upgraded to accommodate the traffic flow. P-158-9

Option 2:
Extend traffic light to include egress in front of Anneliese's School at Willowbrook. P-158-10

Option 3:
Consider adding another light at Laguna Coast Wilderness Park Willow Staging area. P-158-11

Option 4:
Drop the speed limit on Laguna Canyon Road from El Toro Road to Forest Avenue down to 35MPH and radar signs for enforcement. P-158-12

Option 5:
Set a School Zone speed limit of 30 MPH in front of Anneliese's School. P-158-13

CRITICAL ITEMS OF CONCERN
* Collection lane extension of 900 feet duplicates the quantity of cars that can cause accidents for a period of 900 feet.
* Two lanes of traffic to will make it impossible to enter or exit The Laguna Coast Wilderness Park Willow Staging area.
* Two lanes of traffic to will make it impossible to enter or exit Anneliese's School
* Preservation of mature oak trees is of critical importance
* Move utility pullouts to less sensitive areas and outside of project area
* Flood prone canyon needs better drainage, and this will cause more flooding downstream
* How will this impact 100 year flood levels
* Mitigation needs to be onsite. Chino Hills is not an acceptable location of mitigation for losing riparian habitat in Laguna Canyon
* Consider the biological 'Edge' effect - greatest biological diversity is on the edges of riparian area.
* CalTrans did inadequate traffic studies for this project.
* This study doesn't take into account the peak times of Anneliese & Willow staging area
* CalTrans needs to update traffic studies to include peak times for Anneliese's school and Willow area
* Are maintenance pullouts even necessary? We don't have them now. Why are we adding them now?
* Articulated block channel won't accommodate native grasses. Those types of grasses won't grow there. It will be a weed highway that will impact the adjacent, endangered riparian area, introducing and encouraging non-native species like crab grass, Indian tree tobacco & castor bean (think poison ricin-producing plants). P-158-14

Warm regards,

Clay Leeds - the.webmaestro@gmail.com
"My religion is simple. My religion is kindness."
HH the Dalai Lama of Tibet

I.9.43 P-158 - Responses to Comments from Clay Leeds

P-158-1

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. The comment also states the proposed improvements would be exacerbated downstream flooding. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane. Please refer to Common Response No. 8 for a discussion of drainage impacts.

P-158-2

This comment states that commenter's opinion that the proposed lane configuration would be dangerous. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-158-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-158-4

This comment expresses concern for access to Anneliese's School. Please refer to Common Response No. 1 for a discussion of ingress and egress for Anneliese's School.

P-158-5

This comment expresses concern for access to the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of ingress and egress for the Willow Staging Area.

P-158-6

This comment states that commenter's opinion that the proposed lane configuration would be dangerous. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-158-7

This comment states that commenter's opinion that the project will exacerbate surface water runoff. Please refer to Common Response No. 8 for a discussion of drainage impacts.

P-158-8

This comment states that commenter's opinion that utility vehicle pullouts are unnecessary and expresses concern about impacts to riparian habitat. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. With the design option, impacts to habitat from the utility vehicle pullouts would be reduced.

P-158-9

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-158-10

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-158-11

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-158-12

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-158-13

This comment includes a suggestion for an alternative project design related to speeding. Please refer to Common Responses No. 1 for a discussion related to the feasibility of project alternatives and No. 2 for a discussion related to speed limits and speeding. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-158-14

Please refer to Common Response No. 1 for a discussion of traffic impacts, ingress and egress to Anneliese's School and the Willow Staging Area, and the net operational safety improvement provided by the extension of the southbound merge lane. Please refer to Common Response No. 5 regarding habitat impacts. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. . In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway.

Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation and No. 6 for a discussion of impacts to parkland. This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report. Please refer to Common

Response No. 1 for a discussion of drainage impacts. Measures BIO-2 and BIO-4, provided in Section 2.13, Natural Communities, would be implemented to reduce potential temporary and permanent effects of the Build Alternative related to invasive species.

Lo, Ka-Man@DOT

From: Cory Jones <cory.jones@hextcg.com>
Sent: Tuesday, July 10, 2018 4:06 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Roadwork Opposition in Laguna Canyon

I think it unfair to give the business effected so little time to plan around this, I also believe there are better solutions

P-159-1

Please allow more time for opposition, and look at ways of fixing the problem that don't close local business

Thanks you

Cory Jones
HEX ENTERTAINMENT
President / CEO

"CONFIDENTIALITY NOTICE: This e-mail transmission, and any documents, files or previous e-mail messages attached to it may contain confidential information that is legally privileged. If you are not the intended recipient, or a person responsible for delivering it to the intended recipient, you are hereby notified that any disclosure, copying, distribution or use of any of the information contained in or attached to this transmission is STRICTLY PROHIBITED. If you have received this transmission in error, please immediately notify the sender. Please destroy the original transmission and its attachments without reading or saving in any manner. Thank you on behalf of HEX Entertainment"

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I.9.44 P-159 - Responses to Comments from Cory Jones

P-159-1

This comment expresses concern about the amount of time provided for public input. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Lo, Ka-Man@DOT

From: Cox <denisec007@cox.net>
Sent: Tuesday, July 10, 2018 5:32 PM
To: D12 SR-133@DOT
Subject: Annnelise

To whom it may concern.
My son was an Annelise student for 10 years. I volunteered for parking duty 3-4 says a week from 7:30 -9/30 am. It was a nightmare the traffic trying to get in the school and out due to the canyon traffic. It was also the car at pickup from 2:30-4. P-160-1
Pleas consider this information.
Thank you,
D. Christiansen

Sent from my iPhone

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I.9.45 P-160 - Responses to Comments from D. Christiansen

P-160-1

This comment states a concern over the traffic impacts at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

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Dolan, Edward C@DOT

From: Dan Freeman <dan.freeman@gmail.com>
Sent: Monday, July 2, 2018 4:27 PM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project Feedback

As a Laguna Beach resident and frequent commuter and biker of the 133, I am encouraged to hear the DOT is considering changes to this section of roadway. I have included feedback on several components. Most importantly: Do not encroach on the wilderness park and find a solution that does not require widening the road.

Component 2

1. Outbound from Laguna lanes - there needs to be 2 outbound lanes of car traffic starting at Annaliese school. The highway should not pinch down to 1 lane after El Toro. Good plan. P-161-1

2. Inbound lanes - The proposed plan to extend the second travel lane from El Toro intersection by 900 feet will continue to cause the merge issue for cars, and road rage for drivers. It will not improve traffic flow into Laguna Beach and will desecrate the wilderness park. The plan should not include two inbound lanes. P-161-2

The solution should be a single lane of traffic going into Laguna Beach, starting at the 73, continuing all the way to Canyon Acres drive. Reducing the inbound to one-lane around the El Toro intersection will provide additional room for bike lanes and a shoulder for emergency vehicles without damaging the area around the Willow visitor center. Car traffic flow will not be affected because the one-lane will continue through the El Toro intersection. Having an uninterrupted lane of traffic will prevent cars racing into the 2nd lane at the light only to merge back into a single lane a few feet later. P-161-3

3. Do not alter the natural terrain of the wilderness par through a retaining wall, or graded surface. There is enough room to accomplish the stated goals without taking away from this public space. P-161-4

Component 3

Adding bike lanes - much needed improvement. NB133 just past El Toro is frightening and dangerous as cars merge and the roadway pinches. SB also needs a shoulder and bike lane. Strongly support, as long as the wilderness park is unaffected.
Again, A single lane of SB 133 traffic will make travel safer for bikers because there won't be cars speeding up to the light like today's two-lane opening. P-161-5

Component 4

Undergrounding utilities - good idea, but the utilities need to go under the bike lanes. Do not encroach on the wilderness park. Do not tear into the rock formations that add to this scenic area.
Again, reducing the SB 133 traffic to a single lane should provide enough room to add bike lanes and shoulder. P-161-6

Regards,
Dan Freeman

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I.9.46 P-161 - Responses to Comments from Dan Freeman

P-161-1

This comment expresses the commenter's support for two outbound lanes starting at Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-161-2

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane.

P-161-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives and the southbound merge lane. .

P-161-4

Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. With the design option, impacts to habitat from the utility vehicle pullouts would be reduced.

P-161-5

This comment states that commenter's support for bicycle improvements and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required. Please refer to Common Response No. 6 regarding impacts to parklands.

P-161-6

This comment states that commenter's support for underground utilities and concern for impacts related to the proposed location. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Please refer to Common Response No. 1 for a discussion related to the undergrounding of utilities.

Lo, Ka-Man@DOT

From: Dan Lichtenberg <dan@danlichtenberg.com>
Sent: Tuesday, July 10, 2018 4:42 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: re: objecting to laguna canyon road work

hello - I am writing as a Laguna Beach resident to express that I don't think enough has been done to communicate the benefits and impact of the proposed Laguna Canyon road construction . In addition it appears that CalTrans has not behaved responsibly in performing outreach to the community i.e. the Anneliese school that would be most impacted by the construction. It is not fair to the school and to the families and children that depend on it to give them a mere 30 days to study the scope of the project and respond to it. CalTrans and the Council should value the impact on the school, its students and families, as well as the input of those who have done an excellent job protecting Laguna Canyon and Laguna's greenbelt - the Laguna Canyon Foundation and others and reconsider whether this project is necessary. P-162-1

Sincerely,
Dan Lichtenberg, Laguna Beach Resident & Anneliese School Parent

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I.9.47 P-162 - Responses to Comments from Dan Lichetberg

P-162-1

This comment expresses concern about the level of public involvement. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Lo, Ka-Man@DOT

From: Dana Brubaker <danalbrubaker@gmail.com>
Sent: Tuesday, July 10, 2018 4:41 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Re: proposed construction on Laguna Canyon Road

To Whom it May Concern:

I am writing to adamantly object to the proposed construction project on Laguna Canyon Road. The one and only business in the proposed construction zone is Anneliese Schools which services many children including my own. The safety hazards this construction project will create for our children is unacceptable. We as a community were given no notice of this project until just recently. The traffic in this area is already heavy and this project will create undue hardship on us working parents trying to drop off and pick up our children, create environmental hazards and create unsafe conditions around the campus. P-163-1

I urge you to reconsider this project. It is unnecessary and dangerous for our community and families.

Thank you,
Dana Brubaker

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I.9.48 P-163 - Responses to Comments from Dana Brubaker

P-163-1

This comment expresses concern about construction-related traffic hazards at Anneliese's School and the level of public involvement. Please refer to Common Responses No. 1 for a discussion of the traffic impacts at Anneliese's School and No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Dolan, Edward C@DOT

From: Darrylin Girvin <dkgirvin@verizon.net>
Sent: Saturday, July 7, 2018 3:53 PM
To: D12 SR-133@DOT
Subject: Cal Trans 133 Project comments

To Cals Trans Edward Dolan Associate Environmental Planner

I am in opposition to what CAlTrans plans are for the 133 Laguna Canyon Road Project:

My objections to your proposals are:

#1. It would require the permanent acquisition of approximately 1.35 acres of open space and add in addition 1.58 acres of land for the permanent easements along the edges of the Laguna Coast Wilderness Park #2. It would also impact 2.31 acres of riparian habitat and 4.375 acres of vegetation communities. P-164-1 P-164-2

#3. It would involve the destruction of rock faces and removal of mature trees along a City designated Scenic Highway which would include your installation of ugly CalTrans style metal guardrails in a beautiful scenic drive bringing visitors into Laguna Beach P-164-3

#4 The 900 foot extension of the southbound (inbound) lane on the 133 past El Toro Rd. becomes even more dangerous with cars exiting out of the Willow Cyn. parking area having to cross 2 lanes of traffic exiting into the center media north bound (outward lane). You are now juggling merging lane traffic, single oncoming traffic plus bicyclists along the road.
Obviously, CalTrans has not sufficiently studied the traffic patterns in and out of the Willow Parking lot and is based on incomplete data. P-164-4

#5 The traffic model I viewed at the June 27th meeting at the Laguna Beach High School Library provided what I viewed as misleading and an old study. The Canyons problem as you see it is moving cars in faster. Faster means to me, more accidents with more cars looking to merge further down the 900 foot extension that CalTrans is proposing. P-164-5

#6 A question? Has anyone from CalTrans driven in (southbound) on Laguna Canyon Rd. during peak hours or on the summer weekends. I do a lot since I live here. I want to let you know that on the average driving time from the Toll Rd. 73 down the Laguna Canyon Rd. into downtown takes about 15 minutes. It has been this way for as long as I have been visiting Laguna 1960's even before there was the improvements of the one lane in and out and since moving to Laguna in 1989.
I find the drive gives me the opportunity to enjoy the surrounding open space and appreciate what we have. Visitors I hope, are doing the same. P-164-6

I am opposing this plan along with several outstanding organizations Laguna Canyon Foundation, Laguna Canyon Conservency, The Greenbelt CANDO Village Laguna and the City of Laguna Beach.

Thank you for your time

Darrylin Girvin
1216 Glenneyre St.

Laguna Beach, Ca. 92651

949-376-7565

I.9.49 P-164 - Responses to Comments from Darrylin Girvin

P-164-1

This comment expresses concern with impacts to parkland. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. Please refer to Common Response No. 6 for a discussion on impacts to parkland.

P-164-2

This comment expresses concern with impacts to riparian habitat. Please refer to Common Response No. 5 for a discussion on impacts and mitigation for riparian habitat.

P-164-3

This comment expresses concern with impacts to the visual character of the project area and oak trees. As stated in response P-164-1 above, a design option has been identified which would reduce the number of oak trees to be removed and would minimize grading along the slope. Please refer to Common Response No. 4 for a discussion on visual character.

P-164-4

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane.

P-164-5

This comment states the traffic model was misleading and the traffic study was old. Please refer to Common Response No. 2 for a discussion of the traffic data and analysis.

P-164-6

This comment expresses the commenter’s opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions

contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-165

Dolan, Edward C@DOT

From: David Raber <david@raber.us>
Sent: Friday, June 29, 2018 10:35 AM
To: D12 SR-133@DOT
Cc: Zur Schmiede, Rob; Kelly Boyd 2006; Steve Dicterow; Iseman, Toni
Subject: SR 133

Dear Mr. Dolan,

I was at the public hearing in Laguna Beach. It occurs to me that one option to fix the 133 - El Toro intersection is to eliminate it. El Toro Rd from the 73 south to the 133 intersection is redundant with the 73 feeder network between El Toro Rd and the 133.

I realize that El Toro is a county road, but can't we get some collaboration with the county to explore this option?

The advantages of eliminating the redundancy is easy to view on a map. Southbound El Toro traffic would use the 73 feeder to join the 133 at the junction of the 73 and 133.

P-165-1

There are three options for northbound 133 traffic that needs to access northbound El Toro.

1. Just use the existing ramps from the 133 to the 73 feeder. Not that the traffic lights on El Toro just south of the 73 could be eliminated since there would be no road south of there. Also, the entire intersection that is currently at the 133 and El Toro would be eliminated since El Toro Rd. north of that intersection would be eliminated. P-165-2
2. If this is done, improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. P-165-3
3. Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73. Southbound traffic on El Toro would access southbound 133 via the existing 73 feeder at the current 73 and 133 intersection. P-165-4

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminate the bottleneck and congestion at the current 133 and El Toro intersection. All three options, including #3, would eliminate the stoplights at both El Toro and the 133 and at El Toro and the 73. By eleminating those two traffic light intersections and the accompanying congestion they create would more than make up for the fractional mile of additional travel that the new route would add. P-165-5

I hope that you will consider this change to the 133 improvement project.

Kind Regards,
David Raber
949.300.7424

Lo, Ka-Man@DOT

From: whatagood puppy <pmmilne2@gmail.com>
Sent: Tuesday, July 10, 2018 4:09 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon Rd and El Toro Project

Given the sensitivity of Laguna Canyon, we should explore every option that would enable better traffic flow at a reduced impact to the canyon. One of the best options to achieve this is to eliminate the redundant portion of El Toro Rd and return it to wilderness uses. El Toro traffic would use the existing 73 feeder system to access Laguna Canyon Rd. By eliminating intersections travel time could actually be reduced.

The advantages of eliminating the redundancies are easy to view on a map (see attached).

Southbound El Toro traffic would use the 73 feeder to join the 133 at the junction of the 73 and 133.

Forwarded for a community member (he may also have sent this separately.)
==========

There are three options for ***Northbound El Toro traffic:***

1. Simple Option - Just use the existing ramps from the 133 to the 73 feeder.
2. Improved Option - Improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. Several other improvements could also be made to further improve traffic flow - all of which would be less than the $39 Million budget for the current proposal of just adding more merge lanes to the current intersection.
3. One-way Option - Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminating the bottleneck and congestion at the current 133 and El Toro intersection. The key here is to move the merging and the congestion to the 133 - 73 intersection which already has the infrastructure, width, and throughput to handle the merging much better than further down in the middle of Laguna Canyon.

While Option 2, the "Improved Option" would add less than a half mile of distance, it would actually improve travel time since two traffic lights intersections are eliminated. Gaining traffic throughput this way would allow us to return land to wilderness uses rather than taking more away. That is the option displayed in the map below.

David Raber
949.300.7424

Comment on the 133 Project

David Raber
1085 Canyon View Dr,
Laguna Beach, CA 92651
david@raber.us

Given the sensitivity of Laguna Canyon, we should explore every option that would enable better traffic flow at a reduced impact to the canyon. One of the best options to achieve this is to eliminate the redundant portion of El Toro Rd and return it to wilderness uses. El Toro traffic would use the existing 73 feeder system to access Laguna Canyon Rd. By eliminating intersections travel time could actually be reduced.

The advantages of eliminating the redundancies are easy to view on a map (page 2)

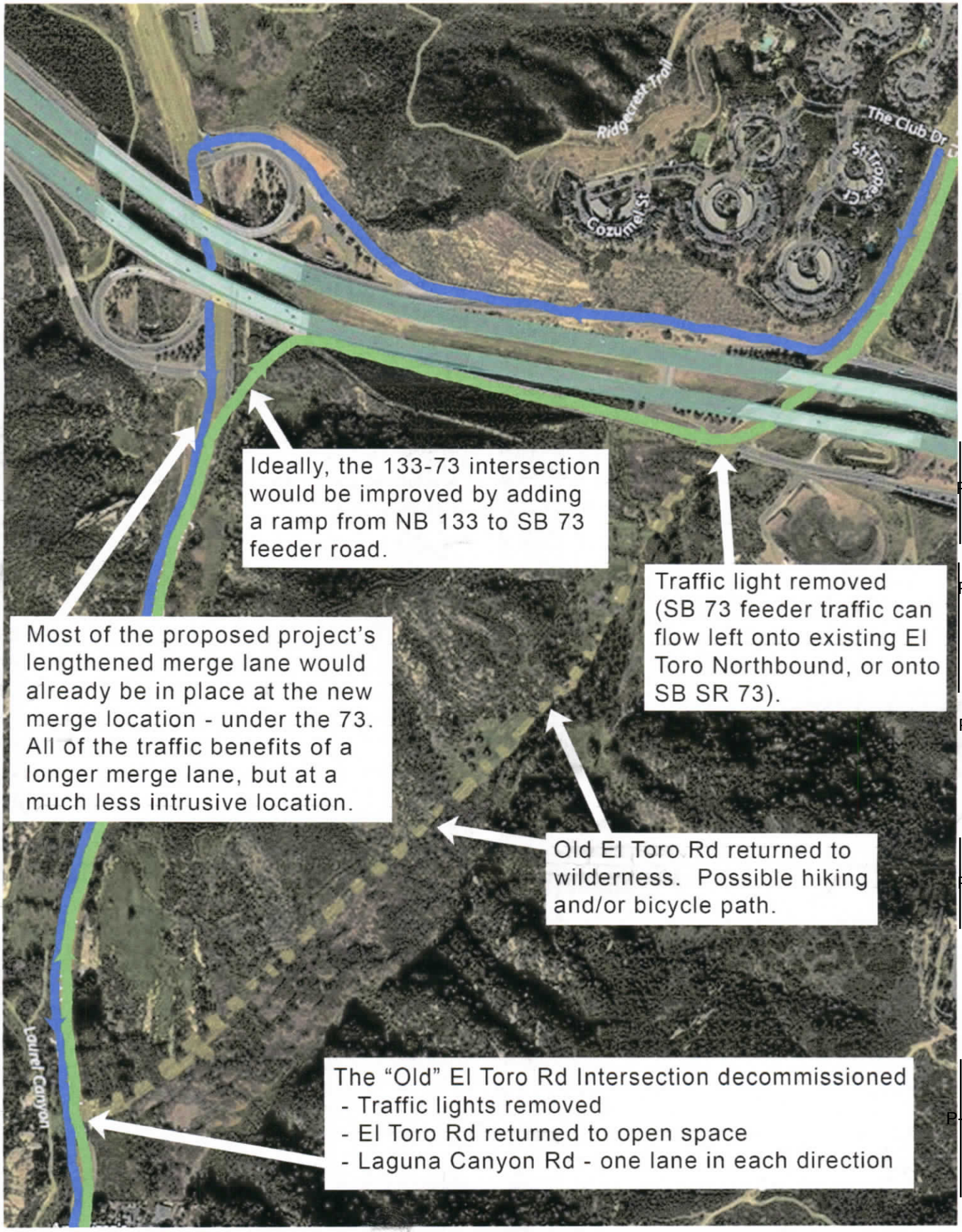
Southbound El Toro traffic would use the existing 73 feeder to join the 133.

There are three options for ***Northbound El Toro traffic:***

1. Simple Option - Use the existing ramps from the 133 to the 73 feeder with minor modifications.
2. Improved Option - Improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. Several other improvements could also be made to further improve traffic flow - all of which would be less than the $39 Million budget for the current proposal of just adding more merge lanes to the current intersection.
3. One-way Option - Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminating the bottleneck and congestion at the current 133 and El Toro intersection. The key here is to move the merging and the congestion to the 133 - 73 intersection which already has the infrastructure, width, and throughput to handle the merging much better than further down in the middle of Laguna Canyon.

While Option 2, the "Improved Option" would add less than a half mile of distance, it would actually improve travel time since two traffic lights intersections are eliminated. Gaining traffic throughput this way would allow us to return land to wilderness uses rather than taking more away.



P-165-6

P-165-7

P-165-8

P-165-9

P-165-10

I.9.50 P-165 - Responses to Comments from David Raber

P-165-1

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-2

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-4

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-5

This comment expresses the commenter’s opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to

improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.No further response is required.

P-165-6

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-7

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-8

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-9

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-165-10

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

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Dolan, Edward C@DOT

From: Deborah Suess <suessd1@gmail.com>
Sent: Monday, July 9, 2018 6:43 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Proposed SR 133 Improvement Project - Oppose

To Laguna Beach City Council, City Manager and Department of Transportation,

I write in opposition to the planned SR 133 upgrade project as a concerned, and impacted, resident. I respectfully request the following: P-166-1

1) Additional information to understand alternatives
2) Information on the impact to students attending Anneliese Schools - Willowbrook and Laguna Beach Unified School District Schools (e.g. bussing impact)
3) Information on traffic impact for daily commuters through Laguna Canyon Road P-166-2

I do understand the need for improvements and hope that consensus can be reached with the community. I reviewed the DOT site and find much of the information to be quite technical in nature. A lay-person oriented summary would be helpful. P-166-3

Thank you for your consideration.

Sincerely,

Deborah Suess

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I.9.51 P-166 - Responses to Comments from Deborah Suess

P-166-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-166-2

This comment requests additional information to understand the project alternatives, information on the impacts to students such as bussing, and traffic impacts for daily commuters. A description of the project alternatives is provided in Section 1.0 (Proposed Project). In addition, please refer to Common Response No. 1 for traffic impacts related construction activities and at Anneliese's School. Access to Anneliese's School would be maintained for buses and personal vehicles throughout the duration of the construction period and PF-TR-1 would ensure sufficient traffic operations during construction.

P-166-3

This comment expresses an opinion about the level of technical detail provided. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Deb Young <youngrdch@cox.net>
Sent: Tuesday, July 10, 2018 12:12 PM
To: D12 SR-133@DOT
Subject: Proposed project on Laguna Canyon Rd. at El Toro Rd.

July 8, 2018

To: Caltrans

From: Deborah Young
1250 Roosevelt Lane
Laguna Beach, CA. 92651

RE: Proposed project on Laguna Canyon Rd. at El Toro Rd.

Dear Mr. Dolan and kind folks at Caltrans,

I attended the June 27th meeting and additional community discussions and my thoughts regarding this project are
that for the cost of the project it really doesn't accomplish the intended goal of making travel on Laguna Canyon Rd. safer.
Plus, the preservation of our "greenbelt" is at the top of the list for many of us, therefore, I have significant concerns in regards
to the aesthetics and biodiversity of the area. P-167-1

- It appears that the traffic study done by Caltrans is inadequate, never having taken in to account the ingress and egress
- of cars from the Willow staging area which is highly used or the impact of an extra lane on Annalise School. I believe that
- extending of the second lane coming into town from El Toro Rd. will do little or nothing to mitigate the crunch of cars turning left
- from El Toro Rd., but will rather compound the safety problems/issues.

P-167-2

- Widening Laguna Canyon Rd. at this point which involves cutting a 1:1/2 slope into the hillside in the Laguna Coast Wilderness park
- undoubtedly has uncertain outcomes regarding the restoration of the slope. This is certainly one of the most cherished natural settings
- in So. California and should not be compromised in ANY way!

It's hard to improve on what is already perfect!

P-167-3

- The establishment of bike lanes in both directions making them more transparent should enhance safety and the undergrounding of utility poles is a plus. P-167-4

- **In my view the entire project is an overkill and should be simplified / reduced in size and scope and cost.** P-167-5
-
- Here are my recommendations that I hope will be **seriously considered** so that our desired goals to enhance safety and preserve
- the most open space can be achieved. P-167-6

- #1. **There should be further traffic studies done regarding traffic**
- **patterns**. P-167-7
- #2. **Other options should be considered which could, in fact, be tried out!**
-
- **~ No left turn on to Laguna Canyon Rd. from El Toro Rd.**
- Instead, use tollroad connector. Then, cars would be turning left onto Laguna Canyon Rd. **where the road is already widened.** P-167-8

- **~ Eliminate the 2nd lane coming southbound** into town altogether. The 2nd lane could become the bike lane and there would be
- just one continuous lane coming southbound. P-167-9
- #3. **Extending the 2nd merge lane going northbound** (outbound from
- town) **DOES seem like a needed safety enhancement** without
- significant environmental impacts. P-167-10
- #4. **Under grounding of poles should not take additional land** from
- open space but should be placed under shoulder of road or bike lanes. P-167-11
- #5. Proposed **utility vehicle pullouts** should be **dramatically reduced**. P-167-12
-
- #6. **Eliminate** proposed freeway-like **guard rails**. P-167-13
-
- **To summarize:** **Less is more ~ Simplify ~ Reduce costs ~ Slow it down ~ Make it safer!**
-
- Sincerely,
- Deborah Young

I.9.52 P-167 - Responses to Comments from Deborah Young

P-167-1

This comment expresses an opinion about the cost of the project and concern for aesthetics and biodiversity. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. See Common Response No. 6 regarding impacts to parklands. This comment will be made available to the decision-makers. No further response is required.

P-167-2

This comment expresses concern with the traffic study, ingress and egress from Willow Staging Area and Anneliese's School and the safety of the extended merge lane. Please refer to Common Responses No. 3 for a discussion of the traffic data and analysis and No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area as well as the net operational safety improvement of the extended merge lane.

P-167-3

This comment expresses concern with the hillside cut slopes at Laguna Coast Wilderness Park. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. Please refer to Common Response No. 6 for a discussion on impacts to parkland.

P-167-4

This comment expresses an opinion about the bike lanes and utility undergrounding. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-167-5

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA.

This comment will be made available to the decision-makers. No further response is required.

P-167-6

This comment contains an introduction to ensuing recommendations. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-167-7

This comment states the further traffic studies should be conducted. Please refer to Common Response No. 3 for a discussion of the traffic data and analysis.

P-167-8

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-167-9

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-167-10

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-167-11

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-167-12

This comment suggests the utility vehicle pullouts be reduced. As stated in response P-167-3, a design option has been identified which would remove a utility vehicle pullout, reducing impacts to parkland, habitat, and oak trees.

P-167-13

This comment includes a suggestion to remove the guardrails and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a mom who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. This will be traumatic for my child as change for my son like this can cause a lot of stress on him. My mom and I pay a lot of money a month so that my son with minor special needs can get the best schooling ever. P-168-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. How can children learn in such an environment? Isn't it our goal as parents to give our kids the best learning environment we can? There are other ways!! P-168-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-168-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-168-4

In conclusion this is absolutely devastating and so horrible for these poor kids to have to endure. I work extremely hard so that my son can attend Anneliese schools. On top of all this CalTrans only gave our school less than 30 days and this behavior is outrageous, unethical, and unacceptable! I have studied this proposal in detail and believe there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-168-5

If you have any questions, you may reach me at 714-948-0013 or my email devonnevett@yahoo.com .

Kind Regards ,

Devon Rose Nevett

A very concerned mother

I.9.53 P-168 - Responses to Comments from Devon Nevett

P-168-1

This comment states a concern over the traffic impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 1 for a discussion of construction-related traffic impacts.

P-168-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-168-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-168-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-168-5

This comment states the school was given less than 30 days' notice of the project and public comment period. The comment also includes suggestions for project alternatives including reducing the speed limit. Please refer to Common Responses No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project, No. 1 for a discussion of the feasibility of project alternatives, and No. 2 for a discussion on speed limits and speeding.

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Dolan, Edward C@DOT

From: Devon Rose <drose@elevatetoniguelsummit.com>
Sent: Monday, July 9, 2018 12:04 PM
To: D12 SR-133@DOT
Cc: admin@anneliesesschools.com
Subject: Opposition to the CalTrans 133/ El Toro project
Attachments: SR 133 opposition.docx

Good Afternoon Edward ,

Please see my attached letter in opposition to this horrendous project for the 133.

Kind Regards ,

Devon / an extremely concerned mother to a little Kindergartner

Devon Rose
Assistant Community Manager

30252 Pacific Island Dr #100 | Laguna Niguel, CA 92677
phone: (949) 495-3575 | **fax:** (949) 495-2972

My days off are: *Friday and Saturday*

Find us here:

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a mom who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. This will be traumatic for my child as change for my son like this can cause a lot of stress on him. My mom and I pay a lot of money a month so that my son with minor special needs can get the best schooling ever. P-169-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. How can children learn in such an environment? Isn't it our goal as parents to give our kids the best learning environment we can? There are other ways!! P-169-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-169-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-169-4

In conclusion this is absolutely devastating and so horrible for these poor kids to have to endure. I work extremely hard so that my son can attend Anneliese schools. On top of all this CalTrans only gave our school less than 30 days and this behavior is outrageous, unethical, and unacceptable! I have studied this proposal in detail and believe there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-169-5

If you have any questions, you may reach me at 714-948-0013 or my email devonnevett@yahoo.com .

Kind Regards ,

Devon Rose Nevett

A very concerned mother

I.9.54 P-169 - Responses to Comments from Devon Rose

P-169-1

This comment states a concern over the traffic impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 1 for a discussion of construction-related traffic impacts.

P-169-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-169-3

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P-169-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-169-5

This comment states the school was given less than 30 days' notice of the project and public comment period. The comment also includes suggestions for project alternatives including reducing the speed limit. Please refer to Common Responses No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project, No. 1 for a discussion of the feasibility of project alternatives, and No. 2 for a discussion on speed limits and speeding.

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Dolan, Edward C@DOT

From: Lis <e.grant@annelieseschools.com>
Sent: Friday, July 6, 2018 10:19 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. I live in The Terraces off of El Toro Rd. The construction will make our commute into town even longer. My son's school is El Morro and the traffic to get there will be unpredictable and difficult for 2 whole years. P-170-1

2. The nature trails are very important to Laguna. With the toll rd, we lost a lot of our wilderness area already. The animals will be disrupted as well. P-170-2

3. I work at Anneliese Willowbrook as well. The proposed construction, will disrupt the traffic flow entering and exiting the school for two years. P-170-3

4. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with the children's school learning environment. P-170-4

5. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-170-5

6. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-170-6

If you have any questions, you may reach me at 9498749235 or lis1980@yahoo.com.

Sincerely,

Elisabeth Grant
Sent from my iPhone

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I.9.55 P-170 - Responses to Comments from Elisabeth Grant

P-170-1

This comment states a concern over traffic impacts from construction activities. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-170-2

This comment expresses concern with impacts to parkland and wildlife.

Please revise the oak tree discussion in accordance with the following paragraph:

Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. . In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 6 for a discussion on impacts to parkland. In addition, as discussed in Section 2.16 (Animal Species), potential permanent effects on non-listed special-status animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 through BIO-20. Construction of the Build Alternative is not expected to result in permanent adverse effects to animal species within the BSA.

P-170-3

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-170-4

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-170-5

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-170-6

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat and Common Response No. 6 for a discussion of impacts to parkland.

Lo, Ka-Man@DOT

From: Elizabeth Jones <elizabethsjones@hotmail.com>
Sent: Tuesday, July 10, 2018 1:32 PM
To: D12 SR-133@DOT
Subject: SR 133 improvements

I would like add my input to the plan Caltrans is intending to follow to improve safety and traffic flow at the junction of SR 133 and El Toro Road in the City Of Laguna Beach.
The Community would be much better served if the existing stretch of El Toro Road between the 133 and the 73 Toll Road over pass were to abandoned in favor right turn further on using a completed cloverleaf or an similar arrangement which would take traffic to El Toro Road at that point. The 133 73 junction already provides a well designed and completed modern thoroughfare. Why not use it the fullest extent. P-171-1
The old stretch of El Toro Road would be closed to traffic and could then be used as a walking trail, bike path and/or service road.
Sincerely,
Elizabeth Jones
960 Canyon View Drive,
Laguna Beach CA 92561

CC Laguna Beach City Council,OC Supervisor

Sent from my iPhone

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I.9.56 P-171 - Responses to Comments from Elizabeth Jones

P-171-1

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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P-172

Dolan, Edward C@DOT

From: E Lyd <EVAL01@msn.com>
Sent: Monday, July 9, 2018 3:56 PM
To: D12 SR-133@DOT
Subject: Comments on Proposed Changes to SR-133

I have read the proposed changes by Caltrans to SR-133 and believe that this plan does unnecessary harm to our local park Laguna Canyon and our environment. There seems to be little effort to make the impact as small as possible. P-172-1

First, why are not underground utilities placed under the proposed bike lanes instead of requiring another eight feet of land on the south side of SR-133? It seems easy to combine the additional bike lanes and the need for space for underground utilities to avoid taking any more of the Laguna Canyon than necessary. P-172-2

Second, extreme effort should be made to avoid taking any additional part of the park for any need. Admittedly SR-133 is a congested road at times, but **history has taught us that when you improve any roads or highways to allow easier access, you get more cars, not a better or quicker flow.** The additional of buses and trolleys to transport people to and from Laguna Beach is far better solution than carving up our limited open space for more pavement. P-172-3

Third, a great deal of work has been done in Orange County to restore and protect the limited riparian areas that remain. Any effort to further channelize and destroy riparian areas in OC must be accompanied by every effort to improve and maintain what we have left. The damage to the riparian area on the north side must be as minimal as possible and ensure that this area retains its current function as habitat and natural open space. P-172-4

I live in Laguna Woods and often travel to Laguna Beach knowing that travel will be slow, but that is a far preferable situation than to continue to carve up and pave remaining open space in Orange County. I think this plan is indicative of all the worst features usually attributed to CalTrans -- unnecessary and destructive road building just because that's what you do; failure to look at any alternatives that will retain open space; and creating projects by piece meal knowing that you will be back to take more of our open space. P-172-5

I find this a totally flawed plan and ask that you work with the owners of the land on both sides of SR-133 to find a better alternative or, better yet, consider alternatives like increased and efficient transportation to and from Laguna Beach. P-172-6

Eva Lydick
906-B Ronda Sevilla

Laguna Woods, CA 92637
949-354-0787

I.9.57 P-172 - Responses to Comments from Eva Lydick

P-172-1

This comment expresses concern with impacts to parkland. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the parkland. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Please refer to Common Response No. 6 for a discussion on impacts to parkland.

P-172-2

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-172-3

This comment expresses concern for impacts to parkland and an increase in vehicles. Please refer to Common Response No. 6regarding impacts to parkland. In addition, as stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits.

P-172-4

This comment expresses concern for impacts on riparian habitat. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for riparian habitat.

P-172-5

This comment expresses an opinion that alternatives have not been evaluated to reduce impacts to open space. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. In addition, refer to response P-172-1 above for a discussion of a new design option which will further reduce impacts to parkland and habitat.

P-172-6

This comment expresses the commenter’s opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions

contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-173

Dolan, Edward C@DOT

From: Gary Cogorno <gcogo@me.com>
Sent: Friday, July 6, 2018 3:21 PM
To: Nguyen.Van@dot.ca.gov; D12 SR-133@DOT
Cc: Gary Cogorno
Subject: SR 133 Laguna Canyon Road Improvement Project
Attachments: LagCynAriel.pdf; No El Toro Rd.pdf

133 Caltrans notes.

Hallie, thanks for a very informative and 'neutral' delivered presentation yesterday at the Laguna Beach Senior Center.

Below are my inputs for this project:

This proposed project falls short of 100% addressing the following:

1) Check dam / Flood control adjacent to the 133 fwy.. Will not 'solve' downstream flooding the few times each decade such a rainstorm happens. Solution: use the allocated money for this dam, to build a pedestrian bridge at LCAD over the 133. P-173-1

2) Traffic Flow. Decommission 'old El Toro' road from the 133 to the 73 (see enclosed marked map) and redirect all El Toro traffic to the existing 2 lanes of roadway at the 73. This current 'pinch point' will no longer add merging traffic at a School Zone and State Park entrance. P-173-2

2a) Decommission the Signal at this 73 & 133 intersection. All roadways east and west at the 73 are 'in place' and underused. Old El Toro Road becomes a bike and foot use only corridor. P-173-3

3) State Park and Anneliese School parking lot access becomes easy as traffic will be contained to 1 lane in each direction and traveling in a constant speed stream allowing the use of the center lane traffic from the Park and School to merge with a better degree of safety than current conditions allow. P-173-4

3a) Making 2 southbound lanes on the 133 south of El Toro Road increases safety issue of cars trying to turn left from either the Park or School. This idea should not happen. see LCF response. P-173-5

4) Northbound proposed additional lane from School to the 73 has merit (after closing old El Toro Road etc.). Add bike lane and underground utilities, under the bike lane versus using additional native land is a good idea. see LCF response. P-173-6

I

Dolan, Edward C@DOT

From: Gary Cogorno <gcogo@me.com>
Sent: Friday, July 6, 2018 7:51 PM
To: Nguyen.Van@dot.ca.gov; D12 SR-133@DOT
Cc: Gary Cogorno
Subject: Re: SR 133 Laguna Canyon Road Improvement Project

Dear Caltrans, the below sent earlier email did not include my name etc., so you can identify me as a Laguna Beach resident.

Gary Cogorno
808 Emerald Bay
Laguna Beach, Ca

I purchased my first home in Laguna Beach in 1979

Thanks for your consideration to my thoughts after listening to the LCF presentation at the SusieQ Senior Center on July 5, 2018

> On Jul 6, 2018, at 3:21 PM, Gary Cogorno <gcogo@me.com> wrote:
>
> > 133 Caltrans notes.
> >
> > Hallie, thanks for a very informative and 'neutral' delivered presentation yesterday at the Laguna Beach Senior Center.
> >
> > Below are my inputs for this project:
> >
> > This proposed project falls short of 100% addressing the following:
> >
> > 1) Check dam / Flood control adjacent to the 133 fwy.. Will not 'solve' downstream flooding the few times each decade such a rainstorm happens. Solution: use the allocated money for this dam, to build a pedestrian bridge at LCAD over the 133.
> >
> > 2) Traffic Flow. Decommission 'old El Toro' road from the 133 to the 73 (see enclosed marked map) and redirect all El Toro traffic to the existing 2 lanes of roadway at the 73. This current 'pinch point' will no longer add merging traffic at a School Zone and State Park entrance.
> >
> > 2a) Decommission the Signal at this 73 & 133 intersection. All roadways east and west at the 73 are 'in place' and underused. Old El Toro Road becomes a bike and foot use only corridor.
>
> <LagCynAriel.pdf>

3) State Park and Anneliese School parking lot access becomes easy as traffic will be contained to 1 lane in each direction and traveling in a constant speed stream allowing the use of the center lane traffic from the Park and School to merge with a better degree of safety than current conditions allow.

3a) Making 2 southbound lanes on the 133 south of El Toro Road increases safety issue of cars trying to turn left from either the Park or School. This idea should not happen. see LCF response.

4) Northbound proposed additional lane from School to the 73 has merit (after closing old El Toro Road etc.). Add bike lane and underground utilities, under the bike lane versus using additional native land is a good idea. see LCF response.

<No El Toro Rd.pdf>

I

Dolan, Edward C@DOT

From: Gary Cogorno <gcogo@aol.com>
Sent: Monday, July 9, 2018 11:10 AM
To: D12 SR-133@DOT
Cc: Gary Cogorno
Subject: 133 Cal Tran notes
Attachments: LagCynAriel.pdf; No El Toro Rd.pdf

From: The Well Personal Fitness Studio <thewellfit@gmail.com>
Subject: Re: 133 Cal Tran notes and LCF position
Date: July 6, 2018 at 4:44:13 PM PDT
To: Gary Cogorno <gcogo@aol.com>

Hi Gary,

I do think it comes off as you being against anything. I think you offer great ideas about what you are for.

I think LCAD should pay for the bridge. They have taken over a lot of Canyon real estate and surely must be profiting by it. The volume of their students surely must impact the volume of traffic too. It may be too late to make them pay for it but they have had a significant negative impact on traffic flow while expanding. It was poor planning not to require that of LCAD prior to their huge expansion.

I love your the idea of closing Old El Toro Road. I think that space should be returned to wilderness. It should work great to make the traffic that would otherwise use that road use the toll road instead which should be free. I don't know enough about traffic signals to know if all or just some can be dropped, but being more efficient is possible.

The Canyon Road is just insufficient in size to handle the volume of cars. The location of the main 73 toll charging station is partly to blame for some of the traffic that goes in and out Laguna Canyon Road and the 133. These are drivers commuting to work or school who seek to avoid a daily charge of $5+ each direction. $10+ a day @ 20 days a week is a lot of money to most people. Maybe the Toll Road Agency can be persuaded to move the toll sensors to south of the 133???

Also, I think the City of Laguna Beach should incentivize the hospitality businesses in the greater downtown area to have their staff park at Act V or other lots and then shuttle to work. Otherwise they use residential streets to park creating more traffic and less parking for the residents. Think of the hundreds (if not over a thousand) of waiters, busboys, bartenders, cooks, maids, clerks, etc, etc. that drive in the canyon and park in free long term parking spots. Surely there is a better way to manage these out of town workers and their transport to work and home.

Those are my thoughts for what they are worth...
See you Monday. And that you for your activism in helping keep our wilderness playground available to us and our kids.

Brian Wisely, Owner
The Well

Personal Fitness Studio
Laguna Beach, CA

133 Caltrans notes.

Hallie, thanks for a very informative and 'neutral' delivered presentation yesterday at the Laguna Beach Senior Center.

Below are my inputs for this project:

This proposed project falls short of 100% addressing the following:

1) Check dam / Flood control adjacent to the 133 fwy.. Will not 'solve' downstream flooding the few times each decade such a rainstorm happens. Solution: use the allocated money for this dam, to build a pedestrian bridge at LCAD over the 133.

2) Traffic Flow. Decommission 'old El Toro' road from the 133 to the 73 (see enclosed marked map) and redirect all El Toro traffic to the existing 2 lanes of roadway at the 73. This current 'pinch point' will no longer add merging traffic at a School Zone and State Park entrance.

2a) Decommission the Signal at this 73 & 133 intersection. All roadways east and west at the 73 are 'in place' and underused. Old El Toro Road becomes a bike and foot use only corridor.

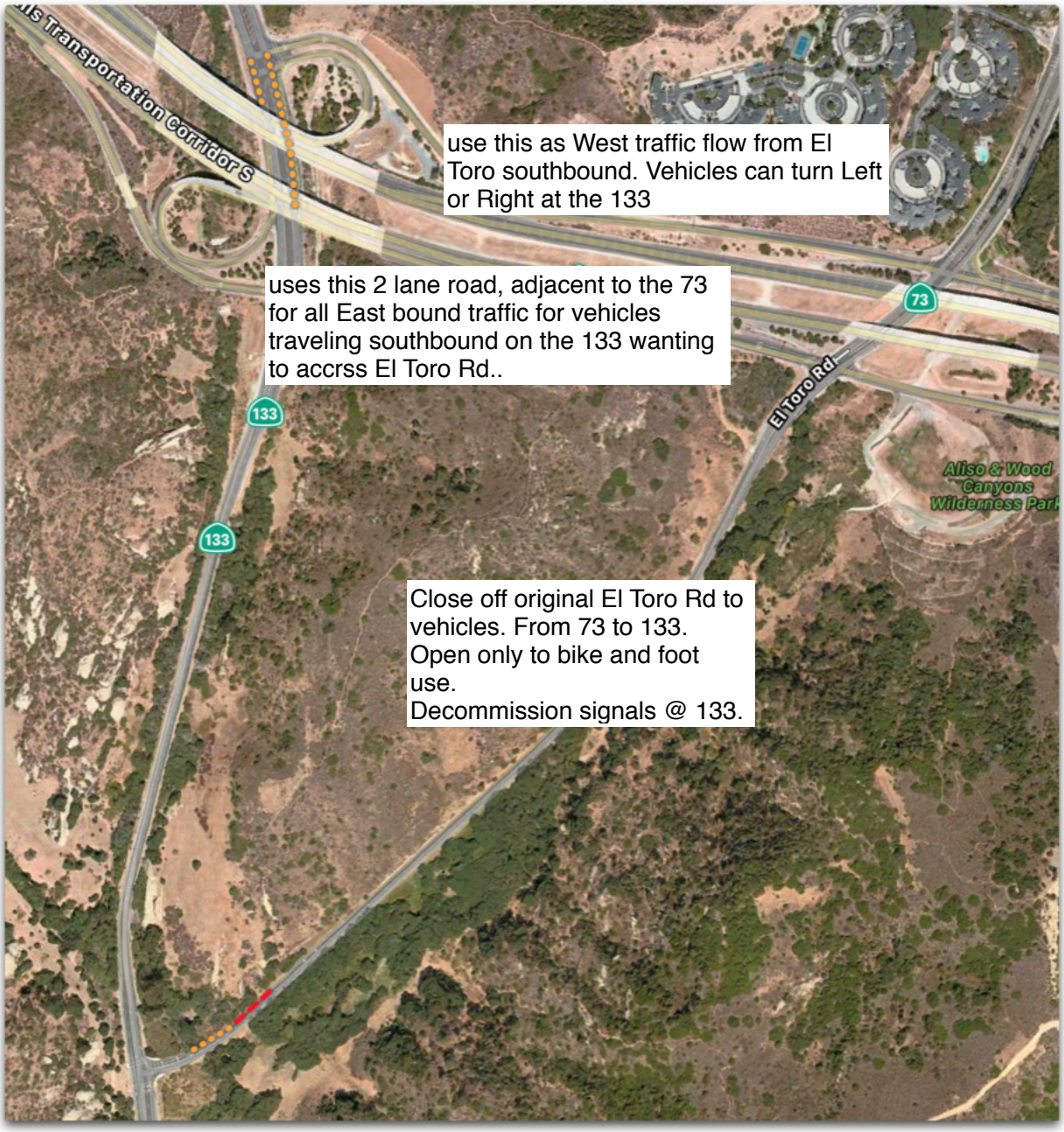
3) State Park and Anneliese School parking lot access becomes easy as traffic will be contained to 1 lane in each direction and traveling in a constant speed stream allowing the use of the center lane traffic from the Park and School to merge with a better degree of safety than current conditions allow.

3a) Making 2 southbound lanes on the 133 south of El Toro Road increases safety issue of cars trying to turn left from either the Park or School. This idea should not happen. see LCF response.

4) Northbound proposed additional lane from School to the 73 has merit (after closing old El Toro Road etc.). Add bike lane and underground utilities, under the bike lane versus using additional native land is a good idea. see LCF response.

Gary Cogorno
808 Emerald Bay
Laguna Beach, Ca

use existing hwy. as follows:
2 northbound lanes and
1 southbound lane >>>>
Close El Toro Rd to vehicle use
133
add 2nd northbound lane fr School to existing 2 lanes >>>
Leave southbound traffic as 1 lane. Do not encrouch onto Wilderness.
na Canyon Rd


Transportation Corridor S
use this as West traffic flow from El Toro southbound. Vehicles can turn Left or Right at the 133
uses this 2 lane road, adjacent to the 73 for all East bound traffic for vehicles traveling southbound on the 133 wanting to accrss El Toro Rd..
73
El Toro Rd
133
133
Aliso & Wood Canyons Wilderness Park
Close off original El Toro Rd to vehicles. From 73 to 133.
Open only to bike and foot use.
Decommission signals @ 133.

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P-173 - Responses to Comments from Gary Corgono

P-173-1

This comment states that the proposed check dam and flood control will not solve downstream flooding. See Common Response No. 8 for a discussion of drainage.

P-173-2

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-173-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-173-4

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-173-5

This comment states a concern that the project will create new safety hazards. Please refer to Common Responses No. 1 for a discussion of net operational safety improvement provided by the proposed improvements.

P-173-6

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

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Dolan, Edward C@DOT

From: Neal Hubbard <nealhubbard@outlook.com>
Sent: Monday, July 9, 2018 6:33 PM
To: D12 SR-133@DOT
Subject: I'm opposed to the CalTrans Laguna Canyon/El Toro project

Dear Mr. Dolan:

I am writing to oppose the proposed CalTrans Languna Canyon/El Toro construction project due to:

- Increased dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot) P-174-1

- Increased dangers for drivers entering and existing the Anneliesse school campus. A long-standing and treasured institution in our Laguna Beach community. P-174-2

- Incomplete and insufficient to data to support it's impact on traffic P-174-3

There must be better ways to increase safety that do not have such a negative impact on the Canyon and the Anneliese school that so many Laguna Beach children depend upon. Could we start by reducing the speed limit in this area and better enforcing it? This seems like a more sensible way to start than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts. P-174-4

Thank you for your consideration,

Neal Hubbard

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I.9.58 P-174 - Responses to Comments from Neal Hubbard

P-174-1

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-174-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-174-3

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-174-4

This comment includes a suggestion for an alternative project design related to speeding. The commenter's observations of driver behavior on SR-133 are acknowledged. Caltrans classically defines traffic safety as comprising three prime elements: engineering, education, and enforcement. Caltrans is responsible for addressing as owner-operator of the State Highway System. Driver behavior is a major contributor to speeding and one that may be best addressed by the educational and enforcement elements of traffic safety. The commenter is encouraged to contact the California Highway Patrol office in the City, as CHP is the responsible law enforcement agency on SR-133, as well as the Department of Motor Vehicles as the primary educator and regulator of Driver Licenses in the State of California. Additionally, the American Automobile Association (AAA) is an important partner regarding driver education and safety. Please refer to Common Responses No. 1 for a discussion related to the feasibility of project alternatives, No. 2 for a discussion related to speed limits and speeding, and No. 7 regarding construction impacts at Anneliese's School.

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P-175

Dolan, Edward C@DOT

From: George Weiss <gweisslaguna@gmail.com>
Sent: Friday, July 6, 2018 2:29 PM
To: D12 SR-133@DOT
Cc: C. Deborah Laughton
Subject: State Route 133 Improvement Project

I support solutions proposed by Mr. David Raber that do not require the expansion of State Route 133 at El Toro Road. I do not think the proposed improvements by Caltrans will accomplish the objective of reducing congestion at this intersection and will have negative impacts on the water shed and open space. See below.

Thanks, George Weiss
Laguna Beach, CA

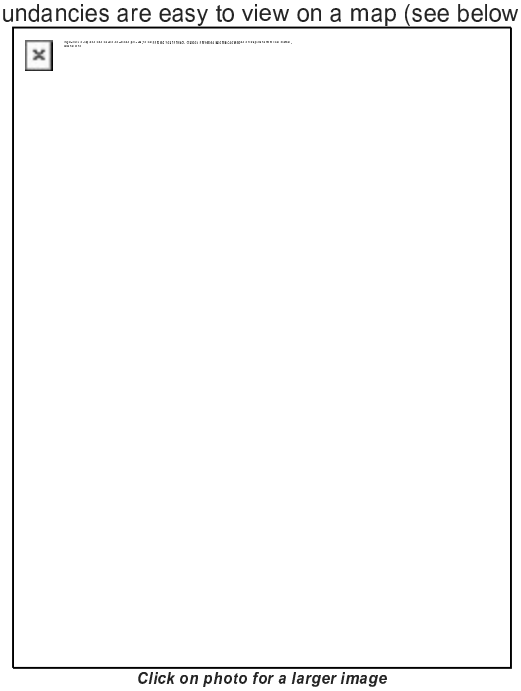
0

Caltrans project: There are alternatives

Given the sensitivity of Laguna Canyon, we should explore every option that would enable better traffic flow at a reduced impact to the canyon. One of the best options to achieve this is to eliminate the redundant portion of El Toro Rd and return it to wilderness uses. P-175-1

El Toro traffic would use the existing 73 feeder system to access Laguna Canyon Rd. By eliminating intersections, travel time could actually be reduced. P-175-2

The advantages of eliminating the redundancies are easy to view on a map (see below).



Click on photo for a larger image

Submitted graphic

Southbound El Toro traffic would use the 73 feeder to join the 133 at the junction of the 73 and 133. P-175-3

There are three options for Northbound El Toro traffic:

--Simple Option – Just use the existing ramps from the 133 to the 73 feeder. P-175-4

--Improved Option – Improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. P-175-5

--One-way Option – Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73. P-175-6

Several other improvements could also be made to further improve traffic flow – all of which would be less than the $39 million budget for the current proposal of just adding more merge lanes to the current intersection. P-175-6

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminating the bottleneck and congestion at the current 133 and El Toro intersection. The key here is to move the merging and the congestion to the 133 – 73

intersection which already has the infrastructure, width, and throughput to handle the merging much better than further down in the middle of Laguna Canyon. P-175-6

While Option 2, the “Improved Option,” would add less than a half-mile of distance, it would actually improve travel time since two traffic lights intersections are eliminated. Gaining traffic throughput this way would allow us to return land to wilderness uses rather than taking more away. That is the option displayed in the map. P-175-7

I hope that this idea can get enough traction to be seriously evaluated by Caltrans.

I.9.59 P-175 - Responses to Comments from George Weiss

P-175-1

This comment includes a suggestion for an alternative project design to reduce impacts. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-2

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-4

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-5

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-6

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-175-7

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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P-176

Lo, Ka-Man@DOT

From: Georgia <georgiazw@hotmail.com>
Sent: Tuesday, July 10, 2018 5:00 PM
To: D12 SR-133@DOT
Subject: Objection to Laguna Canyon Road Project!!!

Dear Mr. Dolan,

Our family has been attending Anneliese School at the Willowbrook Campus for the past seven years and we have one year to go with our 6th grader and another three years to go with our 4th grader.

We live in Costa Mesa. The commute is a hardship as it is and to include road construction during the times we will be dropping off and picking up our children will add to the hardship! P-176-1

We can very easily drive our two children to the local private schools in Costa Mesa. Of course our preference is to stay with the Anneliese Schools and specifically—the Willowbrook Campus in Laguna Canyon Road that our children have been attending most of their lives!

Sincerely,
Georgia Zachariah
Parent to 4th & 6th Grade students at Willowbrook Campus at Anneliese Schools (for past 7 years!)

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I.9.60 P-176 - Responses to Comments from Georgia Zachariah

P-176-1

This comment states a concern over traffic impacts for ingress and egress at Annaliese's School. Access to Anneliese's School would be maintained throughout the construction period without interruption. Potential traffic impacts from construction activities and partial road closures would be minimized with the implementation of PF-TR-1 (TMP) and on-going monitoring of traffic conditions during construction activities by Caltrans. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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P-177

Dolan, Edward C@DOT

From: Grace Yee <gracesyee@live.com>
Sent: Thursday, July 5, 2018 11:17 AM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

To Whom It May Concern:

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction would occur during school hours and would be noisy and disruptive. P-177-1
2. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-177-2
3. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-177-3

If you have any questions, you may reach me at gracesyee@live.com.

Sincerely,

Grace Yee
13 Songbird Lane
Aliso Viejo, CA 92656

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I.9.61 P-177 - Responses to Comments from Grace Yee

P-177-1

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-177-2

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-177-3

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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Dolan, Edward C@DOT

P-178

From: Greg Tonkovich <Greg@vistalb.com>
Sent: Monday, July 9, 2018 4:05 PM
To: D12 SR-133@DOT
Subject: Support of SR-133 Improvement Project

Edward Dolan,

I am a Laguna Beach resident and I strongly support the SR-133 (Laguna Canyon Road) Improvement project. I drive this section of Laguna Canyon Road on an almost daily basis and due to the current sub-standard design of the merge lanes on both sides of El Toro Road, I have experienced several near miss accidents at these locations, have observed several accidents at these locations and have read about fatalities that have occurred due to the existing conditions that consist of merge lanes that do not meet Caltrans safety standards. Please implement the proposed SR-133 improvement project so that these sub-standard merge lanes get fixed that would improve mine and everyone else's safety that drive this section of SR-133. P-178-1

In addition, this section of SR-133 between SR-73 and El Toro Road currently floods during relatively small rain events, which creates a safety hazard from standing water on the roadway to all persons that drive this section of SR-133. In addition, this section of roadway closes on a regular basis due to flooding and these road closings put me and my family at a greater risk as this is one of only three evacuation routes for the City of Laguna Beach, which limits our ability to drive to safety during a natural disaster as well as limits emergency responders access to our City. The amount of flooding that this section of SR-133 currently experiences is completely unacceptable, as there are no other State Highways in Southern California that are flooded as often as this road segment. Please implement the proposed SR-133 improvement project in order to reduce the current unnecessary and unacceptable road flooding risk to all of the user of this roadway segment and to all residents of Laguna Beach. P-178-2

The proposed addition of the bike lanes would also greatly increase the safety of bike riders on this section of SR-133. My family and I currently go on regular bike rides around Laguna Beach, and we would like to be able to ride out to the portion of the Laguna Coast Wilderness Park that is located north of SR-73. However, the current lack of bike lanes on SR-133 in the vicinity of El Toro road makes it too dangerous to ride bikes through this section of road. Please implement the proposed SR-133 improvement project in order to increase the safety of bike riders in this section of Laguna Canyon Road. P-178-3

In addition, the project would underground the utility lines between SR-73 and El Toro Road as well as utilize grading methodologies that will result in natural looking slopes at completion of the project. The project would improve the aesthetics of this section of Laguna Canyon Road and the removal of the overhead power lines would also reduce the fire risk to Laguna Beach and my home. Please implement the SR-133 improvement project. P-178-4

Although there is a very vocal minority in the City of Laguna Beach that is against the proposed project's improvements or for that matter any improvements to Laguna Canyon, please remember that there are no homes located in the vicinity of the project, so none of the people that may complain about this project would have their property, homes or views impacted by implementation of the project. Furthermore, lack of action by Caltrans opens up Caltrans (and all taxpayers) to unnecessary liability due to the existing sub-standard design. Please implement the proposed SR-133 improvement project. P-178-5

Greg Tonkovich
1021 Didrickson Way
Laguna Beach, CA 92651

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I.9.62 P-178 - Responses to Comments from Greg Tonkovich

P-178-1

This comment expresses the commenter's support for the project and proposed safety improvements. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-178-2

This comment expresses the commenter's support for the project and the proposed drainage improvements. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-178-3

This comment expresses the commenter's support for the project and the proposed safety features for cyclists. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-178-4

This comment expresses the commenter's support for the project and the proposed utility undergrounding. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-178-5

This comment expresses the commenter's support for the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

P-179

From: Gwen Myers <gwen2468@cox.net>
Sent: Saturday, July 7, 2018 10:33 AM
To: D12 SR-133@DOT
Subject: SR-133 Laguna Canyon Road Improvement Project

My name is Gwen Myers. I am a resident of Laguna Beach. My email is gwen2468@cox.net. My phone number is (949) 494-2143. My address is: 1333 Terrace Way, Laguna Beach, California 92651.

I am submitting my comments regarding the SR-133 Laguna Canyon Road Improvement Project. I attended the public hearing by Cal Trans on June 27, 2018. I also attended the informational meeting on July 5th, 2018 by Laguna Canyon Foundation and Can Do.

I do not think the traffic study has sufficiently considered the effect that extending the inbound (to Laguna Beach) merge lane will have on the entrances to the Wilderness Park and to Anneliesse School. Speeds will increase. Crossing 2 lanes of traffic plus a bike lane in order to turn left out of the park will be dangerous. The majority of users of the park come from the inland side and will need a way to get headed back in that direction. There is no thought for how they can safely accomplish this. P-179-1

Please consider eliminating the inbound merge lane altogether on both sides of the intersection and eliminating the inbound left turn from Laguna Canyon Road onto El Toro Road. (There is already a left turn option at the 73 for El Toro road.) The single inbound lane will decrease speed in that section, allowing for safer entrance and exit to the park, and decrease road rage as a result of jockeying for position through the intersection. The decreased speed will also help the safety of the Anneliesse school zone . You can capture the space to create the drainage channel and bike lane without encroaching on preserved park land and sensitive riparian habitat by using the eliminated merge lane. This merge lane makes no sense and an extended merge lane there is still a merge to nowhere. P-179-2

I think there are excessive maintenance pullouts and the locations are not well considered in terms of preservation of park land and visual impact. P-179-3

The extension of the outbound merge lane is helpful and could be used for inbound or outbound emergency services if necessary. The under-grounding of the utility poles is desirable, but they should be placed under the shoulder and bike lane, not beyond it, which causes further encroachment into the park land. P-179-4

It was explained to me that this is non-standard, but so is the rest of the road, so be flexible in order to accomplish the main goals! Remember that the toll roads are non standard also.

Consider making the bike lane 2-way on only one side of the road in order to reduce encroachment in to the park.

All mitigation of disturbance to native habitat should be done on site, not swapped!

The Laguna Canyon Wilderness Park is an irreplaceable jewel that was fought for, and paid for by residents. Open space may seem easily available for “improvements “ as it is not already developed. This is exactly what we need to be on constant guard against! There should be a compelling reason to make these improvements, but I did not hear one at the public hearing. It seems to be a desire to move more cars through the intersection, but to what avail? P-179-5 There is also a desire to eliminate road closures during rainy periods. The drainage channel can be accomplished without cutting into the parkland by taking the existing merge lane or by putting it under the shoulder. P-179-6

Laguna Canyon Road is the calming buffer between the freeways and Laguna Beach. It is the true Village Entrance. It is the beginning of the unique experience that is a visit to Laguna Beach. We need to treasure, value and defend it! P-179-7

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I.9.63 P-179 - Responses to Comments from Gwen Myers

P-179-1

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-179-2

This comment includes suggestions for alterative project designs and states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives and for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane.

P-179-3

This comment states a concern over the impacts related to utility vehicle pullouts. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Please refer to Common Responses No. 4 for a discussion for impacts to visual character and No. 6 for impacts to parkland.

P-179-4

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-179-5

This comment states a concern over impacts parkland and open space. Please refer to response P-179-3 above which discusses the identification of a design option which would reduce impacts to parkland and open space.

P-179-6

This comment states a concern over the increase in impermeable surfaces and loss of open space from channelization. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-179-7

This comment provides a conclusory statement. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Lo, Ka-Man@DOT

P-180

From: Yashaar Amin <yamin@archanchor.com>
Sent: Tuesday, July 10, 2018 4:59 PM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Cc: Anneliese Admin; Leslie Bruce
Subject: Proposed Roadwork at Laguna Canyon Road

Mr. Dolan, Mr. Pietig and Esteemed Members of the Laguna Beach City Council;

I am writing to express concern on the proposed work on Laguna Canyon Road. As some background I write this as a local Laguna Beach resident, devoted parent and an active real estate developer and investor; which is to say I can appreciate the various viewpoints and perspectives related to this proposed project. P-180-1

From that perspective, my concern is that this matter must be studied more deeply and the human elements of this projects must be more thoughtfully considered given the proximity this project's focus is to a school. I am deeply concerned that the findings that led to this proposed scope were not done with adequate consideration to its impact on the safety of the children, parents, teacher and visitors in this school zone. P-180-2

I appreciate your consideration and look forward to your feedback.

Thank you and best regards,

Yashaar Amin

Yashaar Amin
Arch Anchor Advisory
130 Newport Center Drive, Suite 230
Newport Beach, CA 92660
Office: 949-524-8662
Mobile: 949-355-4290
yamin@archanchor.com

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I.9.64 P-180 - Responses to Comments from Yashaar Amin

P-180-1

This comment expresses the commenter's general concern and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-180-2

This comment expresses concern for impacts to safety in the school zone. Access to Anneliese's School would be maintained throughout the construction period without interruption. Potential traffic impacts from construction activities and partial road closures would be minimized with the implementation of PF-TR-1 (TMP) and on-going monitoring of traffic conditions during construction activities by Caltrans.

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P-181

Dolan, Edward C@DOT

From: Heather Sparkuhl <hlsparky@yahoo.com>
Sent: Friday, July 6, 2018 7:22 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Please reconsider your proposal. There are no true benefits!!!!
I am a 45 year resident of laguna and oppose this proposal. P-181-1
Heather sparkuhl

Sent from my iPhone

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I.9.65 P-181 - Responses to Comments from Heather Sparkuhl

P-181-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-182

Lo, Ka-Man@DOT

From: faragh@aol.com
Sent: Tuesday, July 10, 2018 10:41 PM
To: D12 SR-133@DOT
Subject: Roadwork Opposition

Dear Sir,

I am writing to you as a concerned parent regarding the proposed roadwork near Anneliese School in Laguna Beach by the El Toro Rd and Laguna Canyon Road intersection. P-182-1

We have had our son attending this school since 2010. The traffic in that area during peak hours has been quite problematic and especially since I am an OB/GYN Physician at Saddleback and Mission Hospitals and have needed on many occasions to arrange for backup coverage during the time I plan on dropping off and picking up my son since I can not get in and out of that area quickly. The traffic is frequently backed up on El Toro road to the 73 FWY exit ! P-182-2

Furthermore, the proposed road work is going to create a traffic hazard for those of us entering and exiting the school. It will also create a lot of noise and disturb the tranquil atmosphere we have come to enjoy and which has nurtured our growing and developing children. P-182-3

I hope you will take the above matters into consideration before making the final decision and hopefully vote AGAINST the proposed roadwork project. P-182-4

Thank you in advance for your time and consideration.

Sincerely,

Heba Farag, MD

I.9.66 P-182 - Responses to Comments from Heba Farag

P-182-1

This comment expresses the commenter's general concern about the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-182-2

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-182-3

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School and noise during construction. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related noise impacts.

P-182-4

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-183

Dolan, Edward C@DOT

From: Ian Settlemire <iansettlemire@yahoo.com>
Sent: Thursday, July 5, 2018 11:27 AM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project

Dear Sir,

I am strongly opposed to the proposed changes becuase:

They will degrade the natural beauty of the environment P-183-1
They will create an unsafe situation to enter and exit the Willow parking lot P-183-2
Construction will create a severly disruptive environment for the children of the Annaliese School P-183-3
They will severly negatively impact the enjoyment of the Laguna Canyon Wilderness Park P-183-4
The benefits do not support the costs of the project P-183-5
Remove and or kill mature oak trees P-183-6

I regularly enjoy using the LCWP and I am familiar with that area. The proposed changes will not benefit those who use the 133, El Toro Road, Laguna Canyon Road, LCWP. I DO NOT want me tax dollars to be applied to such a waste of resources. P-183-7

Best Regards,
Ian Settlemire

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I.9.67 P-183 - Responses to Comments from Ian Settlemire

P-183-1

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat and Common Response No. 6 for a discussion of impacts to parkland.

P-183-2

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-183-3

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-183-4

This comment expresses concern with impacts to parkland. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. Please refer to Common Response No. 6 for a discussion on impacts to parkland.

P-183-5

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. This comment will be made available to the decision-makers. No further response is required.

P-183-6

This comment expresses concern with impacts to oak trees. Please refer to response 1-183-4 above for a discussion regarding the design option which would further reduce impacts to oak trees. In addition, please refer to Common Response No. 5 for a discussion on impacts and mitigation for oak trees.

P-183-7

This comment expresses the commenter's objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Dolan, Edward C@DOT

From: Irene Bowie <huladog1@earthlink.net>
Sent: Monday, July 9, 2018 1:36 PM
To: D12 SR-133@DOT
Subject: Comments on Laguna Canyon Road Improvement Project
Attachments: SR133_LCR_Improvement_Project_comments.pdf

Good Day,
Attached please find my comments on the Improvement Project for SR133/Laguna Canyon Road.
Thank you,
Irene Bowie
808.268.0303

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I.9.68 P-184 - Responses to Comments from Irene Bowie

P-184-1

This comment states to see the email attachment, but no email attachment was provided. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-185

Dolan, Edward C@DOT

From: Irene Kennedy <pasollano@hotmail.com>
Sent: Monday, July 9, 2018 2:09 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; izurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: In opposition of the proposed construction on Laguna Canyon Road

This email is to notify each and every person listed above in the email addresses that I object to the proposed construction on Laguna Canyon Road. P-185-1
This not only would be a disaster to the local community, and businesses, but also would pose safety and health issues that none of you care about.
Also, it has come to my attention that you only gave businesses a 30 day notice of your plans and of an opposition deadline, even though it has been in the planning stages for 2 years. This of course because you all are well aware it would be opposed from every angle. P-185-2
This is a disgrace and I object to your proposed construction on Laguna Canyon Road.

With much concern,
Irenemarie Kennedy

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I.9.69 P-185 - Responses to Comments from Irenemarie Kennedy

P-185-1

This comment expresses the commenter's objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-185-2

This comment expresses concern that the public was notified of a 30 day public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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Dolan, Edward C@DOT P-186

From: Jacek Stolcman <jacek.stolcman@mail.mcgill.ca>
Sent: Monday, July 9, 2018 9:07 AM
To: D12 SR-133@DOT
Subject: Opposition to extending southbound merge lane on CA-133 near el-toro

Hello,

I would like to voice my concerns with the proposal regarding the reconstruction near the CA-133 and El Toro area. Specifically, I oppose the proposal of extending the southbound merge lane. Anyone who has ever driven that section knows that most people do not even use the current merge lane. What would extending it accomplish? Cars still would not move any faster, the new area would just be more clogged up. P-186-1

Safety would be negatively impacted. Taking a left turn from the Anneliese School would become even more dangerous. Taking a left turn from the parking lot at the trail head would become impossible. P-186-2

Now, extending the Northbound merge lane, North of El Toro would make a lot of sense. Cars are split to two lanes and then forced to merge back into one lane for a few hundred feet, then two lanes are available again. Again, anyone who ever drove there knows how dangerous this situation is. It causes aggressive drivers to try to pass on the right side. Two people died a few years back in this area in an accident likely caused by this behavior. P-186-3

I hope it is not too late for common sense to prevail here.

Sincerely,

Jacek Stolcman

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I.9.70 P-186 - Responses to Comments from Jacek Stolcman

P-186-1

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane.

P-186-2

This comment the proposed intersection improvements extension of the merge lane would worsen safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety improvement provided by the extension of the southbound merge lane.

P-186-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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P-187

Lo, Ka-Man@DOT

From: Jacplomb <jacplomb@aol.com>
Sent: Tuesday, July 10, 2018 4:55 PM
To: D12 SR-133@DOT
Subject: Construction Proposal Anneliese Campus Laguna Beach

To whom it may concern,
I am very concerned about the proposal for construction on El Toro And Laguna Canyon Road in Laguna Niguel. My children attend Anneliese School which is located on Laguna Canyon Road in Laguna Beach and that would directly impact their learning and every day life. P-187-1
I'm asking you to reconsider the proposal and to come with a better and safer solution such as reducing the speed limit in that zone and enforcing it.
Thank you for your consideration.
Regards,

Jacqueline Landais
Mobile F: + 33 7 61 60 09 32
Mobile US: +1 310 871-8897

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I.9.71 P-187 - Responses to Comments from Jacqueline Landais

P-187-1

This comment states a concern for the project's impacts on Anneliese's School and suggests a project alternative to reduce the speed limit. Please refer to Common Responses No. 1 for a discussion of the feasibility of project alternatives and Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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P-188

Dolan, Edward C@DOT

From:	Jamie Knollmiller <jamie.knollmiller@gmail.com>
Sent:	Monday, July 9, 2018 10:53 AM
To:	D12 SR-133@DOT
Cc:	kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject:	Objection to Caltrans State Route 133 improvement project

Hello,

I'm writing to express my concerns over the State Route 133 improvement project.

The improvements do seem needed, but it seems perhaps the environmental concerns, and the concerns for the Anneliese schools school has not been fully explored & and foreseeable issues need to be evaluated & addressed. P-188-1

Jamie Lyn Knollmiller
(213) 445-2300
jamie.knollmiller@gmail.com

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I.9.72 P-188 - Responses to Comments from Jamie Lyn Knollmaker

P-188-1

This comment cites the commenter's general concerns related to environmental impacts and impacts to Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

Dolan, Edward C@DOT

P-189

From: Jane Welgan <Jane.Welgan@unx.uci.edu>
Sent: Thursday, July 5, 2018 7:53 PM
To: D12 SR-133@DOT
Subject: Proposed program/upgrade along CA 133

Edward Dolan
Caltrans,

I attended a forum in Laguna Beach this evening. I understand better now the different aspects of the proposed projects for CA 133 in and out of Laguna Beach. I support the widening of the bike path and placing some of the utilities underground. I only support the utilities being placed under the widening of the bike path. For all of the other aspects of the project I believe that more traffic studies are definitely in order. Some of the proposed changes would become dangerous with traffic crossing to Annelesias as well as the Willow preserve. I definitely do not support removing any trees as well as increasing the number of ugly utility turnouts. Let's work hard to preserve the beauty of the canyon. Jane Welgan, a Laguna Beach resident since 1975. P-189-1

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I.9.73 P-189 - Responses to Comments from Jane Welgan

P-189-1

This comment expresses support for widening of the bike path and undergrounding of utilities. The comment also expresses concern for the traffic studies conducted, traffic impacts and safety hazards for Anneliese's School and the Willow Staging Area, removal of oak trees, and the number of utility vehicle pullouts. Please refer to Common Responses No. 3 for a discussion related to the traffic data utilized in this report, No. 1 for traffic impacts and safety features for Anneliese's School and the Willow Staging Area and No. 5 for impacts and mitigation for oak trees. In addition, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillsides, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

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Dolan, Edward C@DOT

P-190

From: janine robinson <j9robinsonlb@yahoo.com>
Sent: Monday, July 9, 2018 3:48 PM
To: D12 SR-133@DOT
Subject: I OPPOSE the Proposed CALTRANS projects on the 133 (northbound)!

6-9-2018

CALTRANS
Edward Dolan
Associate Environmental Planner
Caltrans District 12, Division Environmental Analysis
Santa Ana, CA 92705

Dear Mr. Doian and Caltrans,

I want to express my concern about the proposed projects to “improve” the 133. From what I have learned so far, the damage to the Laguna Coast Wilderness Park would be significant, and thereby unacceptable! P-190-1

That park is used by literally thousands of OC residents and visitors and demand for open space like this is growing every year. We CANNOT keep chipping away at our last remaining wilderness!! P-190-2

I believe you need to update your traffic studies to make sure these project are truly needed and will make a meaningful impact to safety. I believe there are other ways to improve the amount of traffic and safety without taking down established trees, the iconic rock outcroppings and chipping away at the parkland. P-190-3

If nothing else, CALTRANS needs a LONGTERM plan on how to handle the traffic along that stretch. Even if you make it easier for more cars to come and in and out of town, they will simply bottleneck at some point as they get closer to town. THERE’S NO WHERE TO PEOPLE TO GO once they get into town, unless they keep driving into the ocean. P-190-4

Why not put more time and energy into mass transit options? You are widening a road to nowhere but more headache for everyone, all under the premise of “safety.” P-190-5

For the record, I strongly oppose ALL the the proposed Caltrans project involving the north side, incoming lane(2). P-190-6

Please slow down and listen to our concerns. We have nothing monetary to gain, only standing up for the few remaining natural open space. I am confident you can help come up with better solutions!

Thanks for considering my concerns.

Best,

Janine Robinson

3270 Rimcrest Circle

Laguna Beach, CA 92651

Phone: 949-376-2314
Cell: 949-981-2001
Email: J9RobinsonLB@Yahoo.com

I.9.74 P-190 - Responses to Comments from Janine Robinson

P-190-1

This comment expresses concern with impacts to Laguna Coast Wilderness Park. Please revise the oak tree discussion in accordance with the following paragraph. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 6 for a discussion on impacts to parkland.

P-190-2

This comment expresses concern with impacts to Laguna Coast Wilderness Park. See response P-190-1 above for impacts to parkland and identification of a design option to reduce impacts to parkland and open space.

P-190-3

This comment states that commenter's opinion that Caltrans should update their traffic data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-190-4

This comment expresses concern for handling future increases in traffic volumes. As stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits. Furthermore, as stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses. While the proposed improvements are consistent with growth projections, as the project does not expand the capacity of the

roadway, it is not a growth-inducing project. Please refer to Common Response No. 1 regarding the southbound merge lane extension.

P-190-5

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. Furthermore, as stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project.

P-190-6

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-191

Lo, Ka-Man@DOT

From: JEFFREY BENEDICK <jlbenedick@aol.com>
Sent: Tuesday, July 10, 2018 4:48 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman2@aol.com; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to the 133/El Toro Road Project

CALTRANS,

PLEASE NOTE MY OPPOSITION TO THE PROPOSED PROJECT SLATED FOR LAGUNA CANYON AND EL TORO. ROAD AT THIS TIME.

PLEASE CONSIDER WORKING MORE CLOSELY WITH THE AFFECTED SCHOOL AND NEIGHBORING BUSINESSES. P-191-1

SAFETY IS OF UPMOST IMPORTANCE TO EVERYONE AND SHOULD INCLUDE WORKING CLOSELY WITH ANNELIESE SCHOOL AND OTHERS IN THE IMMEDIATELY AREA.

THANK YOU FOR THIS CONSIDERATION.

RESPECTFULLY,

JEFF BENEDICK
425 LOCUST STREET
LAGUNA BEACH, CA.
02651

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I.9.75 P-191 - Responses to Comments from Jeff Benedick

P-191-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Future notifications regarding the project will be distributed to Anneliese's School and the community within the project vicinity. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

P-192

From: Jennifer Brown <jbrown@arnel.com>
Sent: Tuesday, July 10, 2018 3:54 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

To whom it may concern,

I am troubled to learn of the proposed project for the 133/ el Toro Road in Laguna Beach. I travel this roadway on a daily basis and absolutely oppose the project! P-192-1

The construction itself will greatly impact the community of Laguna Beach traveling through the canyon as well as the wilderness trail parking lots, the school my children attend located at the intersection of El Toro and the 133 and the safety of those driving into or in front of the school. Traffic will be heavily impacted entering and exiting the school- an issue that already exists during peak pick up and drop off hours! P-192-2

This project will also increase the levels of toxic air fumes on my children's school campus with corresponding negative health impacts, especially for young children. Not to mention the change in aesthetics to the now serene and nature filled canyon. P-192-3

I urge you to cancel any and all plans associated with the 133/ El Toro Road Improvement project- for the sake of the Canyon, the Laguna Beach Residents and the children at the impacted school who should be granted a safe, calm environment for learning. P-192-4

Please feel free to contact me with any questions.

Thank you,

Jennifer R. Brown
Director of Marketing and Leasing

714.481.5154
714.481.5041 Fax

I.9.76 P-192 - Responses to Comments from Jennifer Brown

P-192-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-192-2

This comment states a concern over the traffic impacts construction activities will have on travelers and on ingress/egress for Anneliese's School. Please refer to Common Responses No. 1 for a discussion of construction-related traffic impacts.

P-192-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School and visual impacts on Laguna Canyon. Please refer to Common Responses No. 7 for a discussion of construction-related air quality impacts and No. 4 for a discussion on impacts to visual character.

P-192-4

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Lo, Ka-Man@DOT

P-193

From: J Murray <jenniferdmurray@yahoo.com>
Sent: Tuesday, July 10, 2018 4:17 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon Road project

Dear Mr. Dolan,

I am a resident of Laguna Beach and the parent of children who attend Anneliese. I recently heard about the proposed road widening in that area and am writing to let you know I strongly oppose the project for several reasons. P-193-1

The construction noise, pollution and traffic issues it will create for the school during and after completion are my top concerns. We choose to send our sons to that school because of its access to nature and the outdoors. The increased congestion, automobile fumes and noise pollution will negatively impact my child's health and learning environment. P-193-2

Once there are additional lanes, it will be extremely difficult and dangerous to exit the school driveway going South on Laguna Canyon Road. As an alternative, we will need to drive North into El Toro, turn around in Aliso Viejo and come back to take a left into Laguna Canyon Road which will lead to even more congestion at that intersection. P-193-3

I am also concerned about the necessity of the project in the first place. There is a lot of traffic on the Canyon Road leading into Laguna Beach because there is just not enough space once the road ends downtown for cars to move. Widening the road seems like an expensive and unnecessary project that will not provide much of a solution. P-193-4

I urge CalTrans to investigate further the impact this project will have and abandon this project.

Sincerely,

Jennifer Murray

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I.9.77 P-193 - Responses to Comments from Jennifer Murray

P-193-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-193-2

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of construction-related traffic impacts and No. 7 for a discussion of construction-related noise and air quality impacts.

P-193-3

This comment states a concern over the traffic impacts construction activities will have on ingress/egress for Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts.

P-193-4

This comment expresses an opinion regarding the necessity of the project. As stated in Section 1.0 (Proposed Project), the purpose of the project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The purpose of the project is driven by the need for the project due to existing deficiencies along SR-133 including nonstandard shoulders, nonstandard lane drops, and seasonal short-term flooding.

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Lo, Ka-Man@DOT

From: Jennifer Peebler <jenniferpeebler@yahoo.com>
Sent: Tuesday, July 10, 2018 2:18 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project - Concerns

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. The project will create dangers for drivers exiting our campus. CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of our School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. P-194-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. The project will increase toxic air pollutants at our campus. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-194-2

3. The proposed construction will increase the amount of water (drainage) entering thecreek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases therisk of flooding. P-194-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-194-4

5. The project will create dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot across the street and south of our campus). The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers making a left turn out of that parking lot. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). Drivers entering that parking lot from Laguna Beach (outbound) will, likewise, need to cross 2 lanes of traffic plus a bike lane to enter that parking lot. This creates a major accident potential in that area. P-194-5

In sum, many of us believe there are other ways to increase safety that do not have such a negative impact on our School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven P-194-6

effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-194-6

If you have any questions, you may reach me at 949-306-5541.

Sincerely,

Jennifer Peebler

I.9.78 P-194 - Responses to Comments from Jennifer Peebler

P-194-1

This comment states a concern over the traffic impacts including ingress and egress at Anneliese's School and over safety hazards from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School and for a discussion of the net operational safety benefit provided by the extension of the southbound merge lane.

P-194-2

This comment states a concern over the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-194-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-194-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-194-5

This comment states a concern over the traffic impacts including ingress and egress at the Willow Staging Area and over safety hazards from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area and for a discussion of the net operational safety benefit provided by the extension of the southbound merge lane.

P-194-6

This comment states a concern for the negative environmental impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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Lo, Ka-Man@DOT

From: jschober jschober <jschober@cox.net>
Sent: Tuesday, July 10, 2018 4:55 PM
To: D12 SR-133@DOT
Subject: Letter regarding State Route 133/El Toro Road Improvement Project
Attachments: CalTrans objection Letter.docx

Mr. Dolan~

Please find attached my letter of objection to the State Route 133/El Toro Road Improvement Project.

Sincerely,

Jennifer Waterhouse

July 9, 2018
P-195

Edward Dolan
California Department of Transportation
1750 East 4th Street, Suite 100
Santa Ana, CA 92705

RE: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan:

I am a parent with children who attend the Anneliese Schools. I have serious concerns regarding the State Route 133/El Toro Road Improvement Project and its impact on our Willowbrook campus.

First let me start by expressing the importance of this school for so many families in Orange County. We have been setting the standard for "whole child" education for 50 years. In my opinion, the quality of education delivered to students of Anneliese far exceeds other schools in Orange County. We pride ourselves in following three core values love, freedom, and self-discipline. Our educators and administrators use these values to create an environment that teaches our children to be inspired, creative, and independent thinkers who, most importantly, understand the value of treating others and their environment with respect. The problems we as a country face in our school systems are absent at Anneliese. A tremendous amount of energy has been spent over 50 years cultivating a beautiful, safe, inspiring, nurturing, and challenging environment for children of all abilities to thrive and flourish. There is no other school I would choose for my children. P-195-1

I am concerned the data being used by CalTrans is insufficient to support the project. Traffic data was collected only one day and during non-peak drop-off and pick-up hours for our school. As it exists now, drop-off and pick-up is a well-orchestrated event managed by multiple Anneliese employees. As parents, we follow strict driving guidelines in our parking lots to ensure the safety of our students. Changing traffic flow, adding construction traffic and materials, and construction vehicles will create hazardous road conditions, risks for drivers entering and exiting our campuses, and impact the ability for students to begin and end their days on-time. P-195-2

Cal Trans is proposing the extension of the second lane of the southbound side of Laguna Canyon Road by 900 feet, and thus right in front of our school entrance/exit, as well as a bike lane. Our left hand turn onto Laguna Canyon is already challenging. Extending the second southbound lane on Laguna Canyon Road and adding a bike lane will make it dangerous. Drivers making a left turn out of the parking lot will need to cross two lanes of inbound traffic and a bike lane. Drivers entering our parking lot will need to cross two lanes of traffic plus a bike lane. This creates a realistic potential for accidents. Anneliese employees, parents, and children enter and exit this drive way hundreds of times per day. P-195-3

As a parent of this school and someone who travels this road multiple times per day, I oppose the project out of concern for the safety of my children during the many years it will take to complete. In addition to safety concerns, the proposed construction will be noisy, disruptive, and detrimental to my children's school environment. This project will cause severe and irreversible environmental and visual impacts to the Canyon. I have been a resident of Orange County since 1988. Laguna Canyon is a historical, beautiful, and magical part of our county. My children are blessed beyond measure to spend their days in such a special place. It is truly devastating to imagine this being taken away from so many families. We as a community do not have the luxury of destroying a place that brings so much joy to children as they learn how to be intelligent, thoughtful, empathetic, inspired, and motivated members of our community. P-195-4

If you have any questions, I may be reached at my home address 21 Calle Gaulteria, San Clemente, California 92673 or by phone 949-466-5124

Sincerely,
Jennifer Waterhouse

I.9.79 P-195 - Responses to Comments from Jennifer Waterhouse

P-195-1

This comment provides an introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-195-2

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-195-3

This comment expresses concern for traffic impacts for ingress and egress for Anneliese's School and safety hazards resulting from extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts, ingress and egress to Anneliese's School, and the net operational safety improvement provided by the extension of the southbound merge lane.

P-195-4

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts. This comment states a concern over severe and irreversible visual impacts to Laguna Canyon. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

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Lo, Ka-Man@DOT

P-196

From: Jesse Siemon <jessesiemon@aol.com>
Sent: Tuesday, July 10, 2018 10:26 AM
To: D12 SR-133@DOT
Subject: Willowbrook school

I am sending this email to voice my objection for this proposed project involving the Anneliese's school campus in laguna canyon. This is one of the best schools in Southern California and has been around for years providing our youth with an excellent education. To interrupt this school to function as usual is truly a sin to our community and especially the local youth. Please do not allow this to happens. P-196-1

Thank you,
Jesse Siemon

Sent from my iPhone

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I.9.80 P-196 - Responses to Comments from Jesse Siemon

P-196-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-197

Lo, Ka-Man@DOT

From: Jill <j.flynn3@cox.net>
Sent: Tuesday, July 10, 2018 3:44 PM
To: D12 SR-133@DOT
Subject: Cal trans project- Laguna Beach

While I would like to see improved traffic flow in Laguna Beach, the current proposal does not sufficiently take into account safe egress and ingress for Anneliese schools. P-197-1

More time is needed to find mutually acceptable options.

Jill Flynn, former Willowbrook parent

Sent from my iPhone

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I.9.81 P-197 - Responses to Comments from Jill Flynn

P-197-1

This comment expresses concern for traffic impacts for ingress and egress for Anneliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and ingress and egress to Anneliese's School.

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Lo, Ka-Man@DOT P-198

From: Johanna Felder <johanna@felders.net>
Sent: Tuesday, July 10, 2018 3:35 PM
To: D12 SR-133@DOT
Subject: Caltrans' Start Route 133 Improvement Project comments

Village Laguna

Edward Dolan, Associate Environmental Planner, California Department of Transportation, District 12, Division of Environmental Analysis,

The Board of Village Laguna objects to Caltrans' Start Route 133 Improvement Project because of its disregard to the environmental impacts to the adjacent open space and because the so their called improvements make the road more unsafe then it is at present. P-198-1
The following are our comments:

- **To channelize the riparian area on the inbound side of the road will have serious negative visual and well as environmental impacts. The mature oak trees need to be preserved and the mitigation of the coastal sage and riparian habits need to be done on site if disturbed.** P-198-2
- **All undergrounding needs to be in the 8foot bike lane not extended into an additional 8 foot shoulder that expands the environmental impact.** P-198-3
- **Caltrans' traffic study is from 2014 and needs to be updated to include the use of the Willow parking lot in 2018 and on weekends and to include Annelies' School generated traffic** P-198-4
- **Extending the right lane past the Willow parking entrance makes this plan dramatically less safe. Cars now exiting or entering the Willow parking lot need to cross over one lane of traffic. With your "improvements" cars entering from the south or exiting to the north will need to cross over 2 lanes of traffic just to get to the median and then deal with another 2 lanes of traffic to merge. This is an irresponsible proposal and unsafe. Please conceder eliminating the right merge lane north and south of the 133/ El Toro intersection or adding a south bound onramp to the 73 at Laguna Canyon Rd and eliminating the left hand turn at El Toro** P-198-5

Sincerely

Johanna Felder, President Village Laguna

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I.9.82 P-198 - Responses to Comments from Johanna Felder

P-198-1

This comment expresses the commenter's general objection to the project and provides and introduces ensuing comments. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-198-2

This comment expresses concern for impacts to riparian habitat, visual character, and oak tree removal. Please revise the oak tree discussion in accordance with the following paragraph.

Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation and No. 4 for a discussion of impacts to the visual character of the project area.

P-198-3

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-198-4

This comment states that commenter's opinion that Caltrans needs to update their traffic data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-198-5

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic hazards. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the southbound merge lane.

Dolan, Edward C@DOT

P-199

From: John Hardin <john.l.hardin@gmail.com>
Sent: Thursday, July 5, 2018 2:38 PM
To: D12 SR-133@DOT
Subject: I strongly oppose the SR133/El Toro Road Project

Mr. Dolan,

My name is John Hardin, and as a voting resident of Santa Ana, and an employee in the Laguna Hills/Aliso Viejo, and a parent whose child attends a school located on Laguna Canyon road, I use the 133/El Toro Road on a daily basis, and I strongly oppose the proposed SR133/El Toro Improvement Project. P-199-1

My basis for disapproval can be summarized as follows:

1) The proposed construction will drastically alter the traffic flow and increase safety risks of dropping my child off at the school they are planning to attend for the next 5 years P-199-2

2) Construction noise and pollution will be extremely harmful to my child's learning environment, and could negatively impact both their education and health. P-199-3

3) As cited by the Laguna Canyon Foundation, the environmental impacts of destroying rocks, removal of oak trees, and reduction of permeable surface and subsequent impact on the creek that runs parallel to the 133/Canyon Road are unacceptable and potentially hazardous with flooding dangers P-199-4

4) The aesthetic damage to what is one of the most serene and natural drives in coastal orange county would be irreparable and tragic. P-199-5

As mentioned earlier, I am a resident of Santa Ana, but my work and my child's education require me to take the 133/El Toro road, and I strongly oppose the proposed Improvement Project.

-John Hardin

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I.9.83 P-199 - Responses to Comments from John Hardin

P-199-1

This comment expresses the commenter's general objection to the project and provides and introduces ensuing comments. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-199-2

This comment expresses concern for traffic impacts for ingress and egress for Anneliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and ingress and egress to Anneliese's School. Furthermore, the proposed project is a safety project and will not a capacity enhancing project.

P-199-3

This comment states a concern regarding noise and pollution at Anneliese's School during construction. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School.

P-199-4

This comment expresses concern over the cut slope and impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Common Response No. 4 also includes a discussion of a hybrid option which would minimize the cut slope and reduce impacts to the visual character of the project area.

P-199-5

This comment expresses the commenter's general objection to the project and provides and introduces ensuing comments. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

P-200

From: John <johnkinney1@cox.net>
Sent: Friday, July 6, 2018 6:58 PM
To: D12 SR-133@DOT
Subject: 133 improvements

It appears the Maintenance Vehicle Parking south of El Toro may be so close to those turning left from El Toro onto Laguna Canyon Drive, they may want to use the MVP area as a third lane to utilize the green light limits. Maybe use the fiberglass poles on pavement to limit movement in that direction. P-200-1

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I.9.84 P-200 - Responses to Comments from John Kinney

P-200-1

This comment states a concern that one maintenance vehicle pullout may be used as a lane by travelers. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the slopes, parkland, and oak trees. This option includes the removal of one UCAP south of the SR-133/El Toro Road intersection.

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P-201

Lo, Ka-Man@DOT

From: John Pack <JPack@StacksBowers.com>
Sent: Tuesday, July 10, 2018 4:07 PM
To: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net; sdicterow1121@yahoo.com; D12 SR-133@DOT
Subject: Laguna Canyon Project

Dear All,

The proposed improvements to Laguna Canyon Road near the El Toro intersection have recently come to my attention, through the efforts of my son's school, Anneliese Schools.

It would appear that the planned project would cause great disruption to this long-established school and, as such, I would like to voice my grave concerns about the project. I am concerned that the disruption of traffic patterns around the school will make access to the property more difficult but, more importantly, I am concerned that the dust and noise of two years of construction will disrupt this unique and very special learning environment. The families that have placed their children in Anneliese Schools value the calm, nurturing and peaceful environment, and the school, in turn, teaches with utmost care of the children in mind. The school teaches children to respect their environment, differences in people and to be mindful and considerate of their surroundings at all times. It is a very different learning environment than a traditional school and I am concerned that if the children would have to leave this school at their young ages, it might prove a very traumatic experience for them to transition to a more standard learning environment before this course of education is complete. I would encourage each of you to arrange a personal tour of the school before proceeding with this project. I would like to also mention that many parents travel from long distances for the benefits of this school (we drive 80 miles daily). While this speaks to our commitment to the school, it also illustrates that each of us travel the canyon every day and while the traffic is not always a pleasure, the school and environment around it is very much worth it.

P-201-1

P-201-2

Additionally, I am concerned that the risk of increased drainage through the canyon during and after construction might, in fact, danger the children in the rainy season, as the creek passes through the campus. The situation is already a challenge requiring careful monitoring.

P-201-3

Finally, I understand that the goal is to improve traffic congestion through the canyon. However, part of the charm of Laguna Canyon would be forever destroyed by a project of this nature. When I drive through the canyon on the way to Laguna Beach, I find it a nearly magical experience, one that gives the sense you are traveling to someplace special. I personally enjoy the journey as much as the destination. I believe we all can agree that Laguna Beach is special, and perhaps some of you have experienced similar feelings. It is one of the gems of the Southern California coastline. Once the natural landscape is ruined, it is ruined forever, and increased traffic efficiency in Southern California often means little more than more traffic to even further congest. It seems to me that such an improvement would only exacerbate the problem, literally kicking the bottleneck down the road. As such, I question the value of the project on more than one level. Not all "improvement" may be labeled "progress" at the end of the day.

P-201-4

If you don't know it, I would encourage each of you to read the lyrics to Joni Mitchell's "Big Yellow Taxi" and give some thought to what progress means before this project wreaks havoc on our beautiful landscape and threatens the many families enriched by Anneliese Schools.

Thank you for your consideration of my concerns. I hope that the perceived value and necessity of this project can be reconsidered.

Sincerely,

John

John M. Pack
Executive Director of Consignments
Stack's Bowers Galleries
1231 E. Dyer Road, Suite 100 | Santa Ana, CA 92705
T: 800.458.4646 Ext. 258 | F: 949.748.4874
E: jpack@stacksbowers.com | W: www.stacksbowers.com

Download Our App! | Join Stack's Bowers Galleries! | Follow us on Twitter! | Be our friend on Facebook!

Dear Mr. Dolan

Re: State Route 133/El Toro Road Improvement Project

As a member of a family that uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attends, for two years. P-201-5

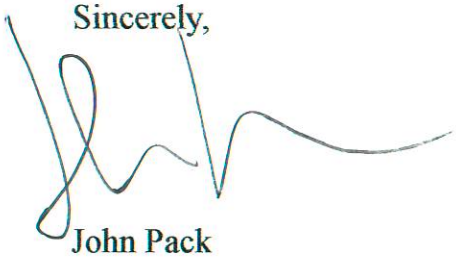
2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-201-6

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-201-7

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-201-8

If you have any questions, you may reach me at jmartinpack@gmail.com or 603-568-1649.

Sincerely,



John Pack
1298 N Linda Vista St
Orange, CA 92869

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I.9.85 P-201 - Responses to Comments from John M. Pack

P-201-1

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the air quality and noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of construction-related traffic impacts and No. 7 for construction-related air quality and noise impacts.

P-201-2

This comment expresses the commenter's general concern for the continuing function of Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

P-201-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-201-4

This comment expresses concern over impacts to visual character from the project. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. In addition, the comment expresses concern for long-term traffic impacts from increased traffic. As stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses.

P-201-5

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-201-6

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-201-7

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-201-8

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-202

Dolan, Edward C@DOT

From: William Dodge <oskipier@hotmail.com>
Sent: Thursday, July 5, 2018 5:11 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Mr Dolan,

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the schoolmy children attend for two years. P-202-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-202-2

3. The proposed construction will increase the amount of water (drainage) entering thecreek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases therisk of flooding. P-202-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-202-4

If you have any questions, you may reach me at (760) 409-1165.

Sincerely,

William R Dodge II MD MMM FACEP FAAEM

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I.9.86 P-202 - Responses to Comments from William Dodge

P-202-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-202-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-202-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-202-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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P-203

Lo, Ka-Man@DOT

From: Joseph Gerges <jpgerges@yahoo.com>
Sent: Tuesday, July 10, 2018 3:24 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net
Cc: Joseph Gerges
Subject: Objection to Proposed Construction on Laguna Canyon Road

To Whom It May Concern,

My name is Joseph Gerges. My daughters attend Anneliese Schools on Laguna Canyon Road and I am also an adjunct professor at Laguna College of Art and Design. This email is in request that considerations be made before final decisions regarding construction on Laguna Canyon Road are finalized. The current proposal may severely impede the daily commuter, of which I am, and the attendees of Anneliese Schools, of which my two daughters are. It is my understanding that there may be other ways to increase safety that do not have such a negative impact on our School and the Canyon. More importantly, there is the belief that this proposal will create new safety hazards for motorists and cyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, I encourage CalTrans and The City of Laguna Beach to explore all options more thoroughly and with due process– options that may also improve safety before moving forward. P-203-1
I hope you will take this consideration in mind as a request from the people that live and work in the area of impact. Thank you for your time and consideration.

Sincerely,

Joseph Gerges

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I.9.87 P-203 - Responses to Comments from Joseph Gerges

P-203-1

This comment states a concern over the traffic impacts construction activities will have on travelers. The comment also states the proposed improvements would create new safety hazards. Please refer to Common Responses No. 1 for a discussion of construction-related traffic impacts and the net operational safety improvement provided by the proposed improvements.

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P-204

Dolan, Edward C@DOT

From: Joseph Pezzuolo <josephpezzuolo@yahoo.com>
Sent: Friday, July 6, 2018 10:17 AM
To: D12 SR-133@DOT
Subject: Cal Trans Project on Laguna Canyon Road

To Whom It May Concern,

Hello, my name is Joseph. I am emailing you to share my concern for the environmental impact of the proposed Cal Trans Project. As a longtime resident of Laguna Beach, I am truly appalled at the suggestion of any destruction of our parks and open spaces. Our canyon consists of a fragile ecosystem that should be protected at all costs. Your project implicates invading upon our town's natural surroundings along the Laguna Canyon Road. This is particularly meaningful to me because my livelihood depends on Laguna's natural beauty. I have worked as a hiking guide for over 7 years in Laguna Beach and have spent countless hours hiking in our beautiful hills and canyons. It is incredibly disappointing that this is being taken so lightly by Cal Trans. Please think about your long lasting effect on this beautiful earth, do you really want to be a part of a project that would destroy such natural beauty? The earth was created for all life, not just humans. You must take into consideration the plants, animals, and trees that will be harmed by your proposal. There has to be another way to complete this project without touching our town's cherished spaces. P-204-1 P-204-2

Thank you,

Joseph Pezzuolo

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I.9.88 P-204 - Responses to Comments from Joseph Pezzuolo

P-204-1

This comment expresses concern with impacts to parkland and wildlife. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 6 for a discussion on impacts to parkland. In addition, as discussed in Section 2.16 (Animal Species), potential permanent effects on non-listed special-status animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 through BIO-20. Construction of the Build Alternative is not expected to result in permanent adverse effects to animal species within the BSA.

P-204-2

This comment also expresses concern for impacts to parkland and wildlife. Please refer to response to comment P-204-1 above.

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P-205

Dolan, Edward C@DOT

From: Devotee Of Peace <devoteeofpeace@gmail.com>
Sent: Monday, July 9, 2018 9:59 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re:State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-205-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-205-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-205-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-205-4

If you have any questions, you may reach me at …

Sincerely,

Joseph

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I.9.89 P-205 - Responses to Comments from Joseph

P-205-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-205-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-205-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-205-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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Lo, Ka-Man@DOT

From: Juliana Mittino-Smith <julianamittino@gmail.com>
Sent: Tuesday, July 10, 2018 1:55 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Dolan, City Council Members, and City Manager,

I am writing this letter in opposition to the 133/El Toro Road Project. As a Laguna Beach resident and environmentalist I have read the arguments for and against this project and have determined that I do NOT support the proposed construction. P-206-1

I also am a teacher and director of curriculum at Anneliese Schools and understand the impact this will have on our students and staff ranging from increased noise and air pollution to heightened danger entering and exiting the campus. P-206-2

I understand that one major reason for the construction is to increase safety. If most accidents in the area are caused by speeding (as i understand they are), are there other more logical solutions that would have less impact on the environment and our school, such as reducing the speed limit? P-206-3

Thank you for your consideration,

Juliana Mittino-Smith
2175 S. Coast Hwy.
LB, 92651

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I.9.90 P-206 - Responses to Comments from Juliana Mittino-Smith

P-206-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-206-2

This comment states a concern over the traffic, noise, and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts including ingress and egress and Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-206-3

This comment includes a suggestion to reduce the speeding limit. Please refer to Common Responses No. 2 for a discussion related to speed limits and speeding.

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Dolan, Edward C@DOT P-207

From: Julie Maison <julieannmaison@gmail.com>
Sent: Monday, July 9, 2018 2:50 PM
To: D12 SR-133@DOT
Subject: State Route 133

To Whom It May Concern:
As a Laguna Beach native born citizen, 30 year homeowner, and more importantly a hiker who enjoys the trails in Laguna, I object to this project as it is currently proposed. Destroying irreplaceable natural habitat is not an acceptable solution. Orange County has developed over the years and has created more population density, not more open space. Our Canyon and wildlife habitat should be a priority, to be preserved and protected, it cannot be returned once it is gone. Being in nature is important for human well being. Do not take away any more of this precious resource. In addition, making entry/exit of Willow Canyon parking lot more difficult could possibly cause as many accidents as you propose to eliminate. As far as merging goes, it seems to me it could potentially create even more driver frustration than currently exists to make the merge lane longer. Most importantly, please do not chip away a bigger piece of our lovely, unique, irreplaceable wilderness habitat, which is enjoyed by many people.
Sincerely,
Julie Maison

P-207-1

P-207-2

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I.9.91 P-207 - Responses to Comments from Julie Maison

P-207-1

This comment states a concern over the impacts loss of open space and habitat. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion of habitat loss and mitigation and No. 6 for impacts to parkland.

P-207-2

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area and safety from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area and the net operational safety improvement from the extension of the southbound merge lane.

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Lo, Ka-Man@DOT

From: Karen Jenks <karenjenks@gmail.com>
Sent: Tuesday, July 10, 2018 4:46 PM
To: D12 SR-133@DOT
Subject: SR-133 Improvement Project, Laguna Canyon Road and El Toro

Thank you for this opportunity to comment on the SR-133 Improvement Project, Laguna Canyon Road and El Toro.

(1) I drive this section routinely. Thank you Caltrans for undergrounding utilities and for better bike lanes, things that I believe will improve safety. I have seen bicyclists have a challenging time in this area. Please put the vaults for the electrical equipment under the bike lanes and shoulder. P-208-1

(2) The merge areas are often difficult to get through. Merging and the changes in lanes in this area seems to bring out aggressiveness in some drivers at any time of day or night. Before moving forward with the project, please could you expand the traffic studies to look at how to improve traffic safety at a variety of times and days of the week, including the merge lanes as well as safe access for people going in and out of Annaliese School and the nearby Willow access area. For instance, can the merge lanes be removed? P-208-2

(3) There are many concerns about protecting the beautiful habitat in the project area and not paving it over. This is a beautiful landscape vital to many people who live, work, and move through the Canyon. Please could you look closely at the recommendations from people who know the local habitat well and make many meaningful steps to resolve their concerns. P-208-3

(4) Please could Caltrans encourage active transportation to reduce reliance on automobiles. P-208-4

(5) Please could Caltrans look at the variety of public comments coming in and, before moving forward, develop a new iteration of the plan and present it for public comment. I have struggled to understand the many aspects of this plan and its impacts. P-208-5

Thank you from Karen Jenks 1700 Del Mar Ave. Laguna Beach 92651

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I.9.92 P-208 - Responses to Comments from Karen Jenks

P-208-1

This comment expresses support for undergrounding of utilities and asks vaults be placed under the shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-208-2

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area and safety from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area and the net operational safety improvement from the extension of the southbound merge lane.

P-208-3

This comment states a concern over the impacts loss of habitat. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 5 for a discussion of habitat loss.

P-208-4

This comment expresses an opinion for Caltrans to reduce reliance on automobiles. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. The suggestion is not part of the purpose and need of the project. This comment will be made available to the decision-makers. No further response is required.

P-208-5

This comment asks Caltrans to consider public comments and present a new plan for public comment. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify

further refinements to the project design to minimize impacts. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. The Final IS/EA is not required to be provided for additional public review and comment.

Lo, Ka-Man@DOT

From: Kaveh Azartash <kazartash@kadho.com>
Sent: Tuesday, July 10, 2018 4:27 PM
Subject: Opposing the Caltrans construction proposal

Hello,
My name is Kaveh Azartash. I am writing this email to express my opposition to the caltrans construction proposal on 133 freeway. As a parent of a couple of kids going to Anneliese schools, this project would increase toxic air pollutants at the campus. Additionally it will create dangers for drivers entering and exiting the Willow Staging Area and will cause huge dangers for other drivers. P-209-1

Please consider opposing this proposal.

--
Kaveh Azartash, PhD - @KavehAzartash
CEO & co-founder
Kadho Inc.
kazartash@kadho.com

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I.9.93 P-209 - Responses to Comments from Kaveh Azartash

P-209-1

This comment states a concern over ingress and egress for the Willow Staging Area and Anneliese's School and air quality impacts from construction activities. Please refer to Common Responses No. 1 for a discussion of traffic impacts including ingress and egress and Common Response No. 7 for a discussion of construction-related air quality impacts.

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P-210

Lo, Ka-Man@DOT

From: Kelly Mc Kiernan <kkcrtchlw@yahoo.com>
Sent: Tuesday, July 10, 2018 12:30 PM
To: D12 SR-133@DOT; cmoffice@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net
Subject: Proposed CalTrans road expansion project in front of Anneliese Willowbrook elementary

To whom it may concern:

Our two sons attend Anneliese Willowbrook school (20062 Laguna Canyon Road) on Laguna Canyon Road. We live in front of an elementary school in San Clemente but opted to enroll our boys at Anneliese Willowbrook for its unique educational opportunities. Anneliese school has informed us that this campus is in danger of closing if the CalTrans road expansion project moves forward. P-210-1

As it is now, it's very difficult to enter and exit the school's premises due to the heavy traffic and speeding motorists. There are no 25 MPH speed limit signs that warn motorists that they're entering a school zone. Expanding this section of the road will encourage people to drive even faster through a school zone. It will make it more difficult to merge into oncoming traffic. We can't even imagine how difficult it will be to make a left turn from the Anneliese Willowbrook campus onto Laguna Canyon Road if CalTrans adds another lane here. P-210-2

We cannot fathom how our sons will be able to concentrate in their classrooms with the sound of jackhammers and other construction happening constantly in the background, drowning out their teachers' instructions. We dread that our kids will be exposed to diesel fumes from the construction vehicles. One of our boys has asthma. For the sake of his health, will we have to move him to another school and tear him away from his friends if this project moves forward? P-210-3

Anneliese Willowbrook also has many animals that live on the premises. There are horses, alpacas, donkeys, peacocks, chickens, and many other animals that live on the school grounds. We imagine that exposing the animals to constant construction noise and pollution for two years would be detrimental to their health, as well. P-210-4

We are vehemently opposed to the expansion of Laguna Canyon Road near El Toro Canyon. Thank you for your time and consideration.

Regards,
Kelly and Scott Mc Kiernan

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I.9.94 P-210 - Responses to Comments from Kelly and Scott McKiernan

P-210-1

This comment expresses the commenter's general concern for operation Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. Furthermore, as stated in Chapter 2, Anneliese's School would not be impacted by the operation of the proposed project. This comment will be made available to the decision-makers. No further response is required.

P-210-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School and speeding in the project area. Please refer to Common Responses No. 1 for a discussion of traffic impacts and safety features at Anneliese's School and No. 2 for a discussion of speed limits and speeding.

P-210-3

This comment states a concern over noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-210-4

This comment states a concern over noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

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Dolan, Edward C@DOT

From: lis williams <LISSIL@msn.com>
Sent: Sunday, July 8, 2018 6:21 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133/El Toro Road Improvement Project

Dear Mr. Edward Dolan Cal Trans, Mayor Kelly Boyd, Council Member Robert Zur Schmiede, Council Member Toni Iseman, Council Member Steve Dicterow, Council Member Bob Whalen, and City Manager John Pietig:

Re: State Route 133/El Toro Road Improvement Project

As a concerned parent and a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. I do not feel Caltrans collected complete data of the traffic patterns or environmental concerns for the children attending Anneliese Schools. The proposed construction will disrupt the traffic flow entering and exiting the school my child currently attends. P-211-1

2. The proposed construction would occur during school hours, it will be noisy, disruptive, and completely incompatible with my child's school learning environment. My child's classroom faces El Toro Rd. This will also affect the peaceful learning environment the canyon creates (particularly the outdoor education areas). The noise will have a profound impact on the gardening, animal care, and athletics programs. The noise will also severely impact the peaceful learning environment in 9 classrooms located near Laguna Canyon Road. P-211-2

3. The construction will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-211-3

4. Creating an extra lane in each direction will make an already challenging left turn more dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. For example, vehicles traveling inbound on Laguna Canyon Road in the right lane could change to the left of the two proposed lanes (e.g., to pass a slower vehicle) right at the point where the driver in the middle lane is attempting to merge into inbound traffic. The turnout from the school onto Laguna Canyon will become even more dangerous after dusk going in either direction. P-211-4

5. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. The school was flooded in 2010, causing devastating damage to the school grounds and classrooms. P-211-5

6. The project would cause severe and irreversible environmental and visual impacts to the beautiful Canyon, home to native plants and animals. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). Gone will be the big oaks and willows and P-211-6

the natural sandstone formations that cannot be replaced, these are many of the majesties that draw so many people to visit this area. P-211-6

If you have any questions, you may reach me by email at lissil@msn.com.

Thank you for your time and consideration,
Lis Williams

I.9.95 P-211 - Responses to Comments from Lis Williams

P-211-1

This comment states that commenter's concern that the traffic data is complete. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report. In addition, the comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-211-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-211-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-211-4

This comment expresses a concern about the merge lane creating additional traffic safety hazards. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the extension of the southbound merge lane.

P-211-5

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-211-6

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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Dolan, Edward C@DOT

From: kenneth frank <lagunaken@gmail.com>
Sent: Saturday, July 7, 2018 1:42 PM
To: D12 SR-133@DOT
Subject: Fwd: comments on Laguna Canyon Road project

---------- Forwarded message ----------
From: **kenneth frank** <lagunaken@gmail.com>
Date: Fri, Jul 6, 2018 at 5:23 PM
Subject: comments on Laguna Canyon Road project
To: D12.SF133@dot.ca.gov

Edward Dolan,

Thanks for the opportunity to attend your workshop in Laguna Beach. As a result of that workshop and a review of the environmental documents, I have several comments.

l. The portion of the project oceanward of the intersection of El Toro and LCR should be eliminated from the project. The benefit is small compared to the environmental damage caused either by grading or by a retaining wall. There appears to be significant public opposition to this segment of the overall project. P-212-1

2. Edison should be allowed to use the new eight foot wide shoulder for the undergrounding of its utility lines between El Toro and Route 73. P-212-2

3. The drainage device using concrete blocks should be eliminated. The proposed retarding basin by the Route 73 ramps should reduce flooding of the road. If that is not sufficient, install a conduit under the eight foot shoulder and capture upstream water in storm conditions to eliminate flooding of Laguna Canyon Road. P-212-3

4. At the intersection of El Toro and Laguna Canyon Road, remove one of the existing two lanes ocean bound to mitigate merging problems that may exist oceanward of the intersection. That would creat one lane on LCR from route 73 to El Toro and reduce merging problems. P-212-4

Sincerely,

Kenneth Frank
1575 Skyline Dr.
Laguna Beach Ca 92651
949 497 1815
lagunaken@gmail.com

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I.9.96 P-212 - Responses to Comments from Kenneth Frank

P-212-1

This comment states a concern over the southern portion of the project due to grading and the retaining wall. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

P-212-2

This comment states that undergrounding of utilities should be allowed within the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-212-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-212-4

This comment suggests removing one lane to mitigate merging problems. Please refer to Common Response No. 1 for a discussion of net operational safety improvement provided by the extension of the southbound merge lane.

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Dolan, Edward C@DOT

P-213

From: Kerry Hardin <kerry.p.hardin@gmail.com>
Sent: Sunday, July 8, 2018 2:39 PM
To: D12 SR-133@DOT
Subject: I strongly oppose the proposed SR133/El Toro Improvement Project

Mr. Dolan,

My name is Kerry Hardin, and as a voting resident of Santa Ana, and a parent whose child attends a school located on Laguna Canyon road, my family uses the 133/El Toro Road on a daily basis, and I strongly oppose the proposed SR133/El Toro Improvement Project. P-213-1

My basis for disapproval can be summarized as follows:

1) The proposed construction will drastically alter the traffic flow and increase safety risks of dropping my child off at the school she is planning to attend for the next 5 years P-213-2

2) Construction noise and pollution will be extremely harmful to my child's learning environment, and could negatively impact both her education and health. P-213-3

3) As cited by the Laguna Canyon Foundation, the environmental impacts of destroying rocks, removal of oak trees, and reduction of permeable surface and subsequent impact on the creek that runs parallel to the 133/Canyon Road are unacceptable and potentially hazardous with flooding dangers P-213-4

4) The aesthetic damage to what is one of the most serene and natural drives in coastal orange county would be irreparable and tragic. P-213-5

As mentioned earlier, I am a resident of Santa Ana, but my child's school is at risk, and I strongly oppose the proposed Improvement Project.

Sincerely,
Kerry

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I.9.97 P-213 - Responses to Comments from Kerry Hardin

P-213-1

This comment expresses the commenter's general objection to the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-213-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Annaliese's School.

P-213-3

This comment states a concern over the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-213-4

This comment expresses concern with impacts to visual character, oak trees, and increase of impermeable surfaces. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 4 for a discussion on impacts to visual character and No. 5 for impacts and mitigation for oak trees. In addition please refer to Common Response No. 8 for a discussion on drainage, hydrology, and flooding.

P-213-5

This comment expresses concern with impacts to visual character of the project area. Please refer to comment P-213-4 above for a discussion of the project design option which will help reduce impacts to visual character.

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P-214

Dolan, Edward C@DOT

From: kianah penn <kianahhirouchi@gmail.com>
Sent: Monday, July 9, 2018 7:51 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Hello,
I'm not for you guys doing construction in Laguna Canyon, not only will it effect the flow of traffic but it will also effect Anneliese school that's located where you guys are trying to conduct some contraction work. The parents drive already from further out places just so their children can be place in a great developmental base school. With that being said adding construction is going to make parents upset as well as finding out that our campus has to be closed in order to do this construction work. P-214-1

Sent from my iPhone

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I.9.98 P-214 - Responses to Comments from Kianah Penn

P-214-1

This comment states a concern over the traffic impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 1 for a discussion of construction-related traffic impacts and Common Response No. 7 regarding construction impacts at Anneliese's School.

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Dolan, Edward C@DOT

P-215

From: Kim LeNoach <Kim.LeNoach@Comtechtel.com>
Sent: Monday, July 9, 2018 12:47 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; cmoffice@lagunabeachcity.net; bwhalen@lagunabeachcity.net
Subject: Caltrans 133 project

Hi Edward, Kelly, Robert, John, Bob,

I am writing to give a cheaper and safer suggestion for the 133 improvement project.

1) Please consider **installing a new peak-hour only signal at the entrance to Anneliese** that would operate only at the peak hours of drop-off and pickup. This would be roughly 7.30-9.30am and 3-5.30pm. This could be done now at a substantially lower cost. This school is the last bit of nature our kids have and harming that without receiving a significant gain is not worth it. P-215-1

   Phase 2 – any street improvements, such as bike lanes, and undergrounding the power could be done separately with a better laid out plan).

The current proposed $40M plan would make already challenging turns from Anneliese and the Willow Staging Area more dangerous as drivers would need to cross additional lanes of cross traffic! P-215-2

Thanks,
Kim

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I.9.99 P-215 - Responses to Comments from Kim LeNoach

P-215-1

This comment provides suggestions for a new peak-hour only signal at the entrance to Anneliese's School. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-215-2

This comment provides suggestions for some of the proposed improvements to be carried out separately. Please refer to Common Response No. 1 regarding ingress/egress at the Willow Staging Area and Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Kimberlie Gurule <Kimberlie.Gurule@sce.com>
Sent: Tuesday, June 26, 2018 10:22 AM
To: D12 SR-133@DOT
Subject: Public Notice letter
Attachments: Scanned from a Xerox Multifunction Printer.pdf

I received the attached letter from Edward Dolan and I am NOT the correct contact to receive these. I only process requests for SCE facility maps.

You need to send this type of notification to either...

P-216-1

Third Party Environmental Review
Southern California Edison
2244 Walnut Grove Avenue
Rosemead CA 91770

Or the following email is also available:

ThirdPartyEnvReview@sce.com

Sincerely,

Kim Gurule
Santa Ana S/C
M-F 6:00 - 2:30
Transmission & Distribution | Geospatial Analysis (Map Requests)
(714) 796-9932 Pax 52932

PLEASE SEND ALL MAP REQUESTS TO EMAIL ADDRESS maprequests@sce.com

you can also mail to: (NO longer send to PO Box- SEE BELOW)

Southern California Edison
Attn: Map Requests
1444 E McFadden Ave "Bldg D"
Santa Ana CA 92705

Thank you

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I.9.100 P-216 - Responses to Comments from Kimberlie Gurule

P-216-1

This comment states that the recipient is not the correct contact for these type of public notices. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-217

Lo, Ka-Man@DOT

From: Kimberly Stuart <kimberly@stuartarchitecture.com>
Sent: Tuesday, July 10, 2018 4:36 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon SR133 improvements

Dear Caltrans,
Thank you for the introduction of the proposed improvements to SR133.
I along with so many others have serious concerns about the safety of the proposed measures for increasing the volume of traffic, particularly for inbound traffic to Laguna Beach. P-217-1

It is apparent that the proposed improvements require further observation of traffic flows, at many times of day, every month during the year, and special tourist seasons for the unique multiday/ multiweek events held annually in Laguna Beach, is imperative to accurately understand traffic volume and safety conditions in a variety of areas along SR133. Alternative solutions should be the result of comprehensive, responsible, and caring data gathering that includes anecdotal information from SR133 users and Laguna Beach residents. Improved safety at each and every existing and proposed improvement is paramount. Improved environmental impacts should be the new baseline for the riparian areas. P-217-2

A special concern is the inbound traffic merging from two lanes into one through an intersection where obvious slowing will occur. This is a challenge in itself, but the unpredictability of the speed of traffic and the number of cars maneuvering inbound in the intersection certainly compromises a drivers' ability to judge/predict a safe crossing leaving the Willows area to cross uncertain traffic to make a left turn to go outbound. P-217-3

A new traffic study, and a demonstrated understanding of environmental impacts should reflect this new data in a CEQA required Environmental Impact Report. P-217-4

Thank you for listening and caring,
Sincerely,
Kimberly Stuart

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I.9.101 P-217 - Responses to Comments from Kimberly Stuart

P-217-1

This comment states a general concern with the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. This comment will be made available to the decision-makers. No further response is required.

P-217-2

This comment states that commenter's opinion that further traffic studies are required. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report. In addition, the comment states that improved impacts should be the new baseline for the riparian areas. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Please refer to Common Response No. 5 for impacts and mitigation for riparian habitat.

P-217-3

This comment states a concern over the project design related to safety from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of the net operational safety improvement from the extension of the southbound merge lane.

P-217-4

This comment states that commenter's opinion that further traffic studies are required. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

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Dolan, Edward C@DOT

P-218

From: Kirstenrogers <k.rogers@annelieseschools.com>
Sent: Monday, July 9, 2018 6:48 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

So here is my solution :
Cars are not going to be able to park in Laguna where? P-218-1
Build a parking garage or lot by the toll road and build a tram over the canyon to get into Laguna P-218-2
Don't mess up the canyon or the amazing school P-218-3

Get Outlook for iOS

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I.9.102 P-218 - Responses to Comments from Kirsten Rogers

P-218-1

This comment states a general concern about parking. The proposed project does not remove or add parking spaces. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-218-2

This comment includes a suggestion to build a parking garage and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. This comment will be made available to the decision-makers. No further response is required.

P-218-3

This comment states a general concern about the school and canyon. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. This comment will be made available to the decision-makers. No further response is required.

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P-219

Lo, Ka-Man@DOT

From: Koren Hubbard <korenhubbard@outlook.com>
Sent: Tuesday, July 10, 2018 11:33 AM
To: D12 SR-133@DOT
Subject: I'm opposed to the CalTrans Laguna Canyon/El Toro project

Dear Mr. Dolan,

I am writing to oppose the proposed CalTrans Languna Canyon/El Toro construction project due to:

- Increased dangers for drivers entering and exiting the Willow Staging Area (OC Parks/wilderness trails parking lot) P-219-1

- Increased dangers for drivers entering and existing the Anneliesse school campus. A long-standing and treasured institution in our Laguna Beach community. P-219-2

- Incomplete and insufficient to data to support it's impact on traffic P-219-3

There must be better ways to increase safety that do not have such a negative impact on the Canyon and the Anneliese school that so many Laguna Beach children depend upon. Could we start by reducing the speed limit in this area and better enforcing it? This seems like a more sensible way to start than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts. P-219-4

Thank you for your consideration,

Koren Hubbard

Sent from my iPhone

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I.9.103 P-219 - Responses to Comments from Koren Hubbard

P-219-1

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-219-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-219-3

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-219-4

This comment states a concern for the negative environmental and aesthetic impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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Dolan, Edward C@DOT P-220

From: Kris Evans <mdegen3@cox.net>
Sent: Tuesday, July 10, 2018 7:32 AM
To: D12 SR-133@DOT
Subject: Rte 133

I am writing to let you know that I am concerned about the damage that the widening of Laguna Canyon Road will do to the Wilderness Park. I consider the destruction of oak trees and their environment to be unconscionable. Laguna Beach is unique in its custodianship of the parks that surround it; that is one reason why I chose to live here. Please consider the recommendations of the Laguna Canyon Conservancy and revamp your plans to ameliorate the damage to the environment. P-220-1
Thank you for your consideration and for the work that you do.
Kris Evans
28810 Top of the World Dr.
Laguna Beach, CA. 92651

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I.9.104 P-220 - Responses to Comments from Kris Evans

P-220-1

This comment expresses concern for impacts to Laguna Coast Wilderness Park and oak trees. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to oak tree impacts and mitigation and No. 6 for a discussion of impacts to parkland.

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Lo, Ka-Man@DOT P-221

From: Kristen Hatfield <khat1989@gmail.com>
Sent: Tuesday, July 10, 2018 8:21 PM
To: D12 SR-133@DOT
Subject: Proposed Construction of Laguna Canyon Road

Dear Edward,

My name is Kristen Hatfield, and I am a preschool teacher at Anneliese's Schools in Laguna Beach, California. I am writing to oppose the new construction of Laguna Canyon Road that would greatly disadvantage the children, families, teachers, and animals at our school.

Every day between the hours of 8:30 am and 9:15 am, and 3:00 pm
and4:00 pm, there is a significant line confronting parents and staff waiting to turn left into the School from Laguna Canyon Road. The added construction would amplify the traffic delays for our staff and families trying to enter and exit from our school parking lot. P-221-1

Further, the addition of new traffic and bike lanes would increase the risk of danger to the already extremely dangerous left turn to exit the School. The increased dangers would result in more traffic accidents that pose serious risks and harm to the children and individuals at the school. P-221-2

In addition to the increased risk of traffic accidents, the two-year construction project would severely disrupt and harm the learning environment for our children. Our sports field, gardens, ponies, and many classrooms only have a thin wooden fence separating our school from Laguna Canyon Road. The noise and toxic fumes that would be generated from the planned construction project would dismantle our peaceful learning environment and transform it into a loud and hazardous environment for our young children. P-221-3

I am deeply disappointed to learn that CalTrans planned this project for two years without ever informing our school or considering the severe impact it would cause on our children, families, and staff alike. Having only been notified thirty-days before the planned project was set to start, I, and all of us at Anneliese Schools, are gravely concerned that this construction project would impose harmful and dangerous effects on our school and threaten the safety of our community going forward. P-221-4

Caltrans must reevaluate this project and understand that its harmful and dangerous effects must prevent it from moving forward.

Sincerely,
Kristen Hatfield
Anneliese Schools

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I.9.105 P-221 - Responses to Comments from Kristen Hatfield

P-221-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-221-2

This comment states a concern over the project design related to safety for traffic operations. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement that would result from the proposed improvements.

P-221-3

This comment states a concern over the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise and air quality impacts.

P-221-4

This comment expresses concern that the public was notified of a 30 day public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

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P-222

Dolan, Edward C@DOT

From: Kristin Allison <kallison92651@gmail.com>
Sent: Tuesday, June 26, 2018 3:29 PM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project

Hi Edward,

We agree with Laguna Canyon Foundation's recommendations and cannot support a proposal that drastically impacts park land, has substantial monetary costs, and increases the danger and difficulty of exiting and entering Willow parking lot, with no clear benefit to traffic or safety. P-222-1

Please do not move forward with this project.

Thank you,

Kristin and Doug Allison
291 La Brea Street
Laguna Beach, CA 92651

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I.9.106 P-222 - Responses to Comments from Kristin Allison

P-222-1

This comment expresses concern for impacts to Laguna Coast Wilderness Park and traffic impacts to ingress and egress. Please refer to Common Responses No. 6 for a discussion of impacts to parkland and No.1 for a discussion of traffic impacts related to ingress and egress at the Willow Staging Area.

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P-223

Dolan, Edward C@DOT

From: Kristin Smith <kristinsmithmd@mac.com>
Sent: Tuesday, July 10, 2018 1:12 AM
To: D12 SR-133@DOT
Subject: LAGUNA CANYON ROAD PROJECT

Dear Mr Dolan and Laguna Beach City Council Members:

We are writing today to voice our strong opposition to the proposed construction plan at Laguna Canyon Road and El Toro. We are disappointed that CalTrans and the City failed to engage affected citizens and businesses in a timely fashion, resulting in a poorly conceived and short-sighted solution to the (agreed upon) ongoing problem of traffic congestion at Laguna Canyon Toad and El Toro. P-223-1

The current proposal to move the area of traffic bottlenecking closer to the elementary school and the entry/exit point of the Willow Staging Area actually make the proposal MORE DANGEROUS than the current problematic situation. Worsening the traffic pattern at the highly utilized elementary and wilderness park entrance/exit areas and forcing traffic to cross multiple lanes of oncoming cars and bicycles will undoubtedly INCREASE traffic congestion, accidents and likely fatalities (probably in cars transporting children to and from school or the beaches.) P-223-2

This project is also proposed to extend over at least 2 years and will create a major construction zone mere yards from an elementary school. This will have a profound impact on the learning and environmental programs of the school. It will also serve to increase toxic air pollutants near the school impacting the children's health, many of whom have chronic lung conditions like asthma which will be exacerbated by the toxic fumes at the school's entrance. CalTrans did not do its due diligence in compiling traffic impact data as it did not complete a study of a.m. traffic during peak utilization hours, instead collecting data on a single day at off-peak times. P-223-3

We are highly disappointed in CalTrans and the Laguna Beach City Council members and managers who support this dangerous and short-sighted proposal. Please delay any approval or implementation of this project until all affected entities can come together to address these problems and come to a mutually agreeable solution that will actually improve traffic AND safety for persons coming into and out of Laguna Beach. If the Anneliese School is forced to close the Willowbrook facility because of safety concerns for the children, it would be a profound loss for the Laguna Beach Community and would impact hundreds of families and students, many of whom are Laguna Beach citizens themselves. P-223-4

Thank you for your time and consideration,

Kristin and Spencer Way

Sent from my iPhone

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I.9.107 P-223 - Responses to Comments from Kristin and Spencer Way

P-223-1

This comment expresses disappointment that the public was notified of a 30 day public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-223-2

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-223-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts. The comment also states that the traffic data is insufficient. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-223-4

This comment states a general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 1 regarding project design. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT P-224

From: Kristin Brundel <Kristin.Brundel@jerich.com>
Sent: Monday, July 9, 2018 1:13 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: URGENT: Opposition to 133 Safety Project
Attachments: 0N060DraftIS_MD_FINAL.pdf

Importance: High

Hello All,
I am writing you today as an outraged and concerned parent. We have received an email over the weekend that our beloved Anneliese Willowbrook campus is in threat of closing due to the 133 Safety Project and the implications it has on our the school. P-224-1

Our daughter has had sensory issues since birth and this school has provided an intimate safe environment for her education where she can finally thrive; they provide a unique learning environment that help children thrive as well a provide notorious meals made from scratch. There simply isn't an equivalent alternative if our school closes. It breaks my heart that children and families may potentially be negatively impacted due to this proposed project. P-224-2

I admit there is a need to make this stretch of highway safer but I strongly feel expanding the lanes is counter intuitive. Anyone who drives this daily will tell you it is clear the speed limit in this area needs to be addressed and enforced. I am on this stretch of high way twice a day for the past two years and no one ever slows for the school campus. Making left turns in either direction is very challenging, drivers are completely unaware there is a school campus here and do not slow for any reason. There must be another way to make this stretch of highway safer, expansion is not the solution. P-224-3

Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, I encourage everyone involved to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding, we not only need to reduce the speed for this alone but also the safety of the children and drivers that need to make left turns. Perhaps a stop light is another solution? Expanding the road to allow drivers more area to speed which does not seem like a proper solution. P-224-4

Why I am opposed to this proposed project:

- **It will impact the lives of children, families and staff at the Willowbrook Campus**. This far outweighs the number of motorist that it will help saving, sitting in traffic does not compare to the life changes that will occur if this passes. Families will need to find new schools during the school closure, children may not thrive in lesser environments, and staff will have to find new employment which may also result in financial hardship for some, the animals on campus will need new housing and the plant life will suffer as well. This is not a good reason for the school to close, this is down right devastating. P-224-5

- **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone to an extended time:** even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers for an extended period of time. P-224-6

- **The project will create dangers for drivers entering and exiting Anneliese Campus as well as the OC Parks/wilderness trails parking lot.** The addition of a second lane of inbound traffic on Laguna Canyon Road for 900 feet, as well as a bike lane, directly in front of the OC Parks/wilderness trails parking lot, will create dangerous conditions for drivers that need to turn left in both directions. Drivers making a left turn exiting that parking lot would need to cross 2 lanes of inbound traffic plus a bike lane (versus the single lane that exists now). This is already a challenging task with the single lane that currently exists as drivers are simply going much too fast. This creates a major accident potential that is unnecessary. P-224-7

Why the school will need to close:

- **The construction will also create loud noise during School hours,** which is completely inconsistent with a peaceful learning environment; at the Anneliese campus there is a significant amount of outdoor education time as well as playgrounds that border the road. This is also concerning as a parent not just the noise levels but the debris and pollutants that will be in the air and travel to such tiny bodies. P-224-8

- **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of our School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-224-9

It has been brought to our attention that CalTrans has been planning this project for at least 2 years, yet gave the school and parents little time to have a voice in the suggested project; it is shocking they did not reach out to the one and only business located within the proposed construction zone who this impacts significantly. I cannot speak on behalf of the school but as a parent this will also impact us personally as well as a long term effect on my daughter. This is the only school around that offers wholesome nutritious foods, hands on experience while teaching children to be part of a community while providing an authentic outdoor experience. If this projects shuts down our school we are saying our children don't matter. P-224-10

Every student, family, and staff will all need to make daily adjustments if this campus closes. I am asking you to please save our school and find another solution.

Thank you for your support.

Kristin Brundel

Jerich Global (Division of Jerich USA Inc.)

140 Newport Center Drive, Suite 250

Newport Beach, CA 92660

Tel +1 949 877-8021

www.jerich.com, Kristin.brundel@jerich.com

I.9.108 P-224 - Responses to Comments from Kristin Brundel

P-224-1

This comment states a general concern about the school and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

P-224-2

This comment provides introductory remarks about Anneliese's School. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-224-3

This comment provides a general opinion that there must be another way to make the highway safer. This comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 1 regarding ingress/egress at Anneliese's School and Common Response No. 2 regarding speeding/speed limits. This comment will be made available to the decision-makers. No further response is required.

P-224-4

This comment states a concern for the negative environmental and aesthetic impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-224-5

This comment states a general concern about operation of the school. The proposed project would maintain access to Annaliese's School throughout the duration of construction and no school closures are proposed. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Common Response No. 7 regarding construction impacts at Anneliese's School. This comment will be made available to the decision-makers. No further response is required.

P-224-6

This comment states a concern over the traffic impacts construction activities will have on travelers. Please refer to Common Response No. 1 for a discussion of construction-related traffic impacts.

P-224-7

This comment expresses concern with the ingress and egress from Willow Staging Area and Anneliese's School and the safety of the extended merge lane. Please refer to Common Response No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area as well as the net operational safety improvement of the extended merge lane.

P-224-8

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-224-9

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-224-10

This comment expresses concern that the public was notified of a 30 day public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-225

Dolan, Edward C@DOT

From: Lily Habte <lilyhabte@yahoo.com>
Sent: Monday, July 9, 2018 9:20 PM
To: D12 SR-133@DOT
Subject: Construction in the canyon

Hello,
We are writing to voice our strong opposition and extreme concern over the proposed project that is going to affect Anneliese's school in the Laguna Beach canyon.
This unique campus is a testament to the nature around it and they have made every effort to enhance and protect the nature surrounding them. The proposed plan will affect many people, businesses, and most importantly the timeless beauty of the canyon. P-225-1

Kurt Stout and Lily Habte
Sent from my iPhone

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I.9.109 P-225 - Responses to Comments from Kurt Stout and Lily Habte

P-225-1

This comment states the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Improving Laguna Canyon Road Throughput by Eliminating Two Intersections

Given the sensitivity of Laguna Canyon, we should explore every option that would enable better traffic flow at a reduced impact to the canyon. One of the best options to achieve this is to eliminate the redundant portion of El Toro Rd and return it to wilderness uses. El Toro traffic would use the existing 73 feeder system to access Laguna Canyon Rd. By eliminating intersections travel time could actually be reduced. P-226-1

The advantages of eliminating the redundancies are easy to view on a map (see attached).

Southbound El Toro traffic would use the existing 73 feeder lanes to join the 133.

There are three options for ***Northbound El Toro traffic:***

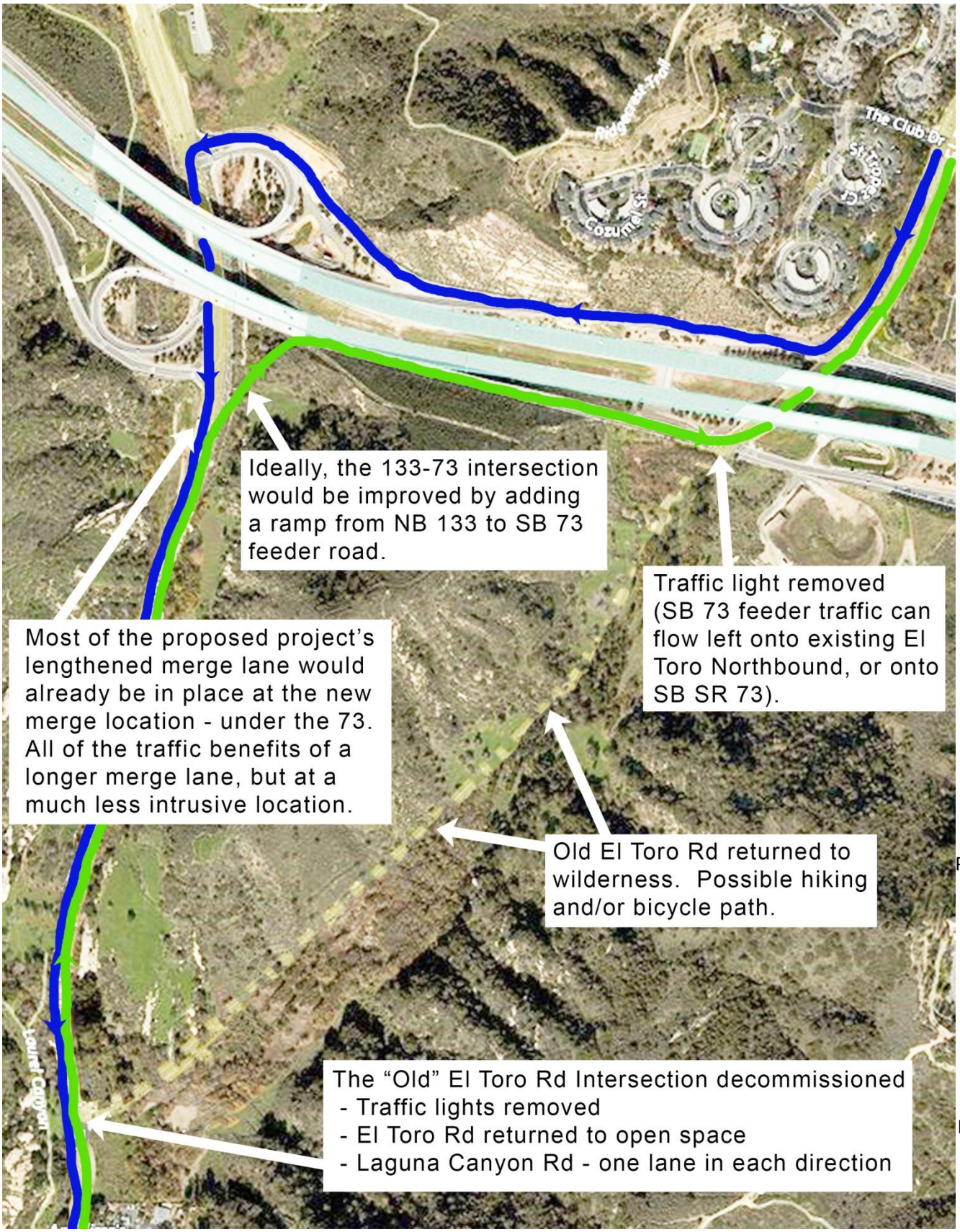
1. Simple Option - Just use the existing ramps from the 133 to the 73 feeder. P-226-2
2. Improved Option - Improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. Several other improvements could also be made to further improve traffic flow - all of which would be less than the $39 Million budget for the current proposal of just adding more merge lanes to the current intersection. P-226-2
3. One-way Option - Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73 P-226-3

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminating the bottleneck and congestion at the current 133 and El Toro intersection. The key here is to move the merging and the congestion to the 133 - 73 intersection which already has the infrastructure, width, and throughput to handle the merging much better than further down in the middle of Laguna Canyon. P-226-4

While Option 2, the "Improved Option" would add less than a half mile of distance, it would actually improve travel time since two traffic lights intersections are eliminated. Gaining traffic throughput this way would allow us to return land to wilderness uses rather than taking more away. That is the option displayed in the on the reverse side. P-226-5

We need support for a better SR 133 improvement so ideas can gain enough traction to be seriously evaluated by CalTrans. As they point out when I brought this up last week, El Toro is a county road, and the 73 feeder would also involve the Toll Road Authority. Still, Laguna Canyon to too cool of a place for all three agencies to have their own "monument" to "doing something." P-226-6

If you have more ideas or suggestions, I can be reached at david@raber.us.



P-226-7

P-226-8

P-226-9

P-226-10

P-226-11

I.9.110 P-226 - Responses to Comments from Laguna Canyon Summary

P-226-1

This comment suggests project alternatives for local roadways such as decommissioning El Toro Road and includes suggestions for an alternative project design. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-2

This comment includes suggestions for an alternative project design. The commenter's suggestion is acknowledged. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-3

This comment includes suggestions for an alternative project design. The commenter's suggestion is acknowledged. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-4

This comment expresses an opinion about the alternatives they proposed and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-226-5

This comment expresses an opinion about the alternatives they proposed and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. The commenter's suggestions are acknowledged. This comment will be made available to the decision-makers. No further response is required.

P-226-6

This comment expresses an opinion about the alternatives they proposed and does not contain any substantive comments or questions about the environmental analysis or

conclusions contained in the IS/EA. The commenter's suggestions are acknowledged. This comment will be made available to the decision-makers. No further response is required.

P-226-7

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-8

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-9

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-10

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-226-11

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-227

Dolan, Edward C@DOT

From: Laguna Streets <lagunastreets@gmail.com>
Sent: Sunday, July 8, 2018 12:48 PM
To: D12 SR-133@DOT
Cc: Jill Richardson; Michael Hoag; Christy Butera; Max Isles; Chris Berry; Rene Miller; Charlie Gandy; Justin Gresh; Mick Donoff; Patrick Fetzer; Francesca Fragasso; Steven W. Hansen; Ville Maanpää; Mark Draper - Spring Creek Investors; Frank Hufnagel; Patrick Freeman; Tony Zentil; Dave Kelleher; Woody Carey; Kevin Carey; Dan Murphy; Tamara Hlava; John Wilkerson; Kevin Penrose; Jason Unger; LoreneLaguna; David Huntsman; Michael Wilkes; Pete van Nuys; Elise Higley; Lisa Farber; Wes Parsel; Brenda Miller; Jennifer Welsh Zeiter; Jim Gothard; MJ Abraham; Mike Morris; Barbara Rathbun; Michelle Monda; 'Patricia Halman-Menne'; 'Jill Cooper'; Bryan Menne; India Ravel & TONY Hynes; Peter Blake; Michael Hallinan; Laguna Streets; Charlotte Masarik; Debra Penrod; Carolyn Smith; Scott Sebastian; Jackie Ghallager; Carol Buss; Becky Jones; Carol Nilsen; Michaell Magrutsche; Roger Carter; Leah Vasquez; Peter Davidson; Penny (Penelope) Milne; Siri Dear; CANDO; Hallie Jones
Subject: Comment Card for SR-133 Improvement Project

Edward Dolan, Associate Environmental Planner
California Department of Transportation, District 12
Division of Environmental Analysis
1750 East 4th Street, Santa Ana, CA 92705

RE: Comment Card for SR-133 Improvement Project, deadline 10 July 5:00pm

Dear Mr. Dolan,

After reviewing the Caltrans documents for this proposed highway improvement, I have these comments

Design Elements:

1. Positioning a Class II bike lane between 50mph traffic and a cheese grader is neither a safety improvement nor a road capacity enhancement. P-227-1
2. Placing a Class II bike lane on a 4-lane highway is highway decoration, not a multi-modal construct. P-227-2
3. Disguising a four-lane highway as a country road with two merge lanes is either decoration or camouflage, how does adding more asphalt reduce traffic congestion in Laguna Beach? P-227-3
4. The principal measure of project success is the LOS projected as Level D for AADT of 29,000, SR-133 in 2001. When will MMLOS be implemented? P-227-4

Administrative Policy:

1. In 92 pages the Active California Bicycle and Pedestrian Plan makes no mention of the Caltrans principal highway performance criteria the Level of Service (LOS). How then is the benefit of the cycling mode measured? P-227-5

2. The projected Cost Estimate is $18.2 Million, the revised estimate is $39.3 million. Were four project Components accounted for in the original cost estimate? What explains the difference? P-227-6
3. For Level of Service (Table 1.1) LOS 'D' of 37,000 vehicles AADT, the same performance measure under Complete Streets could reach MMLOS 'A' at 37,000 passengers. Why doesn't Caltrans do this? P-227-7
4. How does auto-centric infrastructure improve the congested trend shown in Table 1.1, how does the SR-133 Improvement Plan reduce Laguna Beach traffic congestion and serve the public good? P-227-8

Abbreviations:

AADT= Average Annual Daily Vehicles Traveled
AAPT = Average Annual Daily Passengers Traveled
LOS = Level of Service
MMLOS = Multi-Modal Level of Service

Thank you for considering my questions.

Les

--
Laguna Streets

I.9.111 P-227 - Responses to Comments from Laguna Streets

P-227-1

This comment expresses an opinion that the proposed project would not result in safety improvements. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-227-2

This comment expresses an opinion that the proposed bike lane is not a multi-modal construct. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-227-3

The comment inquires how adding more asphalt will reduce traffic congestion. As stated in Section 1.0 (Proposed Project), the purpose of the project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The purpose of the project is not to enhance capacity and reduce traffic congestion. However, improved safety and reduced vehicle collisions will also reduce traffic congestion.

P-227-4

The comment inquires when MMLOS will be implemented. MMLOS is implemented in the Highway Capacity Manual (2010) and is currently used by Caltrans. This is a safety project and not a complete streets project or a project to improve bicycle and pedestrian MMLOS conditions.

P-227-5

The comment inquires how the benefit of the cycling mode is measured. The Caltrans Highway Capacity Manual includes methodology for bicycle level of service (LOS) analysis. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-227-6

The comment inquires if all four project components were included in the original cost estimate and what explains the different in the original $18.2 Million and revised $39.2 Million cost estimate. According to the Project Report and project description in Section 1.0 of the MND/FONSI, the construction capital costs are $19.3 million and the support cost is $18.2 million. The current total project cost estimate is $37.6 million. These numbers reflect the inclusion of the four project components.

P-227-7

The comment inquires why Caltrans doesn't implement a MMLOS 'A' at 37,000 under Complete Streets. Caltrans follows the Highway Capacity Manual (HCM) guidance for MMLOS. However, this is a conventional highway with no convention for high occupancy vehicle lanes. This is a safety project and not a complete streets project. Commenter's suggestion is out of the project's purpose and need**.**

P-227-8

The comment inquires how the project reduces Laguna Beach traffic congestion. Please refer to response P-227-3 above for a discussion on the purpose of the project.

P-228

Dolan, Edward C@DOT

From: Ragle <ragle@cox.net>
Sent: Monday, July 9, 2018 8:24 AM
To: D12 SR-133@DOT
Subject: LCR and El Toro Rd Project

We are in agreement with the CANDO assessment of this project. Please reconsider this project with their input in mind. We have been Laguna Canyon residents for 33 years.

Larry and Nina Ragle
22 Castle Rock Road.
Laguna Beach, CA

Good things:

- undergrounding from El Toro Rd north to the Toll Rd.
- the addition of bike lanes

P-228-1

BUT Caltrans and the County are planning to take additional land, beyond the wider shoulder and bike lane, to underground utilities and to create large vehicle pullouts.

Things that might be good but need more study:

- The merge lane heading towards town on Laguna Canyon Rd would be extended about to Phillip's Rd. The goals is to reduce accidents, but Caltrans has never studied what ingress and egress will look like at the Willow staging area when thousands of park visitors have to make a left turn over two lanes of traffic, rather than one, nor have they studied the impact of the additional lane on Annaliese' School.

P-228-2

Without the necessary traffic studies we do not know if increasing the length of the merge lane will increase or decrease safety.

(Some of the) Environmental and Aesthetic impacts of the project:

- It would require the permanent acquisition of approximately 1.35 acres of open space and in addition 1.58 acres of land for permanent easements along the edges of the Laguna Coast Wilderness Park.

P-228-3

- It would impact 4.375 acres of vegetation communities, amongst which are 2.31 acres of riparian habitat.
  - Caltrans proposes to mitigate the loss of riparian habitat off site (at the Soquel Mitigation Bank in Chino Hills).

P-228-4

- It involves cutting a 1:1 1/2 slope into the hillside in the Laguna Coast Wilderness park south of El Toro Rd., destroying rock outcroppings and likely killing a mature oak tree P-228-5
- The Creek would be partially controlled by a large check dam (10x20x200 feet) at the toll road onramp, and by channelizing the natural flow beside Laguna Canyon Rd into articulated concrete block channels. The flow would cross under the road by the Willow parking lot at the Wilderness Park, and then run in another articulated block channel onto the City owned open space, at the Dewitt property. (It would empty out into a bioswale area, not into the Creek.) P-228-6
- The bike lane would be separated from the articulated concrete block channel by freeway guard rail. Caltrans proposes to stain the guard rail brown, rather than leave it shiny, but we think even brown freeway guard rail is not a good look in an open space/rural area. P-228-7
- The proposed utility vehicle pullouts are large and visually invasive - extending beyond the shoulder and cutting into open space. P-228-8

Comments

We are suggesting:

- Additional study (of the traffic patterns at Willow Parking lot and Annaliese School)
- Utility vehicle pullouts and undergrounding within the shoulder (no taking of additional land), P-228-9
- and appropriate **onsite** mitigation.

We think the facts support that. Together we can make sure that this is the best project possible. P-228-10

<u>Two other bold proposals--</u>

- Other community analysts of the project suggest that NO merge lane at Laguna Canyon Rd by El Toro would reduce the sideswipe accidents. So, rather than going from 1 lane to 2 lanes then back to 1, and having folks jockey for position, just keep LCR at one lane southbound. P-228-11
- Also suggested - no left turn at El Toro. Drivers can use the Toll road (at no charge) to make the connection from El Toro to Laguna Canyon Rd. P-228-12

I.9.112 P-228 - Responses to Comments from Larry and Nine Ragle

P-228-1

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-228-2

This comment expresses concern with the traffic study, ingress and egress from Willow Staging Area and Anneliese's School and the safety of the extended merge lane. Please refer to Common Responses No. 3 for a discussion of the traffic data and analysis and No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area as well as the net operational safety improvement of the extended merge lane.

P-228-3

This comment states a concern for the permanent acquisition of parkland. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 6 for a discussion of impacts to parkland.

P-228-4

This comment states a concern for the loss of riparian habitat. Please refer to comment P-228-3 above for a discussion of the design option which will further reduce impacts to riparian habitat. In addition, please refer to Common Response No. 5 for a discussion of impacts and mitigation to riparian habitat.

P-228-5

This comment states a concern for impacts to the hillside and oak trees. Please refer to comment P-228-3 above for a discussion of the design option which will further reduce impacts to the hillside from cut slopes and to oak trees. In addition, please

refer to Common Response No. 5 for a discussion of impacts and mitigation to oak trees.

P-228-6

This comment summarizes the drainage improvements included in the proposed project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-228-7

This comment expresses an opinion about the look of the proposed guardrails. The MGS treatment of the guardrails is intended to remove reflective metal objections from rural environments to ensure consistency with the visual character. The color and staining or oxidizing of the MGS would reduce visual effects of this new manmade feature.

P-228-8

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-228-9

This comment includes suggestions for additional traffic studies, placement of utilities within the shoulder, and onsite mitigation for impacts. Please refer to Common Responses No. 3 for a discussion related to the traffic data utilized in this report and No.1 for a discussion of the undergrounding of utilities. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

P-228-10

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-228-11

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-228-12

This comment includes suggestions for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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P-229

Dolan, Edward C@DOT

From: l.nees@anneliesеschools.com
Sent: Friday, July 6, 2018 1:34 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Hello Edward,

My name is Larry Nees Jr. I am the transportation manager and school bus driver for Anneliese Schools in Laguna Beach. I recently heard about the plan to widen and increase the flow of traffic on Laguna Canyon Road near our campus. I have been a commercial driver for 12 years and have worked at this location for 10 years. I can tell you from personal experience that this is a heavily used, high speed blind curve and thus an extremely dangerous traffic area. I hope your organization will make every effort to evaluate and carefully consider the need for additional safety measures to ensure the safety of children, parents, staff and general public. Please do not hesitate to contact me should you need any additional information about this area. Thank you! P-229-1

Regards,

Larry

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I.9.113 P-229 - Responses to Comments from Larry Nees (no. P-229)

P-229-1

This comment provides support for the need for additional safety measures due to the current hazardous traffic conditions. The does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. As stated in Section 1.3, the purpose of the proposed project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow; the proposed project is not a capacity enhancing project. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Laura Cohen <lacohen@comline.com>
Sent: Tuesday, July 10, 2018 4:17 PM
To: D12 SR-133@DOT
Subject: Comments for SR-133 (Laguna Canyon Road) Improvement Project
Attachments: Comments on SR-133 Improvements 2.docx

Please see that my comments reach the correct location for consideration.
Thank you!

P-230

Laura Cohen
92G Calle Aragon
Laguna Woods, CA 92637
lacohen@comline.com

I would like to submit these comments regarding the *SR-133 (Laguna Canyon Road) Improvement Project.*

Hundreds of people made large personal sacrifices over the past 50 years to protect the land that is now Laguna Coast Wilderness Park. There will always be threats to this open space - and people who think they have better uses for the land. It is a bad precedent to allow any open space to be traded for road projects because there is so little open space left. Thousands of people marched to protect this open space and the people of Laguna Beach voted to tax themselves to pay for it.

P-230-1

This project is located at the most popular parking area of Laguna Coast Wilderness Park, where thousands of people enter every month, and it will impact the most popular trail in the park. The Laurel Canyon/Willow Canyon loop has been chosen as "favorite trail of the year" for several years in the Orange County Register contest. One of the reasons for its popularity is the presence of riparian woodlands. This Caltrans project will directly impact these woodlands and even the historical walnut grove - a combination of rare local walnut trees and European trees established more than 50 years ago.

P-230-2

At this point, open space is more valuable to people of the County than roads. Open space has been shown to improve health, extend life, and speed healing after illness. Open space helps treat attention deficit disorder and depression. Road widening has none of these benefits. And this project will not even improve traffic flow.

P-230-3

The canyon that would be impacted is the home to a rare and endangered plant. The main populations of this plant are located in Laurel Canyon. Bringing a road in closer to this population could cause harm by removing vegetation that protects the canyon from pollution from automotive exhaust.

P-230-4

Considering the commitment made by the community to preserve the open space, if there is park land taken, all mitigation will need to take place within the area...and wetlands will need to be maintained permanently as part of the Caltrans annual budget, with plans included to import clean, untreated, water if the project looks as though it might fail with natural rainfall, as other wetland mitigations in the park have done. The wetlands areas provide a home for endangered species, like the least Bell's Vireo and this should also be considered in the real cost of mitigation. P-230-5

Component 1: Drainage Improvement

In the eleven years I have driven through the canyon, I have never witnessed a flooding problem along the Southbound 133 between the 73 and El Toro Road. There has, however, been flooding in downtown Laguna Beach. I am concerned that widening Laguna Canyon Road and "hardening" the creek with cement blocks will decrease the natural absorption provided by the soil and riparian plant root systems - and increase flooding in the city during storm events.

It is important in roadside projects to only use plants that are found in the park, as the wilderness park has problems with invasions by non-local species. I am not familiar with any local native grasses growing in local creek beds. I think that this kind of planting will be unsustainable. Unless managed as a permanent element in the Caltrans budget, these grasses will be out competed and replaced by many of the roadside invasive plants now requiring regular attention by the Caltrans maintenance team. It will probably require increased use of pesticides which will flow to the ocean during rain events and pollute the water. P-230-6

Component 2: Safety Component (from 1700 ft south to 1200 ft north of El Toro Road)

The additional lane right near the entry of Laguna Coast Wilderness Park will make Laguna Coast Wilderness Park entry and exit more hazardous. If motorists going to the park make the turn from the southbound middle lane, they will have P-230-7

only a short distance to move into the correct lane. As it is now, everyone is forced into the correct lane for the turn. P-230-7

Park visitors exiting the park and heading north will have to cross two lanes of traffic in a location that is already severely impacted for much of the year. If they turn right, they will be looking for a place to turn around. The next available light is a quite a distance away at Canyon Acres, so additional unnecessary traffic will be added to the road. P-230-8

Adding more lanes of traffic at the El Toro - Laguna Canyon Road intersection will add to wildlife mortality in the area. This year between January and March, two bobcats were killed near this intersection. Mortality history of other species in this area, such as mule deer, should be made available to the public by Caltrans. Caltrans has been reluctant to share road kill data with the community. P-230-9

Component 3 - Shoulder Widening, Class II Bike Lane (between SR-73 and south of El Toro Road).

I think without a complete 8-foot Bike Lane that runs all the way through the city, this is a dangerous addition. Bikers will think it's safe and travel in groups. Then, it will dump them on a narrower, less safe bike lane.

The bike lanes on the 133 north of the 73 are ridiculous. How many freeways have bike lanes on each side? I often hear road bikers say they would never ride on the 133. On the southbound 133, there is a memorial to remind everyone of the danger. P-230-10

I recommend exploring the addition of a raised bike lane that runs the full length of the 133 into Laguna Beach. This way, the utilities could be located under the bike lane and park land could be left as is. I have attached several photos of existing raised bike lanes. They can be quite beautiful.

Utility truck parking areas are an inappropriate use of park land and the hardscape will add run off during rain events that will contribute to flooding downtown. P-230-11

Component 4 - Underground Overhead Utilities

While it is visually appealing to underground overhead utilities, I am wondering if there is a specific protocol for undergrounding these utilities in a riparian area. Since water naturally flows through the canyon during the rainy season, both sides of the road have natural wetlands. You can tell this is true by looking at the vegetation that grows there. Also, the increased road width will contribute more water to the roadsides. Is it safe to have underground utilities in wetlands? Perhaps it would be better to hide them in an above-ground structure, like a raised bike bridge.

P-230-12

It seems as though the underground utilities would have to be contained in a water-proof pipe. How do you ensure that the pipe will not develop leaks and how do you protect power lines from leaks?

Also, undergrounding utilities is an inappropriate use of park land - or reason to take out park trees. All utility undergrounding should take place on the developed side of the road in the communities that will benefit from the undergrounding.

Examples of Bike Bridges

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I.9.114 P-230 - Responses to Comments from Lauren Cohen

P-230-1

This comment states that it is a bad precedent to allow open space and to be traded for road project. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 6 for a discussion of impacts to parkland.

P-230-2

This comment expresses concern with impacts to riparian habitat and oak trees. As stated in response P-230-1 above, a design option has been identified which would reduce the number of oak trees to be removed and would minimize impacts to riparian habitat. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for riparian habitat and oak trees. The proposed project would not result in permanent impacts to the Laurel Canyon/Willow Canyon loop. Temporary impacts would occur, however, with implementation of the measures in Section 2.1, impacts would be less than significant.

P-230-3

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-230-4

This comment expressed concern for impacts to endangered plant species. Focused surveys were performed for threatened and endangered plants along the proposed impact limits and none were found within a 100 foot buffer of the proposed impact limit. In addition, as discussed in Section 2.15 (Plant Species) and 2.17 (Threatened and Endangered Species), potential permanent effects on non-listed special-status

plant species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 and BIO-12. A “No Effect” determination has been made for listed plant species.

P-230-5

The comment expresses concern for impacts to wetlands, endangered species, and the need for onsite mitigation. There is a very small amount of wetlands that will be impacted by the project, but there will be impacts to riparian vegetation. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for riparian habitat. No least Bell’s Vireo were detected during protocol surveys for the project but the proposed mitigation areas should be suitable for them once established.

P-230-6

The comment states a concern that cement blocks will decrease natural absorption and increase flooding. Please refer to Common Response No. 8 for a discussion related to drainage, hydrology, and flooding. In addition, the comment states a concern that invasive species will replace roadside native vegetation, which will require the use of pesticides, contaminating the surface water. Please refer to Common Response No. 5 for a discussion on invasive species. Furthermore, see Measure BIO-4 (Invasive Species Control) for details on the Weed Abatement Program that would be implemented as part of the project. This program does not include the use of pesticides.

P-230-7

This comment states a concern over the traffic impacts including ingress and egress at the Willow Staging Area and over safety hazards from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area and for a discussion of the net operational safety benefit provided by the extension of the southbound merge lane.

P-230-8

This comment states a concern over the traffic impacts including ingress and egress at the Willow Staging Area and over safety hazards from the extension of the southbound merge lane. Please refer to Common Response P-230-7 above.

P-230-9

This comment states a concern over impacts to wildlife mortality as a result of road widening. As stated in Section 2013 (Natural Communities), implementation of the Build Alternative is not expected to permanently affect wildlife movement or decrease the functionality of any wildlife crossings within the BSA, as no new permanent barriers would be placed within any designated wildlife movement corridors as part of the Build Alternative. Wildlife movement is expected to continue throughout the BSA following construction of the Build Alternative. The Laguna Coast Wilderness Park and the Aliso and Wood Canyons Wilderness Park will continue to provide habitat and cover for movement of animals within the NCCP/HCP Reserve. The Build Alternative direct impact areas are not located within a designated wildlife movement corridor.

P-230-10

This comment expresses an opinion that bike lanes on SR-133 are unsafe. The comment also includes the suggestion for raised bike lanes and several examples of this type of structure. As stated in Section 2.1 (Land Use), the Build Alternative is consistent with the Transportation Element of the County of Orange. In addition, as the existing SR-133 roadway within the project area is a Class III bikeway identified in the County of Orange Master Plan of Countywide Bikeways, the proposed project's construction of a Class II bikeway would maintain consistency with the Transportation, Circulation and Growth Management Element of the City of Laguna Beach. In addition, current conditions for cyclists on SR-133 are unsafe due to the lack of standard 8-foot shoulders in both NB and SB directions for cyclists to use. The proposed improvements would address this deficiency continuing to the El Toro Road intersection. Raised bike lanes as shown in the attachment are beyond the scope of this project. They would also likely require more right of way and significant environmental impact into the surrounding canyon area. Inclusion of the Class II bicycle lane is consistent with the existing bike facility on Laguna Canyon Road north of SR-73, and is also consistent with the OC Bicycle Coalition Master Plan (see Section 2.1 [Land Use] for a detailed policy consistency analysis).

P-230-11

This comment states that commenter's opinion that utility vehicle pullouts are unnecessary and increased impervious surfaces will contribute to flooding. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further

refinements to the project design to minimize impacts to the habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements. With the design option, impacts to habitat from the utility vehicle pullouts would be reduced. Please refer to Common Response No. 8 for a discussion on drainage, hydrology, and flooding.

P-230-12

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

Dolan, Edward C@DOT

From: Laura Sewell <laura92651@gmail.com>
Sent: Sunday, July 8, 2018 2:38 PM
To: D12 SR-133@DOT
Subject: Oppose work on 133 and el toro

I am opposed to the project on the 133 and El Toro. It will have too much impact on Laguna Canyon. Thank you. P-231-1

Laura Sewell
Laguna Beach Resident

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I.9.115 P-231 - Responses to Comments from Laura Sewell

P-231-1

This comment states the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-232

Dolan, Edward C@DOT

From: Leah Vasquez <leahvasquez@cox.net>
Sent: Friday, July 6, 2018 11:50 AM
To: D12 SR-133@DOT
Subject: FW: A COMMENT CARD:

From: Leah Vasquez <leahvasquez@cox.net>
Sent: Friday, July 6, 2018 11:46 AM
To: 'D12.SR133@dot.ca.gov.' <.>
Cc: 'Lisa.Bartlett@ocgov.com' <Lisa.Bartlett@ocgov.com>
Subject: A COMMENT CARD:

From: Leah Vasquez

leahvasquez@cox.net

606 Bluebird Canyon Dr.LB 92651

Organizations: V.P. Laguna Beach Beautification Council, Laguna Beach Urban Design Committee . Laguna Beach Historical Society, former LB Arts Commissioner

WHAT'S BEING PLANNED? The California Department of Transportation (Caltrans) District 12, in cooperation with the County of Orange, proposes to make improvements to State Route (SR) 133 in both directions from just south of El Toro Road to SR-73 between Post Miles 3.1 and R4.1 in Laguna Beach. The project will make drainage improvements, widen the shoulders, add a Class II Bike Lane, and underground overhead utilities. The project also includes *safety improvements* from 1,700 feet (ft) south of El Toro Road to 1,200 ft north of El Toro Road. **The proposed work will *encroach upon wetlands* (~~minimal) a~~nd a floodplain.** The project is being evaluated to ensure all ~~practical~~ measures **are taken to minimize harm to the wetlands and flood plain** P-232-1

COMMENTS:

I have been in Laguna for more than 50 years; seven of which were(1964-71) in Laguna Canyon and during the 50-year flood (1969) when a narrow two land road between sea and inland-still resembled that which inspired artists, created Lagunas image, breathtaking because of its beauty and calm, and minimized speed. It is human actions that create danger, drinking, speed and distractions, but all attempts to "improve" have failed to curb accidents or human error -that will be will be exacerbated by any and all means to flatten, increase speed , adding or creating merging lanes., removal of permeable surfaces, altering watercourses , channelizing and destroying habitats or any means that affects or limits production of oxygen through the canyon as a natural air corridor/conditioner. P-232-2

CONCERN:

THERE IS NO NEED TO HAVE, ADD OR EXTEND MERGE LANES ON 133/LCR or to further create Laguna Canyon Road as a freeway/expressway . P-232-3

KEEP IT SIMPLE, SLOW AND NAURAL AND RURAL-THESE ARE THE ASSETS AND VALUES WE MUST RETAIN FOR WE CAN NEVER RETURN TO APPRECIATETO WHAT WE DESTROY. WE DO NOT NEED MORE FREEWAYS ESPECIALLY INTO A SMALL VILLAGE. WHAT WE DO NEED IS COMMITMENT TO IMPROVENATURAL RESOURCES. P-232-3

MERGING LANES:

ARE CONTRARY TO SAFETY . MERGING LANES CREATE "TERRITORIAL" SITUATIONS, SIDE-SWIPING, ROAD RAGE AND SPEEDING AND REAR ENDING BEAR WITNESS TO DEATHS AT THESE SPECIFIC SITES P-232-4

Laguna Canyon Road (ca 133) from the I-5 & 405 freeways Is the only inland passage into Laguna Canyon and the village of Laguna Beach. Historically it was narrow two lane road without "shoulders" lined by 100 year-old coast live oaks, passing Barbara's Lake, Inland Orange County's only natural water source flanked by groves of Eucalyptus and rolling hills; that was up until the 1970; IT IS CALTRANS JOB TO RESPECT WHAT THE PUBLIC VALUE ANDTO WORKW ITHIN THE BOUJNDARIES WE SET. P-232-5

IT WAS AND STILL IS THE IDENTIFICATION OF LAGUNA EXPRESSED THROUGH VISUAL ART AND LITERATURE-IT IS LAGUNA'S MAJOR CULTURAL, PHYSICA L AND ECONOMIC DRIVER. PROPOSING MASSIVE CONCRETE, AND ASPHALT EXTENSIONS, TAKING AWAY OPEN SPACE AND DESTRUCTION OF NATURAL FEATURES SUCH AS ROCK OUTCROPINGS, FURTHER CONCRETIZING SUCH AS CATCH BASINS, CHANELIZING NATURAL STREAMS AND CREATING UNNNECESSARY MERGE LANS AS WELL DRAINING CHANNELS FURTHER ERODES THE NATURAL BAUTY AS WELL IGNORES HISTORICAL EVIDENCE SHOWING ACCIDENT RATES BECUASE OF MERGED LANES INCREASE SIDESWIPING, SPEED AND COMPETITIVE ROAD BEHAVIOR. P-232-6

133/LCR IS A NATURAL AIR CORRIDOR ITS RIPARIAN GROWTH CREATES AND TRANSFERS OXYGEN INTO INLAND VALLEYS; REDUCTION OF NATIVE GROWTH OR EXPANSION OF MANDMADE SURFACES IS UNACCEPTABLE. CLIMATE CHANGE DEMANDS EFFORT TO MINIMIZE HARM TO NATURAL ENVIRONMENTAL FEATURES, WATERSHED AND HABITATS. P-232-7

TRAFFIC:

IT IS INCUMBANT UPON CALTRANS TO DO NO HARM IN SOLVING SAFETY, HABITAT AND HYDROLOGY ISSUES AND IT WITH MUST BE COGNIZENT AND CONSISTENT NATIVE HABITAT AND RIPARIAN/WATERSHED PROTECTION. P-232-8

UNDERGROUNDING UTILITIES:

MUST LOCATED **WITHIN EXISITING ROAD** SHOULDERS AND ALSO USED AS BIKE LANES INCOMING AND OUTGOING BETWEEN FRONTAGE ROAD (FESTIVAL AREA) AND THE 73TOLL ROAD OVERPASS. P-232-9

Thank you for respecting nature, beauty, working with not against natural forces and preserving what our future will inherit.

I.9.116 P-232 - Responses to Comments from Leah Vasquez

P-232-1

This comment states concern for the proposed improvements' impacts to wetlands and to floodplains. There is a very small amount of wetlands that will be impacted by the project, but there will be impacts to riparian vegetation. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for riparian habitat. In addition, this Final IS/EA includes a discussion of the Wetlands Only Practicable Finding (see Section 2.14.5) and concludes: Based on the above considerations, it is determined that there is no practicable alternative to the proposed construction in wetlands and that the proposed action includes all practicable measures to minimize harm to wetlands that may result from such use. In addition, as stated in Section 2.7 (Hydrology and Floodplains), the Build Alternative would not result in a significant floodplain encroachment as defined in 23 CFR 650.105(q). Furthermore, Project Features PF-WQ-1 through PF-WQ-5 and Measures HYD-1 through HYD-3, would avoid and/or minimize potential effects to the designated Laguna Canyon Creek 100-year floodplain/floodway.

P-232-2

This comment provides background on safety and flooding issues in the project area and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. In addition, please refer to Section 1.3 (Purpose and Need) for a discussion on the existing deficiencies of the roadway within the project area and the proposed safety improvements. This comment will be made available to the decision-makers. No further response is required.

P-232-3

This comment states there is no need to add lanes to SR-133. Please refer to Section 1.3 (Purpose and Need) for a discussion on the existing deficiencies of the roadway within the project area. In addition, As discussed in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses.

P-232-4

This comment states a concern over safety hazards from the extension of the southbound merge lane. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit provided by the extension of the southbound merge lane.

P-232-5

This comment expresses concern over the removal of oak trees from widening the shoulders. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 5 for a discussion related to impacts and mitigation for oak trees.

P-232-6

This comment states concern over the impacts to the visual character of the canyon from channelization and states that accidents are related to merge lanes and speeding. The concrete channel (channelization) is actually articulated block. The proposed articulated block channel provides for maintenance to keep a constant channel depth and width by excavating collected debris in the channel to prevent flooding. The articulated block consist of connected concrete blocks usually with gaps and openings in the block which allows for water infiltration and plant growth. Native vegetation, mostly grasses, will be planted or seeded in the openings of the articulated block to help naturalize the channel (see Project Feature PF-LU-1 in Section 2.1 (Land Use), PF-VIS-1 in Section 2.5 (Visual/Aesthetics), and Measure BIO-2 in 2.13 (Natural Communities). These features will lessen the visual aesthetic of the channel. In addition, as discussed in response P-232-5 above, Caltrans is currently considered a design option which would reduce impacts to the canyon by reducing hillside cut slopes. In addition, please refer to Common Response No. 1 for a discussion of the

net operational safety benefit provided by the extension of the southbound merge lane.

P-232-7

This comment states concern over the impacts to riparian habitat and climate change. As discussed in response P-232-5 above, Caltrans is currently considered a design option which would reduce impacts to the riparian habitat. In addition, please refer to Common Response No. 5 for a discussion of impacts and mitigation for riparian habitat. Furthermore, as described in Section 3.0 (CEQA Evaluation), while the project will result in a slight increase in GHG emissions during construction, it is anticipated that the Build Alternative will not result in any increase in operational GHG emissions. While it is Caltrans' determination that in the absence of further regulatory or scientific information related to GHG emissions and CEQA significance, it is too speculative to make a significance determination regarding the project's direct impact and its contribution on the cumulative scale to climate change, Caltrans is firmly committed to implementing measures to help reduce GHG emissions.

P-232-8

This comment states concern over the impacts to riparian habitat and the watershed. As discussed in response P-232-5 above, Caltrans is currently considered a design option which would reduce impacts to the riparian habitat. In addition, please refer to Common Responses No. 5 for a discussion of impacts and mitigation for riparian habitat and No. 8 for a discussion of drainage and hydrology.

P-232-9

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

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P-233

Dolan, Edward C@DOT

From: Laguna Streets <lagunastreets@gmail.com>
Sent: Monday, June 25, 2018 10:37 PM
To: D12 SR-133@DOT
Cc: CANDO; Jennifer Welsh Zeiter; LoreneLaguna; Michael Hoag; Hallie Jones
Subject: SR-133 Improvement Plan

Dear Mr. Dolan,

> On reviewing this plan some concerned residents of Laguna Beach would like to know why the mandates for Complete Streets Policy were deliberately overlooked and when will the success criteria for Caltrans mobility planning abandon vehicle counts and start counting passengers.

P-233-1

Thank you,

Les Miklosy

--
Laguna Streets

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I.9.117 P-233 - Responses to Comments from Les Miklosy

P-233-1

This comment states concern for why the Complete Streets Policy was not included and inquires as to when the success criteria for Caltrans mobility planning will count passengers rather than vehicles. As described in Section 1.3 (Purpose and Need), this is a safety project; the project is not a complete streets project. As a safety project, the purpose of the project is not to improve traffic flow, but rather to upgrade existing deficiencies along the roadway.

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Lo, Ka-Man@DOT

From: Leslie Bruce <lesliebruce@gmail.com>
Sent: Tuesday, July 10, 2018 4:08 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121 @yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net
Subject: Opposition to Laguna Canyon Roadwork

To Whom It May Concern:

As a Laguna Beach resident and a parent of a student at the Anneliese Williowbrook campus, I strongly oppose the proposed Caltrans construction proposal. My family moved to Laguna Beach from Los Angeles because we wanted to settle down in a community that cherishes the sanctity of our environment. This plan would cause major hardship to the families of Anneliese and the wonderful education and atmosphere the school offers our young children rendering it virtually non functional. Please do not allow this project to mover forward. P-234-1

Thank you for your consideration.

Leslie Amin

Sent from my iPhone

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I.9.118 P-234 - Responses to Comments from Leslie Amin

P-234-1

This comment states the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Furthermore, please refer to Common Responses No. 1 for safety features and access to Annaliese's School and No. 7 for construction-related air quality and noise impacts at Annaliese's School. This comment will be made available to the decision-makers. No further response is required.

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P-235

Dolan, Edward C@DOT

From: Lindsay Galloway <itsmrsgalloway@gmail.com>
Sent: Thursday, July 5, 2018 3:57 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

I am greatly opposed to 133 el toro road project. This will greatly impact many businesses and particularly the Annieliese School. The construction project negatively and directly affects them ....their rescue animals, the children's learning environment, terrible construction traffic. The years of traffic this will cause, due to construction, for the payoff is minimal! Also the environmental concerns for our canyon wildlife can't be ignored! I know "big construction always wins" in the end, but sometimes especially here in California, other issues are considered. Please consider them...the impact this will have on our beloved Laguna Beach school, it has been a landmark and loved school for many decades !!! For our children and the shrinking wildlife for our animals... P-235-1

Thanks for listening
Lindsay Galloway
Sent from my iPhone

Dolan, Edward C@DOT

From: Lindsay Galloway <itsmrsgalloway@gmail.com>
Sent: Sunday, July 8, 2018 1:59 PM
To: D12 SR-133@DOT
Subject: Opposition to 133 el toro project

I am greatly opposed to 133 el toro roadproject. This will greatly impact many businesses and particularly the Annieliese School. The construction project negatively and directly affects them ....their rescue animals, the children's learning environment, terrible construction traffic. You risk them closing a school that is a landmark here in Lb! Also the environmental concerns for our canyon wildlife and our children due to the fumes being so close of the new bottleneck there.
-Please consider the impact this will have on our beloved Laguna Beach school, it has been a landmark and loved school for many decades !!!
-The traffic and construction will make it dangerous and we will have to pull our child.

-Cal trans only did their survey in non peak hours!!! Also Whatever survey they did they have given the school less than 30 days to oppose.
I ask you for your help

Thanks for listening
Lindsay Galloway

Sent from my iPhone

I.9.119 P-235 - Responses to Comments from Lindsay Galloway

P-235-1

This comment expresses concern over construction traffic impacts and impacts to wildlife species. Please refer to Common Response No. 1 for a discussion of construction-related traffic impacts and measures to maintain access and acceptable traffic flow for schools, businesses, and residents, in the project area during construction. In addition, as discussed in Section 2.16 (Animal Species), potential permanent effects on non-listed special-status animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-11 through BIO-20. Construction of the Build Alternative is not expected to result in permanent adverse effects to animal species within the BSA.

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P-236

Lo, Ka-Man@DOT

From: Lori Reznick <rezlori@gmail.com>
Sent: Tuesday, July 10, 2018 4:30 PM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project - Public Comment July 2018

Dear Directors,

I respectfully submit these 4 comments in regard to the proposed State Route 133 Improvement Project (Laguna Canyon Road at El Toro Road). I am a Laguna Niguel resident, Orange County native and I hike in the wilderness parks.

1. Request for special on-site mitigation of the Black Walnut loss/take.

I believe Section 2.15.3.2 indicates southern Black Walnut trees will be taken with Permanent Impacts. I know this grove of mixed trees on Stagecoach (South) trail just past the split with Laurel Canyon Trail. I bring troubled teens from a youth shelter to this place on a hike that I and others lead with counsellors from the shelter. This grove is an amazing place despite the noise from the street. I request that special mitigation efforts (beyond BIO-11) be made to re-create a small grove of native, tall trees at an accessible site within the Laguna Coast Wilderness Park. Off-site mitigation would be no mitigation at all for park users. Also, please take care of the special Heritage Oak (monitoring by an arborist, dust control) located nearby, toward the Stagecoach and Laurel Canyon trail split. I'm sure your consultants know this particular tree. It is magnificent and irreplaceable. P-236-1

2. Consult with the CNPS Orange County chapter regarding planting in the proposed concrete drainage channel. Find an alternative for the part of the proposed concrete drainage channel in the area north of the El Toro intersection closest to Stagecoach (South) Trail and the Coast Live Oak Woodland depicted on figure 2.13-2 (near the southern Black Walnut trees). P-236-2

I know volunteers who work hard to control invasive plants in the park. Planting grasses in the proposed concrete drainage channel may worsen the problem beyond control. Our local Orange County chapter of CNPS has qualified people to consult regarding planting in the proposed channel. Please consider alternatives to extending the channel in the area closest to the Black Walnut trees and avoid that area.

3. Consider future relocation of the El Toro - Laguna Canyon merge.

Instead of harmful impacts to the sensitive Laguna Coast Wilderness Park, study a change to the intersection with El Toro Road. Study moving it up to the 73 Toll Road intersection or dead ending / merging El Toro at Aliso Creek Road. The location of the current El Toro - Laguna Canyon intersection appears to be historic from at least the late 1950's when traffic, sensitive land concerns and the need of the public for open space and nearby wilderness was very different. The changes made now will have impacts for generations to come. If the intersection were moved further north, the 2-lane nature of Laguna Canyon Road could be maintained. P-236-3

4. Traffic concern for Willow parking lot ingress and egress. P-236-4

There are many visitors to the Willow staging lot. It will be impossible to cross 2 lanes to get to the median lane. If the ingress / egress to the lot is relocated further south (toward Laguna Beach) where the lane reverts to a single lane each way plus the median lane, Caltrans should give whatever road cuts and access is needed to accomplish this. Further study should be given to the traffic from the lot. P-236-4

Thank you for your attention.

Lori Reznick
rezlori@gmail.com
cell: 949-257-7750

I.9.120 P-236 - Responses to Comments from Lori Reznick

P-236-1

This comment states a concern over impacts oak trees. The MND/FONSI has been revised to include the removal of one UCAP which would reduce impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was reported in the IS/EA circulated for public review. In addition to Mitigation Measure BIO-11, Project Feature PF-VIS-1 and Measure PR-4 requires replacement planting to compensate for the loss of existing vegetation, including trees, removed during construction. Vegetation removed for roadway widening will be replaced with native plants similar to existing plant communities. Please refer to Common Responses No. 5 for a discussion related to oak tree impacts and mitigation. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway.

P-236-2

This comment states a concern over the proposed concrete channel, invasive species, and impacts oak trees. Please refer to Measure BIO-4 (Invasive Species Control) in Section 2.13 (Natural Communities) for details on the Weed Abatement Program that would be implemented as part of the project. Also note that the proposed articulated block channel is considered to be a permanent impact of the project, and compensatory mitigation with in-perpetuity performance monitoring and maintenance is anticipated to adequately compensate and off-set impacts associated with this proposed project component. Please refer to response P-236-1 above for a discussion of the design option which would reduce impacts to oak trees. In addition, please refer to Common Response No. 5 for a discussion on invasive species.

P-236-3

This comment states a concern over impacts to Laguna Coast Wilderness Park (LCWP). As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02% of the total parkland available at LCWP. Furthermore, OC Parks has concurred on the description of the existing conditions, the analysis of project effects, the measures to minimize harm with other suggested measures, and the Section 4(f) *de minimis* determination on September 20, 2018. In accordance with the concurrence letter provided by OC Parks, the MND/FONSI has been revised to incorporate minimization measures PR-1 through PR-8 in Section 2.1 (Land Use) to further minimize impacts to parkland. Please refer to Common Response No. 6 for a discussion on impacts to parkland. In addition, please refer to response P-236-1 above for a discussion of the design option which would reduce impacts to Laguna Coast Wilderness Park.

P-236-4

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-237

Lo, Ka-Man@DOT

From: Lorna Shaw <lornabshaw@netscape.net>
Sent: Tuesday, July 10, 2018 10:40 AM
To: D12 SR-133@DOT
Cc: lornabshaw@netscape.net
Subject: Proposed changes to be made to Laguna Canyon Road

I wish to add my name and email address to those who support the concept of eliminating the current Laguna Canyon Road/El Toro Road intersection, substituting, instead, the already existing 73 access roads for traffic wishing to go to Laguna Hills via El Toro Road. The arguments clearly presented by others make sense and would result in a more efficient and simpler traffic flow for all. It would be a less costly solution and would preserve more open space land for all. P-237-1

I attended the CalTrans presentation/community event held at the Laguna Beach High School and left written comments there. I also voiced strong feelings of frustration that the format of the meeting was not satisfactory because it did not include a public forum for those wanting to hear the ideas of our knowledgeable local residents. This, I believe, was necessary for those less familiar with the problems and approaches under consideration. P-237-2

I hope you will add these comments to those I've already submitted and now include me as a supporter of the concept of using 73 access roads for Laguna Hills traffic rather than the CalTrans proposed redesign of the Laguna Canyon Road/El Toro Road intersection. P-237-3

Thank you for your attention.

Sincerely,

Lorna B. Shaw
1918 Temple Hills Drive
Laguna Beach, CA 92651

lornabshaw@netscape.net

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I.9.121 P-237 - Responses to Comments from Lorna B. Shaw

P-237-1

This comment includes a suggestion for an alternative project design that would preserve more open space. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives. In addition, as described in Section 1.3 (Purpose and Need), the purpose of the project is to address existing deficiencies along SR-133 to improve safety, not to improve traffic flow. Furthermore, as described in Section 2.1 (Land Use), impacts to open space would not be adverse and with incorporation of Project Features PF-LU-1, PF-LU-2, and PF-LU-3, and Measures PR-1 through PR-8, no additional avoidance, minimization, and/or mitigation measures would be necessary.

P-237-2

This comment expresses frustration with the format of the public hearing. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement.

P-237-3

This comment provides a conclusory statement about project alternatives and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. Please refer to Response to Comment P-237-1 above for a discussion of the purpose and need of the project. This comment will be made available to the decision-makers. No further response is required.

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Mr. Edward Dolan
Associate Environmental Planner
Caltrans District 12, Environment Analysis via email: D12.SR133@dot.ca.gov
1750 East 4th Street, Suite 100
Santa Ana, Ca 92705

Gentlemen:

Laguna Canyon is an icon.

When improvements are proposed, considerable care and thought must go into it - all conceivable avenues must be explored, all imagined consequences must be addressed and all possible approaches and alternatives must be considered. Over the past 20 years, Cal Trans and all the entities involved in this project have been going though this process and the current proposal is commendable.

But - there is always a "but." My first thought after learning of the project is that sufficient time to study and make meaningful comments and suggestions has not been allowed. This is a large project and has many moving parts. The report is 1500 pages! It's taken years to get to this point, extending the comment period isn't going to alter anything. The is an important project and it deserves a thorough public airing. P-238-1

*So, my first comment is: Extend the comment period to allow for a thorough airing of all the issues. P-238-2

My second comment: All effort should be made to preserve and repair the natural habitat if and when it is damaged or destroyed by the project or any of its processes.

*All mitigation should be on-site; the oak trees should be protected or restored to the area; and all lost vegetation should be replaced with site specific coastal sage scrub or riparian habitat.

As the construction process will impinge upon and damage the land immediately adjacent to the proposed construction area, this land must also be restored and replanted with appropriate coastal sage scrub or riparian habitats. P-238-3

Third, all unnecessary add-ons should be eliminated or limited.

*Thus, the addition of an additional 8' of parkland on the northbound lane for under-grounding is unnecessary and should be eliminated. The under-grounding should be done under the new bike path just like anywhere else.

*The number of utility access cutouts should be reduced and moved to less sensitive areas and to areas where they do not impinge on the natural beauty of the parkland. P-238-4

Safety is an important consideration. I support public safety. I travel Laguna Canyon Road frequently and I've seen the "road rage" - racing to get ahead of other traffic in the merge lane or not letting them merge at all. Many of the deaths, however, were caused by either speeding or alcohol, so this, too, needs to be addressed. P-238-5

So, I ask:

What is the purpose of extending the merge lane southbound into Laguna Beach?

It just provides more cars the opportunity to try to get past the other cars.

It simply delays — not eliminates — the issue of merging.

Further, by pushing the final merge point further down the road to right in front of the exit to a busy parking lot, a whole new set of merging issues will be created! P-238-6

And, if there is no traffic in the merge lane, you are only encouraging people to race to the end to really get a jump on everyone else (I see this now and guarantee it will continue.)

*Eliminate the southbound merge lane altogether after the 73 interchange. The merge lane creates a bottleneck to a one lane road. Make it the one lane road it is meant to be. P-238-7

*Reduce the speed limit to 30 miles per hour! And, enforce it!

By the way, why is there no 25MPH speed limit in front of Anneliese's School? It is a "school zone," isn't it? P-238-8

There is another safety issue I'm not hearing much about. Water. While I applaud your efforts to eliminate the flooding between El Toro and the 73, I understand that there will be some increase in the water flowing down the canyon towards the beach (and even greater amounts in a 100 Year Flood event). This makes sense as you are proposing to add a lot more non-permeable surface to the area and your flood dam upstream won't necessarily help. We all know water is a very powerful force. Adding even the smallest amount to a flood channel — and Laguna Canyon itself is a natural flood channel — can have an effect. Adding a couple feet can be devastating. P-238-9

So I ask:

*What consideration has been given to the "down canyon" effects of various amounts of additional water as far as erosion along the roadway, effects on schools, homes, businesses, livestock and other animals? Fixing "your road" is one thing, but not at the expense of those down stream. P-238-10

*What effects will Climate Change have on the area? We are having many more "100 year events" than we should. What happens if this trend continues and even worsens?

*Finally, if all of this is to make the LCR-El Toro Intersection safer, then why not close El Toro road at the 73? We can all get to Laguna Canyon Road from El Toro via the 73. You would be restoring land to the wilderness park and removing the problem of merge lanes and traffic flow altogether. It would save money! It's a win win solution and should be seriously reviewed and considered. P-238-11

Thank you for your time and consideration.

Sincerely,

Louise B. Thornton
lbthornton46@gmail.com
1017 Balboa Avenue
Laguna Beach, CA 92651
949-525-0885

I.9.122 P-238 - Responses to Comments from Louise Thornton

P-238-1

This comment states concern over the amount of time provided for public input. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-238-2

This comment requests Caltrans to extend the public comment period.

Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-238-3

This comment states mitigation should be onsite and impacted land should be revegetated with coastal sage scrub or riparian habitat Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation. Project Feature PF-VIS-1 requires revegetation of all land temporarily impacted with native species similar to existing conditions. In addition, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts.

P-238-4

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-238-5

This comment expresses concern that merge lanes and speeding contribute to safety hazards. Please refer to Common Responses No. 1 for a discussion of the net operational safety benefit of the extended merge lane and No. 2 for a discussion of speeding and speed limits in the project area.

P-238-6

This comment expresses concern that merge lanes contribute to safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane.

P-238-7

This comment expresses concern that merge lanes and speeding contribute to safety hazards. Please refer to Common Responses No. 1 for a discussion of the net operational safety benefit of the extended merge lane and No. 2 for a discussion of speeding and speed limits in the project area.

P-238-8

This comment inquires why there is no 25 mph school zone limit. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-238-9

This comment explains the commenter's understanding of the hydrologic impacts from the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-238-10

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. . Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts. Further analyses (using Orange County Hydrology Manual) to quantify this attenuation effect for high frequency storms (such as 2-year and, 5-year, and 10-year) will be conducted during design phase as the dam design is finalized. The results will be presented in the Drainage Report. Therefore, the dam will be designed in order to accommodate future storm conditions and would not result in increased flow rates downstream.

P-238-11

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

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Lo, Ka-Man@DOT

From: Kreuzer, Lynn <Lynn.Kreuzer@wunderman.com>
Sent: Tuesday, July 10, 2018 4:47 PM
To: D12 SR-133@DOT
Subject: Opposition: Upcoming Construction Project on 133 effecting Anneliese School

Dear Edward,

My family is asking you to reconsider your CalTrans construction project on the 133 freeway near the Anneliese School Campus. We ask that you do your due diligence and research alternatives to the large scale project you have planned.

As a mother of a child that attended Anneliese for 9 years, I am well aware of the traffic difficulty that I encountered day in and day out. I cannot imagine that a large scale project spanning 2 years just to add 900 feet on the other side of Laguna Canyon road is the right solution to the traffic problem. It will only compound the existing traffic and greatly increase the noise and pollution to a school that serves over 400 kids under the age of 12. P-239-1

It does not seem fair that they were not brought into this conversation earlier in the planning stages so that they could give their input. The Willowbrook campus brings in many tax dollars to the city of Laguna Beach and has a very long history in the community of Laguna Beach. Why would you go forward without their and other business owners support and blessing? P-239-2

I oppose this construction project and would like you to consider all alternatives prior to beginning this project.
Thank you,
Sincerely,
Lynn Kreuzer

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I.9.123 P-239 - Responses to Comments from Lynn Kreuzer

P-239-1

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of construction-related traffic impacts and No. 7 for construction-related air quality and noise impacts.

P-239-2

This comment expresses concern with the level of community involvement. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement. In addition, Caltrans will continue coordinating with the City of Laguna Beach through the design and construction phases of the project.

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P-240

Dolan, Edward C@DOT

From: Maha Al-Blehed <m.alblehed@gmail.com>
Sent: Sunday, July 8, 2018 7:38 PM
To: D12 SR-133@DOT
Subject: Laguna canyon road construction

My son goes to Anneliese schools and I object to the Laguna canyon road construction.

It will not only disturb the peace, but will also be a dangerous zone for kids not to mention drop off and pick up. P-240-1

Anneliese is an outstanding school, all the kids there absolutely love it. Please, I urge that you take our objection seriously.

Best regards,
Maha

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I.9.124 P-240 - Responses to Comments from Maha Al-Blehed

P-240-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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P-241

Dolan, Edward C@DOT

From: Maija Steenari <mrsteenari@gmail.com>
Sent: Monday, July 9, 2018 8:59 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeacjcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition Re:State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:

Aliso Viejo 7/9/2018

Re: State Route 133/El Toro Road Improvement Project

As a parent of a student entering 1st grade in Anneliese's School, Willowbrook Campus, I have serious concerns regarding planned 133/El Toro Road Improvement Project.

I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attends for two years, and will create extra burden for working parents' already tight morning and evening schedule. P-241-1

2. Extending the second lanes right in front of our school will increase the risk for accidents while emerging to Laguna Canyon road. P-241-2

3. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my child's school learning environment. P-241-3

4. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-241-4

5. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-241-5

If you have any questions, you may reach me at mrsteenari@gmail.com, or 949-4667271

Sincerely,

Maija Steenari

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I.9.125 P-241 - Responses to Comments from Maija Steenari

P-241-1

This comment states a concern for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-241-2

This comment expresses concern that merge lanes contribute to safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane.

P-241-3

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-241-4

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-241-5

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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Dolan, Edward C@DOT

P-242

From: Marcia Forsyth <maforsyth58@gmail.com>
Sent: Sunday, July 8, 2018 3:36 PM
To: D12 SR-133@DOT
Cc: nguyen.van@dot.ca.gov
Subject: SR-133 (Laguna Canyon Road) Improvement Project

Below are comments to the proposed work to be performed by Caltrans on the 133 near the El Toro intersection presented at the Public Hearing for this project held on June 27, 2018. I am a resident of Laguna Beach and routinely travel on the 133.

1. I support efforts to address the safety of cars and bicycles while traveling on the 133 which I assume is the primary goal of Caltrans in undertaking this project. My comments are limited to addressing specific concerns and my primary comment/request is that the work be minimized to that required to produce a significant improvement to safety without adverse impact on drainage or aesthetics of the canyon. P-242-1

2. I am primarily concerned with the proposed improvements to be made to that portion of the 133 located south of El Toro. The 133 is one of the distinct natural treasures of the city and the county. I am concerned that Caltrans will follow its standard protocol for restoring habitat without a sufficient appreciation of the unique nature of the canyon and the unusual efforts that the residents of the City have taken over time to preserve the canyon in its natural state (including the residents paying off $20 Million in bonds used to finance the purchase of development rights along the Canyon for the benefit of the public and future generations). P-242-2

3. I understand that the environmental summary for this project concludes that the project will have minimal adverse impact on the aesthetics of the canyon. Based on the maps I've seen of the proposed improvements, I strongly disagree. I am particularly concerned with the following: P-242-3

(a). The large excavation of rock face and taking of numerous oak trees on the inbound side of the highway. The specter of the re-constructed slope looking like a sprayed gunnite mound unable to support native planting's (as found on PCH across from the Montage) is deeply concerning. I would request that the taking be minimized to the greatest extent possible to preserve irreplaceable physical features and that the mitigation required for the project provides for a viable and sustainable restoration and for the **ON-SITE** preservation of native habitats and plants, including all oak trees and riparian habitat; and P-242-4

(b). The multiple maintenance vehicle turn outs which seem to have been added without regard to aesthetics/location, or the negative impacts on drainage resulting from increased impermeable surfaces. I also fail to understand the need for so many turn outs since to my knowledge, the canyon has been maintained (since inception) without the benefit of any turn outs. P-242-5

4. Everyone that I know who drives the Canyon on a regular basis complains of the merge lane starting right before El Toro in the south bound lane and ending shortly thereafter. Eliminating that merge lane (not extending it) would alleviate one of the primary sources of irritation in driving that stretch of road, thereby increasing safety. P-242-6

5. I understand that the traffic study on which this project is relying does not take into account the peak traffic periods of 2:30 to 4:30 p.m. weekdays (based in large part on school traffic), nor does it address ingress and egress to the Willow parking lot or Anneliese School, each of which has a major impact on traffic. Request is made that these factors be addressed in the traffic study for purposes of assuring that any changes to the lanes in these locations improve rather than add to the safety issues. P-242-7

I appreciate your consideration of these comments. Please confirm receipt.

Thanks

Marcia A. Forsyth
448 El Camino Del Mar
Laguna Beach, CA 92651
maforsyth58@gmail.com

I.9.126 P-242 - Responses to Comments from Marcia Forsyth

P-242-1

The comment expresses concern for impacts to drainage and aesthetics in the project area. . Please refer to Common Responses No. 4 for a discussion of impacts to visual character and No. 8 for a discussion of hydrology, floodplain, and drainage impacts. Furthermore, as described in Section 2.5 (Visual/Aesthetics), the drainage improvements would be located in an area that is below the line of sight for vehicles and would be barely visible from the roadway. In addition, these drainage improvements would connect with the existing drainage facilities, providing continuity. The proposed drainage improvements would be designed to allow for native species to continue to grow along the edges of the drainage while still maintaining the hydraulic capacity of the drainage to convey flows during storm events, reducing the visual appearance of the articulated channel.

P-242-2

The comment expresses concern for impacts to aesthetics and habitat in the project area. As described in Section 2.5 (Visual/Aesthetics), Project Feature PF-VIS-1 would require restoration and revegetation of land temporarily disturbed during construction with native species similar to existing conditions. Please refer to Common Response No. 4 for a discussion related to visual character and comments Response No. 5 for a discussion of impacts and mitigation for oak trees and riparian habitat.

P-242-3

The comment expresses concern for impacts to aesthetics in the project area. See response P-242-1 for a discussion of the design option that would reduce impacts to aesthetics. In addition, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, oak trees, and visual character. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

P-242-4

The comment expresses concern for impacts to aesthetics and habitat in the project area. See response P-242-1 for a discussion of the design option that would reduce impacts to aesthetics and habitat. In addition, please refer to Common Responses No.

4 for a discussion related to visual character and No. 5 for a discussion of impacts and mitigation for oak trees and riparian habitat.

P-242-5

The comment expresses concern for impacts from the maintenance vehicle pullouts. See response P-242-3 for a discussion of the design option that would reduce impacts by removing one UCAP location.

P-242-6

This comment expresses concern that merge lanes contribute to safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane.

P-242-7

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Responses No. 1 for a discussion of ingress/egress at the Willow Staging Area and Anneliese's School and No. 3 for a discussion related to the traffic data utilized in this report.

P-243

Dolan, Edward C@DOT

From: Marcia Klosterman <marciaeklosterman@gmail.com>
Sent: Saturday, July 7, 2018 1:05 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Mr. Dolan

My husband and I are Laguna Beach residents. We visit the Laguna Canyon Wilderness on a regular basis and have grandchildren that have attended Anneliese School at the Willowbrook campus. I guess you could say that we are very much part of the "Cohesive Community" you reference in your report. P-243-1

We do not support this project for the reasons already stated by the Laguna Canyon Conservancy comments. In addition, the natural environment experience Anneliese School provides children would be very negatively impacted through noise, dust, construction traffic, etc. This is a very special place, a peaceful place for children to spend the day away from the stress of everyday life. I cannot imagine the difficulty the staff of Anneliese would have in continuing their "Cohesive Community" environment with everything that would be going on during the 26 month period of construction. P-243-2

Please rethink your plans.

Sincerely,

Marcia and Mark Klosterman
530 Agate Street
Laguna Beach, CA 92651

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I.9.127 P-243 - Responses to Comments from Marcia and Mark Klosterman

P-243-1

This comment provides introductory remarks and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-243-2

This comment states the commenter's general objection to the project and concurrence with the issues raised by the Laguna Canyon Conservancy related to the negative impacts of noise, dust, and construction traffic on Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for a discussion of construction-related noise and air quality impacts.

Insert P-244 This page intentionally left blank

P-244

Dolan, Edward C@DOT

From: m.onesi@annelieseschools.com
Sent: Friday, July 6, 2018 9:38 AM
To: D12 SR-133@DOT
Cc: Maria Onesi
Subject: Opposition to the 133/El Toro Road Project

Dear Edward Dolan,

I am writing to share my serious concerns about the impact of the proposed changes to Laguna Canyon Road to our natural environment and to those who live, work, and learn there. Protecting the natural environment is critical as this excessive development creates many challenges to the ecosystem and its ability to withstand natural phenomena like winter rains and summer heat. P-244-1

I have worked at Anneliese Schools in the Laguna Canyon since 2001. In this time frame I have noted many impacts of the construction of the Toll Road and the modification of highway 133, which have impacted safety and comfort for those of us who live, work, and learn in the Laguna Canyon.

The Laguna Canyon is a unique natural environment, providing for and protecting many native plant and animal species. The natural beauty and resilience of the canyon will be further challenged with the addition of non-porous roadways in a number of ways that make it harder for our students to learn in a natural environment that sustains itself. P-244-2

The proposed changes to the 133 will create numerous impacts that make this proposal unacceptable:

1. Increase road surface will increase canyon temperatures which will upset the ecosystem that relies on consistent temperatures and moisture levels to ensure a consistent food supply for the animals that live her. P-244-3
2. This increase in temperature means that there is an increased risk of wildfires, which is a risk to the safety of the canyon student population. P-244-4
3. Reduce the amount of soil and vegetation that feed the wildlife and absorb heavy rainfall will further encroach on wild space, reducing habitats for native species and animals, who take shelter in the trees and shrubs in the Laguna Canyon. This affects the food chain and creates an imbalance. P-244-5
4. Chase the animals from their canyon homes forces them into residential areas to find food and creates a risk for children and pets in the canyon, in Aliso Viejo and in numerous Laguna Beach neighborhoods that are adjacent to the Laguna Canyon P-244-6
5. Increase road surfaces increases the risk of flooding, beyond the increases in flooding that we have experienced in the last 7 years. This puts our students at risk of a flooding event. P-244-7
6. Increase Noise and environmental pollution dramatically through this two-year project and completely change the natural learning environment for the students, to whom we are teaching the value of protecting nature and its natural rhythms. P-244-8
7. Increased risk of car accidents in a construction zone can make our clients wary of driving through and making an already-risky left-hand turn into our parking lot. P-244-9

As a parent and educator, I am voicing my concern and inviting others to do so. This proposed work places our community at risk and will not improve the quality of life for Laguna Beach residents, in the long run.

Thank you, in advance, for considering the complexity of the Laguna Canyon and the need to protect it for our community, particularly the children who come to learn at Anneliese Schools and the animals that surround it.

Respectfully,

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I.9.128 P-244 - Responses to Comments from Maria Onesi

P-244-1

This comment provides introductory remarks and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-244-2

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-244-3

This comment expresses concern for impacts on wildlife species. As discussed in Sections 2.16 (Animal Species), potential permanent effects on non-listed special-status riparian animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-13 through BIO-20. While there would be modification to adjacent riparian habitats associated with several proposed project components, most of the existing riparian habitat within the BSA would be retained. Temperatures within the area associated with a minor increase in impervious surface are not expected to be higher than those that occur during normal annual weather fluctuations. Furthermore, there would still be habitat that allows for sheltering and passage of terrestrial and aquatic animals adjacent to the proposed articulated channel both during and after construction. Implementation of Measures BIO-1 through BIO-6 would avoid permanent adverse impacts to sensitive natural communities and species within the BSA by (1) designating Environmentally Sensitive Areas (ESAs) that are to be preserved during construction, (2) restoring areas temporarily affected by construction activities, (3) utilizing best management practices (BMPs) to prevent construction runoff and dust from entering adjacent habitat areas and minimizing fire risks, (4) preventing the spread of invasive species by implementing a weed abatement plan designed to minimize the spread and importation of non-native plant material during and after construction in compliance with Executive Order 13112 , (5) monitoring construction activities to ensure that practicable measures are being employed to avoid and minimize incidental disturbance to sensitive resources, and (6) training all construction personnel regarding the applicable avoidance and minimization measures. While Measures

BIO-1 through BIO-6 applies to the construction period, implementing these measures during construction will prevent potential long-term or permanent effects. For example, protecting adjacent habitat areas during construction will prevent long-term effects associated with habitat loss and modification. Compensatory mitigation would replace permanently impacted riparian habitat.

On August 30, 2018, the United States Fish and Wildlife Service issued an informal Section 7 consultation letter regarding the proposed project that concludes that the project is not anticipated to adversely affect the federally- and state- listed least Bell's vireo (*Vireo bellii pusillus*) and that "Caltrans has proposed measures to offset impacts to riparian habitat as part of the proposed project."

P-244-4

This comment expresses concern for impacts from an increased risk of wildfires. Temperatures within the area associated with a minor increase in impervious surface are not expected to be higher than those that occur during normal annual weather fluctuations. As described in Section 2.13 (Natural Communities), Measure BIO-3 includes best management practices to reduce the potential for fire during construction and Measure BIO-2 states that the revegetation plan will be a part of the project design following Caltrans landscape architecture guidelines and requirements. Caltrans District 12 also has an annual vegetation control plan (VegCon Plan), which is designed to consider fire risk management, safety, aesthetics, storm water runoff, environmental laws, and community concerns. "Vegetation control" refers to the Integrated Vegetation Management (IVM) treatment of all plants growing within highway right of way, whether native, naturalized or in landscaped areas. Caltrans controls vegetation on State highway roadsides to maintain clear recovery zones, maintain clear areas around bridge supports, maintain visibility of traffic control devices, to reduce the risk of fires starting along the roadside, to protect pavement surfaces, to control noxious weeds, to prevent erosion, to limit storm water pollution, to protect sensitive species, and to improve aesthetics. These measures are consistent with the Coastal Act policy to minimize risk to life and property in fire hazard areas. The TMP included as PF-TR-1 will also include measures to ensure adequate traffic flow in the project vicinity during construction in case of emergencies such as wildfires.

P-244-5

This comment expresses concern related to loss of habitat and impacts to wildlife species. As shown in Section 2.13 of the MND/FONSI, no permanent impacts to CSS

within the NCCP/HCP Reserve would occur under the refined project design. Therefore, the County of Orange will not be required to use its CSS take authorization under the NCCP/HCP at this time. Measure BIO-2 would also require restoration and revegetation of all temporarily impacts land with native species. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 5 for a discussion of impacts and mitigation to riparian habitat. Furthermore, as stated in Section 2.16 (Animal Species), potential permanent effects on non-listed special-status riparian animal species would be avoided and/or minimized with the implementation of Measures BIO-1 through BIO-6 and BIO-13 through BIO-20. Section 2.17 (Threatened and Endangered Species) has been revised in the MND/FONSI to include Conservation Measures BIO-21 through BIO-40 in accordance with the requirements of USFWS provided in the Biological Opinion.

P-244-6

This comment expresses concern over impacts to wildlife species. See response P-244-5 above for a discussion of impacts to wildlife species.

P-244-7

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-244-8

This comment states a concern over the noise and air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for construction-related air quality and noise impacts.

P-244-9

This comment states a concern for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

Dolan, Edward C@DOT

From: Maria Popescu <maria.popescu@gmail.com>
Sent: Tuesday, July 10, 2018 8:01 AM
To: D12 SR-133@DOT
Subject: STOP the State Route 133/El Toro Road Improvement Project - Support for Anneliese Schools and Laguna Canyon

Attn: Edward Dolan, Associate Environmental Planner,

California Department of Transportation, District 12,

Division of Environmental Analysis,

Dear Mr Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

Please take a second thought before approving this project.

Please, pay a 5 minutes visit to Anneliese Schools to meet the happiest children on Earth and see the best school in the Country. You'll be impressed by the landscape, by the serenity and calm that make this place unique, by the children's smiles and teachers warm hearts. Please spend some time in the garden, watching the birds and petting the animals and you'll change your mind about destroying it with the new Road Improvement Project. This school is unique and should be preserved as it is within its original landscape and its spirit. My family is highly concerned about these changes and the impact on our Willowbrook Campus, including children, families, and employees but also about the environmental impact of these proposed changes. Please stop for a second during a class and learn the human values that are taught at Anneliese School and you'll learn to respect nature, to value children's life, to love a healthy environment and to protect a legacy. P-245-1

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. **The project will create dangers for drivers exiting our campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of the School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-245-2

2. **The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. T**he project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years!!! As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with our peaceful learning environment (particularly our outdoor education areas). The noise will have a profound impact on school's gardening, animal care, and athletics programs. The noise will also severely impact school's peaceful learning environment in the 9 classrooms located near Laguna Canyon Road. P-245-3

3. **The project will increase toxic air pollutants at our campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of the School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-245-4

4. **The proposed construction will increase the amount of water (drainage) entering the creek** that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-245-5

5. **The project would cause severe and irreversible environmental and visual impacts to the Canyon.** Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-245-6

If you have any questions, you may reach me at 949-304-7464

Sincerely,

Maria Popescu

t. 949 304 7464
e: maria.popescu@gmail.com

I.9.129 P-245 - Responses to Comments from Maria Popescu

P-245-1

This comment provides introductory remarks and expresses concern about Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related air quality and noise impacts.

P-245-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-245-3

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-245-4

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for construction-related air quality impacts.

P-245-5

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-245-6

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat and parkland from the proposed improvements. Please refer to Common Responses No. 4 for a discussion of aesthetics impacts to the visual character of the project area, No. 5 for a discussion of impacts to habitat, and No. 6 for a discussion of impacts to parkland.

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Dolan, Edward C@DOT

P-246

From: Marilyn Evans <mje1@cox.net>
Sent: Saturday, July 7, 2018 4:46 PM
To: D12 SR-133@DOT
Subject: El toro

I have concerns about this project and don't want it. El toro is just fine the way it is. P-246-1

Marilyn Evans

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I.9.130 P-246 - Responses to Comments from Marilyn Evans (no. P-246)

P-246-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Mark Haskins <Mark_Haskins@vfc.com>
Sent: Tuesday, July 10, 2018 3:50 PM
To: D12 SR-133@DOT
Subject: Proposed Construction for Laguna Canyon Road

Edward,

I am very much concerned by the proposed construction project slated for Laguna Canyon Road. I don't believe due diligence has been sufficiently completed in regards to human, bicycle and vehicle safety. This is a very tricky congestion point due to the Anneliese School and the new design seems only to complicate the danger involved while entering and exiting the school. The research must be considered incomplete if it was not done during school drop off and pick up times. Further, as a cyclist myself, adding more traffic down Laguna Canyon Road seems ill-advised at best in terms of road safety for bicycles. Further investigation is required before this project can go through. P-247-1

thank you for your consideration,

Mark Haskins
1689 Bluebird Canyon Dr
Laguna Beach, CA 92651

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I.9.131 P-247 - Responses to Comments from Mark Haskins (no. P-247)

P-247-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School and safety for cyclists with increased traffic. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School. In addition, as stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits. Therefore, the proposed improvements would not result in increased traffic during operation of the proposed project. As described in Section 2.4 (Traffic and Transportation), PF-TR-1 (TMP), which includes avoidance and minimization features specifically related to bicyclists and pedestrians to ensure safety during construction.

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Dolan, Edward C@DOT

From: Marni Magda <marnimagda@gmail.com>
Sent: Tuesday, July 3, 2018 8:35 AM
To: D12 SR-133@DOT
Cc: Marni Magda
Subject: Against State Route 133 Improvement Project

Dear Caltrans Leadership,

Do not proceed with your Route 133 Improvement Project. Its impact on our parklands alone is reason to stop it. We cannot afford to lose established trees or open land for a freeway thur Laguna. This project is an extreme waste of Caltrans money. Just because it was in the budget in 2006 doesn't make it a good idea. Stop it. It will not improve traffic and it makes nightmares for public safety living in Laguna and trying to do business or go to school along our canyon road. P-248-1
Thank you for listening.

Marni Magda
460 Oak Street
Laguna Beach, CA 92651
Marnimagda@gmail.com

Sent from my iPhone

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I.9.132 P-248 - Responses to Comments from Marni Magda

P-248-1

This comment states concern over the impacts to parkland and oak trees, and traffic safety impacts. Please refer to Common Responses No. 6 for a discussion of impacts to parkland and Common Response No. 5 for loss of habitat and oak tree removal. Please refer to Common Response No. 1 for a discussion of traffic impacts and the net operational safety improvement that would result from the proposed improvements.

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P-249

Dolan, Edward C@DOT

From: Mary <Mary@Fegraus.com>
Sent: Friday, June 15, 2018 4:52 PM
To: D12 SR-133@DOT
Subject: CALTRANS Project

Mr. Dolan,
I noticed the public hearing and date for comments in the 5th District's supervisor weekly email.

As you know CALTRANS and OC Public Works have presented the project to the Coastal Greenbelt Authority during the year. We do not meet again until July 11th and the comment date is stated as July 10th. It was my understanding you would return to the Coastal Greenbelt Authority before the end of the comment period. The members of the CGA would like an opportunity to submit a comment letter. P-249-1

I will ask OC Parks to distribute the notice about the public hearings and comment date.

Please advise if the CGA will have an opportunity for another presentation on the project.
Thanks,
Mary Fegraus, Chair, Coastal Greenbelt Authority

Dolan, Edward C@DOT

From: Mary <Mary@Fegraus.com>
Sent: Monday, June 18, 2018 11:54 AM
To: D12 SR-133@DOT
Subject: RE: CALTRANS Project

Thanks for a response. I have asked OC Parks to send out the Notice for Public Hearing to the Coastal Greenbelt Authority's e-mailing list. We can't use your hearing as an official meeting under the Brown Act rules. I will be out of town on the hearing date, but hopefully other members will be able to attend. I wish the Authority had been better informed about the Comment Period.

In order to take an official vote, we need to do so at either the July 11 or September 12 Coastal Greenbelt Authority meetings. It looks like our letter then would be more in the line of "response to comments." When do you propose to publish the Response to Comments?

As an oversite authority to Laguna Coast Wilderness Park we would appreciate receiving future notifications and presentations as the project moves forward. Please direct these Rick Shaffer, OC Parks, Richard.Schaffer@ocparks.com
Thank you,
Mary Fegraus, Chair, Coastal Greenbelt Authority

From: Dolan, Edward C@DOT [mailto:edward.dolan@dot.ca.gov] **On Behalf Of** D12 SR-133@DOT
Sent: Monday, June 18, 2018 11:29 AM
To: Mary <Mary@Fegraus.com>
Subject: RE: CALTRANS Project

Hello Mary,

Would the CGA like a Notice of the Public Hearing sent directly to it our will the OC Parks notice suffice?

We would prefer your members attend the public hearing with their questions to another presentation. We will have staff/specialists there to address questions.

Will that work for your committee?

From: Mary [mailto:Mary@Fegraus.com]
Sent: Friday, June 15, 2018 4:52 PM
To: D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: CALTRANS Project

Mr. Dolan,
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I will ask OC Parks to distribute the notice about the public hearings and comment date.

Please advise if the CGA will have an opportunity for another presentation on the project.
Thanks,
Mary Fegraus, Chair, Coastal Greenbelt Authority

Dolan, Edward C@DOT

From: Dolan, Edward C@DOT on behalf of D12 SR-133@DOT
Sent: Thursday, June 21, 2018 2:33 PM
To: Mary; D12 SR-133@DOT
Subject: RE: CALTRANS Project

Hello Mary,

Although the comment period ends on July 10, if you could get your comments to us on July 12, we would still accept them. They would be considered "comments received after the comment period has ended." They would still be included in the final environmental document and we would provide a formal response to them.

Comment noted regarding future project developments.

From: Mary [mailto:Mary@Fegraus.com]
Sent: Monday, June 18, 2018 11:54 AM
To: D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: RE: CALTRANS Project

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As an oversite authority to Laguna Coast Wilderness Park we would appreciate receiving future notifications and presentations as the project moves forward. Please direct these Rick Shaffer, OC Parks, Richard.Schaffer@ocparks.com
Thank you,
Mary Fegraus, Chair, Coastal Greenbelt Authority

From: Dolan, Edward C@DOT [mailto:edward.dolan@dot.ca.gov] **On Behalf Of** D12 SR-133@DOT
Sent: Monday, June 18, 2018 11:29 AM
To: Mary <Mary@Fegraus.com>
Subject: RE: CALTRANS Project

Hello Mary,

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Will that work for your committee?

From: Mary [mailto:Mary@Fegraus.com]
Sent: Friday, June 15, 2018 4:52 PM
To: D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: CALTRANS Project

Mr. Dolan,
I noticed the public hearing and date for comments in the 5th District's supervisor weekly email.

As you know CALTRANS and OC Public Works have presented the project to the Coastal Greenbelt Authority during the year. We do not meet again until July 11th and the comment date is stated as July 10th. It was my understanding you would return to the Coastal Greenbelt Authority before the end of the comment period. The members of the CGA would like an opportunity to submit a comment letter.

I will ask OC Parks to distribute the notice about the public hearings and comment date.

Please advise if the CGA will have an opportunity for another presentation on the project.
Thanks,
Mary Fegraus, Chair, Coastal Greenbelt Authority

Dolan, Edward C@DOT

From: Mary <Mary@Fegraus.com>
Sent: Saturday, June 30, 2018 11:17 AM
To: D12 SR-133@DOT
Cc: Barbara Norton; Rick Shaffer
Subject: RE: CALTRANS Project

Thanks, we will finalize our comments at the Coastal Greenbelt Authority meeting on July 11th and they will be emailed to you on the 12th. Appreciate the opportunity for the CGA members to offer their comments.
Mary Fegraus, Chair, Coastal Greenbelt Authority

From: Dolan, Edward C@DOT [mailto:edward.dolan@dot.ca.gov] **On Behalf Of** D12 SR-133@DOT
Sent: Thursday, June 21, 2018 2:33 PM
To: Mary <Mary@Fegraus.com>; D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: RE: CALTRANS Project

Hello Mary,

Although the comment period ends on July 10, if you could get your comments to us on July 12, we would still accept them. They would be considered "comments received after the comment period has ended." They would still be included in the final environmental document and we would provide a formal response to them.

Comment noted regarding future project developments.

From: Mary [mailto:Mary@Fegraus.com]
Sent: Monday, June 18, 2018 11:54 AM
To: D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: RE: CALTRANS Project

Thanks for a response. I have asked OC Parks to send out the Notice for Public Hearing to the Coastal Greenbelt Authority's e-mailing list. We can't use your hearing as an official meeting under the Brown Act rules. I will be out of town on the hearing date, but hopefully other members will be able to attend. I wish the Authority had been better informed about the Comment Period.

In order to take an official vote, we need to do so at either the July 11 or September 12 Coastal Greenbelt Authority meetings. It looks like our letter then would be more in the line of "response to comments." When do you propose to publish the Response to Comments?

As an oversite authority to Laguna Coast Wilderness Park we would appreciate receiving future notifications and presentations as the project moves forward. Please direct these Rick Shaffer, OC Parks, Richard.Schaffer@ocparks.com
Thank you,
Mary Fegraus, Chair, Coastal Greenbelt Authority

From: Dolan, Edward C@DOT [mailto:edward.dolan@dot.ca.gov] **On Behalf Of** D12 SR-133@DOT
Sent: Monday, June 18, 2018 11:29 AM
To: Mary <Mary@Fegraus.com>
Subject: RE: CALTRANS Project

Hello Mary,

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We would prefer your members attend the public hearing with their questions to another presentation. We will have staff/specialists there to address questions.

Will that work for your committee?

From: Mary [mailto:Mary@Fegraus.com]
Sent: Friday, June 15, 2018 4:52 PM
To: D12 SR-133@DOT <D12.SR133@dot.ca.gov>
Subject: CALTRANS Project

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I noticed the public hearing and date for comments in the 5th District's supervisor weekly email.

As you know CALTRANS and OC Public Works have presented the project to the Coastal Greenbelt Authority during the year. We do not meet again until July 11th and the comment date is stated as July 10th. It was my understanding you would return to the Coastal Greenbelt Authority before the end of the comment period. The members of the CGA would like an opportunity to submit a comment letter.

I will ask OC Parks to distribute the notice about the public hearings and comment date.

Please advise if the CGA will have an opportunity for another presentation on the project.
Thanks,
Mary Fegraus, Chair, Coastal Greenbelt Authority

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I.9.133 P-249 - Responses to Comments from Mary Fegraus

P-249-1

This comment expresses the Coastal Greenbelt Authority's interest in providing a comment letter although the CGA members did not meet again until after the close of the public comment period. As shown in Comment Letter O-1 above, CGA submitted a comment letter on July 6, 2018. In addition, please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement.

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Lo, Ka-Man@DOT

From: SPICA, MATTHEW <ms7832@att.com>
Sent: Tuesday, July 10, 2018 4:03 PM
Subject: D12.SR133 Laguna Canyon Construction Project

I am Writing you to express my concern over the Proposed Construction Project Affecting the El Toro Laguna Canyon intersection. My daughters school is right at the corner and We are afraid the school may be forced to close. I am hoping there is a way that this project can be done with out such a heavy impact to a local school. P-250-1

Matthew Spica
949-500-3685

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I.9.134 P-250 - Responses to Comments from Matthew Spica

P-250-1

This comment expresses general concern over impacts to Anneliese's School from the proposed project. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related air quality and noise impacts.

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Dolan, Edward C@DOT

From: Meagan Knecht <meaganknecht@gmail.com>
Sent: Thursday, July 5, 2018 3:21 PM
To: D12 SR-133@DOT
Subject: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

I was recently made aware of the State Route 133/El Toro Road Improvement Project being considered. As a long-time resident of Orange County (over 40 years) who has lived in Newport Beach, Quail Hill (right off Laguna Canyon Road), and other areas in south county, I have used the 133 and El Toro road routes to and from Laguna Beach countless times. While crowded during busy times as most beach routes are, I continue to appreciate the low-impact nature of the route to the Laguna Canyon area. Expanding that road or building more in that area would be a huge disappointment to me as someone who is tired of seeing the environment get neglected to accommodate packing in more people. I write this letter to voice my strong opposition to this project. I know I speak for several friends, family, and others who share in my view. I hope they too will take the time to write to you. P-251-1

The beauty of that area and the preservation that has endured through the years there will always be at risk to those who want to expand roads or build houses or businesses. I implore you to avoid giving in to pressures that impact this area with further development and road expansion. Once done, it cannot be undone and will likely open the door for additional projects that further take away from that precious area. As my young daughter so innocently put it: "They are biggering just like the naughty people who ruined the land in the Lorax." She is exactly right. We have a chance to avoid that by not moving forward with this project. P-251-2

I appreciate your time reading my letter. If you have any questions or would like to discuss the situation, you can reach me via email or at 714-726-0150.

Respectfully,

Meagan M Knecht
Lifetime Orange County Resident

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I.9.135 P-251 - Responses to Comments from Meagan M. Knecht

P-251-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-251-2

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-252

Lo, Ka-Man@DOT

From: MEGUMI <megumi.arai@gmail.com>
Sent: Tuesday, July 10, 2018 2:23 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Objection to the proposed construction on Laguna Canyon Road

Dear all

I am one of parents of Anneliese Willowbrook campus students. I have an objection to the proposed construction on Laguna Canyon Road. I can't agree on this knowing the construction will have negative impacts on Anneliese school and surrounding canyon environment.

Including my son, hundreds of children love the school and beautiful environment. P-252-1

Please don't ignore possible damage it can bring to the priceless beautiful environment, and I hope all kids can receive the wonderful education from the school and nature continuously.

Beautiful nature takes thousand years to bloom, but it takes a day to destroy it.

Best regards,
Megumi Arai

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I.9.136 P-252 - Responses to Comments from Megumi Arai

P-252-1

This comment expresses general concern over impacts to Anneliese's School and a general objection to the project. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

P-253

From: Melissa Fedoryk <mfedoryk@gmail.com>
Sent: Sunday, July 8, 2018 2:41 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Cc: drtony@backadjuster.com
Subject: OPPOSING CalTrans Laguna Canyon Road Construction

To whom this may concern,

My family and I strongly oppose the construction on Laguna Canyon Road in front of Anneliese School's property. Our children attend this school and the campus will be threatened to close if this construction moves forward. P-253-1

We have studied this proposal in detail and believe there are other ways to increase safety that do not have such a negative impact on our Anneliese School and the Canyon. Importantly, we believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please encourage CalTrans and The City to explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? P-253-2

Please note that we are not alone in opposing this project. There is substantial opposition to this project from a variety of community groups and individuals, including the Laguna Canyon Foundation, the Canyon Alliance of Neighborhoods Defense Organization (Laguna Beach CANDO), and at least one City Council member. An opposition forum was organized this week by community groups to discuss the matter, which we attended. P-253-3

Sincerely,
Melissa and Tony Fedoryk

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I.9.137 P-253 - Responses to Comments from Melissa and Tony Fedoryk

P-253-1

This comment expresses general concern over impacts to Anneliese's School from the proposed project. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related air quality and noise impacts. Operation of the school would not be affected by the proposed improvements.

P-253-2

This comment states a concern for the negative environmental and aesthetic impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-253-3

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-254

Lo, Ka-Man@DOT

From:	Melissa Neuman - NOAA Federal <melissa.neuman@noaa.gov>
Sent:	Tuesday, July 10, 2018 4:23 PM
To:	D12 SR-133@DOT; tiseman@lagunabeachcity.net; bwhalen@lagunabeachcity.net; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; sdicterow1121 @yahoo.com; cmoffice@lagunabeachcity.net
Subject:	Opposition to CalTrans Construction in Laguna Beach at the 133 and El Toro Rd.

Dear Council Members,
I am writing to oppose the CalTrans proposal for road construction at the 133 and El Toro Rd. in Laguna Canyon. I believe this proposal will create new safety hazards for drivers and bicyclists. Rather than spending $40 million on a project with a questionable safety outcome and negative environmental and aesthetic impacts, please explore cheaper and more proven effective measures to improve safety. For example, CalTrans acknowledges that most accidents in this area are caused by speeding. In light of this, wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? Another solution could be to station a police officer in front of Anneliese's school in the morning and afternoon to direct traffic during high volume times. P-254-1

Thank you for your attention.

Sincerely,
Melissa Neuman

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I.9.138 P-254 - Responses to Comments from Melissa Nueman

P-254-1

This comment states a concern for the negative environmental and aesthetic impacts from the project. The comment also suggests reducing the speed limit would also improve safety. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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P-255

Dolan, Edward C@DOT

From: Meriam Braselle <mbraselle@earthlink.net>
Sent: Monday, July 9, 2018 10:39 AM
To: D12 SR-133@DOT
Subject: LAGUNA CANYON ROAD COMMENTS

Comments regarding the widening of Laguna Canyon Road

Dear Cal-trans executives,

Laguna Canyon Road has been important to us and since Laguna Beach was founded as an Art Colony in the late 1800's. Our Early California Artist such as William Wendt, Anna Hills and Edgar Payne made this area an attraction with their paintings of the dramatic Canyon walls, and winding road to the beach. The oak trees, rock formations, soft underbrush and estuary host a myriad of birds and critters. Fossils and Indian Relics can still be found and studied as a link to the history of our area designated as "Native and Endangered" by the California State Parks. P-255-1

Although access to many of the businesses along Laguna Canyon road are already difficult it appears that the current Cal-trans plan of adding lanes and the suggestion to eliminate the center lane would only add to the congestion making it impossible to make a turn across four lanes! P-255-2

The current precarious entry to Anneleissa school and other businesses along Laguna Canyon Road would be impossible. Drivers would need to go with the flow in the undesired direction until a U-turn could be managed adding to the traffic. P-255-3

When you had a presentation two weeks ago at Thurston Elementary … you did not allow for questions or comments!At the same time we as a community we were told that any comments or concerns regarding your proposal would need to be submitted before July 11th. This seems like a relatively short amount to time to respond to such important decisions. P-255-4

It would be interesting to know what year, what month, what day of the week and time of day your survey was conducted? From your current plan it is hard to decipher what is it that you hope to accomplish with the plans that you have P-255-5

presented. How does your plan address the safety issue that instigated this project in the first place? P-255-5

From your drawings it appears that you would scrape the side of the hill to attain a certain grade that would supposedly help with drainage. What kind of equipment do you propose to use to recreate the natural look that we have held near and dear for decades? We all know that a backhoe has a square bucket and only works with terracing. P-255-6

Your plan suggests that the use of open cement block would allow indigenous grass to grow through … the problem is that we do not have any indigenous grass in this area. It would most likely become overridden with weeds. P-255-7

We would like to see a more extensive investigation of the current conditions and a variety of suggestions to address problems at each twist and turn of Laguna Canyon road along with alternate solutions to each challenge that exists.Also it is important to see the entire plan for updating Laguna Canyon Road rather than addressing the update of Laguna Canyon Road in a piecemeal approach. P-255-8

Looking back in time it is obvious that Laguna Beach residents are passionate about keeping the Canyon in its natural state. We are grateful for the Laguna Greenbelt, Laguna Canyon Foundation and the other organizations who have fought for the creation of the largest Interconnected Open Space Preserve in the United States. P-255-9

Please consider an open forum and further study of any changes to Laguna Canyon Road, We are certain that there will be some creative and surely less costly ideas with better results in keeping our aesthetically, ecologically and historically important primary access to Laguna Beach in its natural state. P-255-10

Thank you,

Meriam Braselle

Longtime resident, Artist and business owner

I.9.139 P-255 - Responses to Comments from Meriam Braselle

P-255-1

This comment provides an introductory statement and expresses concern for impacts to oak trees, rock formations, and habitat. Subsequent to circulation of the IS/EA for public review, a UCAP has been removed south of the SR-133/El Toro Road intersection which would reduce impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was reported in the IS/EA. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation. Project Feature PF-VIS-1 requires revegetation of all land temporarily impacted with native species similar to existing conditions. In addition, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts.

P-255-2

This comment expresses general concern for traffic impacts from the proposed project. Please refer to Common Response No. 1 for a discussion of construction and operation-related traffic impacts and safety benefits.

P-255-3

This comment states a concern over ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-255-4

This comment states no questions or comments were allowed at the public hearing and the time provided for public comments is relatively short. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement.

P-255-5

This comment asks for more details about the survey conducted for the project. Please refer to Common Responses No. 1 for a discussion of the net operational safety benefit of the project and No. 3 for a discussion related to the traffic data utilized in this report. In addition to Common Response No. 1 and No. 3, every 6 months Caltrans receives a list of high concentration of accidents on highways called

Table C. Table C investigations lead to improvement projects. This improvement project was conceived in 2010. A follow-up study shows that conditions are the same or worse since 2010. The purpose of the project is to accomplish a reduction in number and severity of accidents in this location with the proposed improvements.

P-255-6

This comment asks about construction equipment that would be used for hillside grading. Subsequent to circulation of the IS/EA for public review, a UCAP has been removed south of the SR-133/El Toro Road intersection. In addition, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts.. Geotechnical reports will be required at the design phase and will determine specific construction methods required. The cut slope will be contour graded and slope rounded with undulating pockets to provide a natural appearance conforming to the surrounding topography.

P-255-7

This comment states a concern over the proposed concrete channel and invasive species. Please refer to Common Response No. 5 for a discussion on invasive species

P-255-8

This comment includes a suggestion for an alternative project design and an updated plan for all of Laguna Canyon Road. As stated in Section 2.1 (Land Use), the Build Alternative is consistent with the Transportation Element of the County of Orange. In addition, as the existing SR-133 roadway within the project area is a Class III bikeway identified in the County of Orange Master Plan of Countywide Bikeways, the proposed project's construction of a Class II bikeway would maintain consistency with the Transportation, Circulation and Growth Management Element of the City of Laguna Beach. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-255-9

This comment expresses concern for keeping the Canyon in its natural state. As described in Section 2.1 (Land Use), impacts to open space would not be adverse and with incorporation of Project Features PF-LU-1, PF-LU-2, and PF-LU-3, and

Measures PR-1 through PR-8, no additional avoidance, minimization, and/or mitigation measures would be necessary.

P-255-10

This comment provides a conclusory statement about concerns for maintaining the project area in its natural state. Please refer to Response to Comments P-255-1 through P-255-9 above.

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Dolan, Edward C@DOT

From: Michael Fowlkes <insidesportfishing@mac.com>
Sent: Sunday, July 8, 2018 8:46 PM
To: D12 SR-133@DOT
Cc: Penelope Milne
Subject: Laguna Canyon 133

As a home owners and residents for thirty years on Laguna Canyon Road we are completely opposed to any of the proposed changes to Laguna Canyon Road. P-256-1

Laguna Canyon is the gateway to Laguna Beach and its the "hard" about getting here that makes Laguna so special. P-256-2

Why do you think people come here? It's because of it's charm. If it was "easy" to get here that charm would vanish in a heart beat... just like every other beach town that's put in freeways right to the sand. Look at what freeway access has done to Newport, Huntington, Seal Beach and all up the coast. P-256-3

Pave paradise and put up a parking lot. This is the last thing Laguna needs.

You don't know what you've got 'til its gone.

Leave Laguna Canyon Road alone. Please.

Michael & Kimberly Fowlkes
20950 Castle Rock Road
Laguna Beach, CA. 92652
insidesportfishing@mac.com
949.230.892"

Sent from my iPhone

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I.9.140 P-256 - Responses to Comments from Michael and Kimberly Fowlkes

P-256-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-256-2

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-256-3

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: MICHAEL HOAG <villageat@cox.net>
Sent: Wednesday, June 20, 2018 1:47 PM
To: D12 SR-133@DOT
Subject: SR-133 Improvement Project

This is a test massage to see if I have the right email address.

Or Edward or you there?

Dolan, Edward C@DOT

P-257

From: MICHAEL HOAG <villageat@cox.net>
Sent: Monday, July 9, 2018 4:08 PM
To: D12 SR-133@DOT
Cc: editor@ibindy.com
Subject: Caltrans, !33

Dear Editor,

This text is also being sent to Caltrans.

what's up with Caltrans and the intersection at 133 and El Toro Road.

Are roundabouts better than intersections with electric signals? Yes! Here's why. The modern roundabout is a beautiful thing. Traffic flow is in fact improved. They can look like a park instead of a massive lump of asphalt. They are safer, says the Insurance Institute for Highway Safety, *iihs.org*. Here is what the Federal Highway Administration, *safety.fhwa.dot.gov* is saying about roundabouts; they move more cars than signalized intersection and they are much safer. As I understand it the Greenbelt people do not want a roundabout because Caltrans designed it way oversized which in turn took to much land from the greenbelt. The Federal Highway Administration lists several design feathers that can control the size and shape of roundabout. So whats up with no plan to have a much improved intersection Caltrans? P-257-1

Michael L Hoag 415Loma Terrace Laguna Beach, CA 949 494 5960

Lo, Ka-Man@DOT

P-257

From: MICHAEL HOAG <villageat@cox.net>
Sent: Tuesday, July 10, 2018 1:23 PM
To: D12 SR-133@DOT
Subject: Caltrans, !33
Attachments: Our Mission- Provide a safe.textClipping

Dear Caltrans your saying, "Our Mission: Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Caltrans is recommending a Class Two bike lanes for there current 133 at El Toro project. That means the bike riders have a 3 inch wide white paint stripe to protect them from arrant drivers. Sadly unprotected bike lanes have a history of producing dead bike riders and will continue to produce dead bike riders into the future. We all understand the white stripes safety lane is a cheap political ploy to look as if there trying to protect road users. This group includes Caltrans and our elected officials, this includeds cities and the state. P-257-2

1. At a minimum place **reflective pumps** on the white stripe. P-257-3

2. Conceder making the travel lanes **8 foot** wide. When lanes are narrower people drive at lower rate of speed, this is called traffic calming. When lanes are narrower there is more room for bikes and peds and there is less land removed from the park. P-257-4

3. Adopt **Vision Zero**, then apply it to this 133 project. As you know the most important stradigy in safer roads is lower the speed of travel. As you know the era of moving as many cars as fast as possible is coming to an end. Please conceder helping to bring this to pass. P-257-5

Michael L. Hoag 415 Loma Terrace, Laguna Beach, CA 949 494 5960

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I.9.141 P-257 - Responses to Comments from Michael Hoag

P-257-1

This comment includes a suggestion for an alternative project design with roundabouts. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-257-2

This comment states concern that widened shoulders would not provide safety for bicyclists. As stated in Section 2.4 (Traffic and Transportation) SR-133 from SR-1 to I-405 was identified in the 2001 Orange County Commuter Bikeways Strategic Plan as a Class III Bikeway (on-road signed bicycle route) and bicyclists utilize SR-133 within the project limits. The Build Alternative would provide 8 ft shoulders in both the northbound and southbound directions along SR-133 and would stripe Class II bike lanes in both directions within the project limits. As SR-133 is currently used by bicyclists, the proposed improvements provide additional safety for bicyclists over existing conditions.

P-257-3

This comment suggests placing reflective pumps on the white stripes. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-257-4

This comment suggests reducing the travel lanes to 8 ft in width. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-257-5

This comment suggests adopting Vision Zero and suggests reducing speeds for improved safety. Please refer to Common Response No. 2 regarding speeding and speed limits in the project area.

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P-258

Lo, Ka-Man@DOT

From: Michael S. Koeris <michael.koeris@gmail.com>
Sent: Tuesday, July 10, 2018 2:24 PM
To: D12 SR-133@DOT
Subject: Opposition to proposed Laguna Canyon Road project

Dear Madam/Sir:

I am writing in opposition to the Laguna Canyon Road project. I am very concerned that not enough study has been conducted to fully assess the impact on abutting homes and facilities such as e.g. the Anneliese School, which my 3 year old son attends.

APPARENTLY CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools less than 30 days notice (shocker) of the project and opposition deadline. This is NOT the way to encourage civil discourse and facilitate community-input driven decision making! The school is the ONLY business located within the proposed construction zone. P-258-1

Are you serious??? That's unethical and very disappointing!

Here is a summary of the ADDITIONAL information I have learned:

1. **CalTrans is using incomplete and insufficient data to support this project**. Traffic data was apparently collected by CalTrans on only one day during non-peak drop-off and pick-up hours at the school. Collecting data during non-peak hours gives an incomplete picture of the volume of vehicles entering and exiting the school and the impact this has on road conditions, as well as risks for drivers entering and exiting the campus. P-258-2

2. **The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years.** The construction will also create loud noise during school hours, which is completely inconsistent with a peaceful learning environment (particularly outdoor education areas). The noise will have a profound impact on gardening, animal welfare and care, and athletics programs. The noise will also severely impact our peaceful learning environment in the classrooms located near Laguna Canyon Road. P-258-3

3. **The project will increase toxic air pollutants at the school campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of the school. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, ESPECIALLY for young children. P-258-4

4. **CalTrans acknowledges that most accidents in this area are caused by speeding.** Wouldn't it make more sense to at least start by reducing the speed limit in this area and better enforcing it? Speedbumps if you have to! I drop my son off and I'd be DELIGHTED if there were speedbumps. P-258-5

Please confirm you've received this message and that you're taking these concerns VERY serious and put some further study on this!

Thank you and sincerely yours

Insert P-258 Letter from Michael Koeris (2 of 2)

I.9.142 P-258 - Responses to Comments from Michael Koeris

P-258-1

This comment expresses concern about the time provided for public comment and level of public involvement. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement.

P-258-2

This comment states that commenter's opinion that Caltrans has not collected complete and sufficient data. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-258-3

This comment states a concern over the traffic impacts construction activities will have on travelers as well as the noise impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 1 and No. 7 for a discussion of construction-related traffic impacts and construction-related noise impacts.

P-258-4

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-258-5

This comment suggests reducing the speed limits and providing better enforcement of the speed limit. Please refer to Common Response No. 2 for a discussion related to speed limits and speeding.

Dolan, Edward C@DOT

P-259

From: Michael P. Clark <mpclark@uci.edu>
Sent: Saturday, June 30, 2018 11:59 AM
To: D12 SR-133@DOT
Subject: Comment on SR-133 (Laguna Canyon Road) Improvement Project

To Caltrans:

I am a resident of Laguna Beach. On June 27, 2018, I attended the public hearing in Laguna Beach on SR-133 (Laguna Canyon Road) Improvement Project. This is my comment from that meeting.

Cal Trans representatives said changes were needed because there was an unusually high number of accidents along the 133 at the El Toro intersection where the single lane of the 133 splits into two then re-merges into one. We all agreed that is a dangerous section. The existing double lanes on 133 just before and after El Toro encourage unsafe driving by people pulling into the second lane to pass cars in the other lane and then cutting back in front of them when the second lane disappears after the intersection. P-259-1

I drive the 133 several times a week and frequently park in the Willow Canyon parking lot near the El Toro/133 intersection to hike the trails there. I appreciate the need to improve traffic flow in that area.
I am concerned, however, that the Improvement Project will not address these safety issues and will in fact make a bad situation much worse. P-259-2

Adding lanes to 133 near the El Toro intersection will literally just push the problem down the road to the point where the new two-lane section merges back into one. If that merging is the problem, it would make more sense simply to get rid of the present second lane that now appears and then disappears on the 133 just before and after the El Toro intersection. The net effect on capacity and flow would be zero since the bottleneck would not be any worse, just in a different place. Cars would be backed up away farther away from the intersection into what is presumably a safer section of the 133, and there would be no merging traffic into the single lane. P-259-3

In addition, going south of the intersection, extending the second lane and moving that merging-point to just south of the Willow Canyon parking lot means that exiting from that lot to go north on 133 will require crossing two lanes rather than one. (That is of course also true for entry into the lot from northbound on 133.) This makes the present bad situation getting into and out of that lot much worse. P-259-4

Faced with criticism of these plans, the Cal Trans representative ("Stephen") who was discussing the computer simulation of the plan cited traffic studies from 2010, i.e., eight years ago. The simulation based on those old studies produced relatively moderate traffic flow that was simply unrecognizable to those of us who drive that section frequently. Current traffic is much heavier, and much more continuous, that appears in the simulation. At the very least, I hope you will update your traffic studies to reflect present conditions and modify your plans to address the way things are now, not a decade ago. I think you will find that the objections you heard at the hearing will make a lot more sense in that context. P-259-5

Stephen also invoked reports from "Parks people" saying that the Willow lot was not busy most of the time during the week. People associated with Laguna Canyon Wilderness Park who were at the meeting contradicted that statement and said Willow was one of the busiest lots in the park throughout the week.

Finally, at one point Stephen admitted that the bottleneck would not be resolved by this plan, and that the best solution would be to make all of the 133 two lanes in both directions all the way to the beach. It is apparent that the current plan of adding lanes to a short section of the 133 around El Toro only makes sense in the context of that longer-range P-259-6

and more radical plan to expand the road throughout the canyon. There would be huge opposition to that from Laguna Beach, as there has been in the past. If that is really what is driving the present proposal, then you should just say so formally and we can discuss that. Otherwise, you have a plan that is manifestly inadequate to the situation being addressed and that will exacerbate the present problems.

P-259-6

Michael P. Clark
1389 Terrace Way
Laguna Beach, CA

I.9.143 P-259 - Responses to Comments from Michael P. Clark

P-259-1

This comment provides an introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-259-2

This comment expresses concern that merge lanes contribute to safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane.

P-259-3

This comment states the proposed improvements would push the problem and bottleneck of traffic down the road and the effect on capacity and flow would be zero. As stated in Section 1.0 (Proposed Project), the purpose of the project is to improve roadway deficiencies by bringing SR-133 to design standards, improve safety in the vicinity of the SR-133/El Toro Road intersection, and reduce flooding by improving drainage flow. The purpose of the project is not to enhance capacity and reduce traffic congestion. However, improved safety and reduced vehicle collisions will also reduce traffic congestion.

P-259-4

This comment expresses concern that merge lanes contribute to safety hazards. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane.

P-259-5

This comment states that commenter’s opinion that Caltrans should update their traffic studies to reflect current conditions. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

P-259-6

This comment states that the proposed improvements would not solve the bottleneck and that proposed improvements are inadequate. Please refer to response P-259-3 above for a discussion of the purpose and need of the project.

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Dolan, Edward C@DOT

P-260

From: Mike Knecht <mikeknecht@yahoo.com>
Sent: Thursday, July 5, 2018 12:27 PM
To: D12 SR-133@DOT
Subject: RE: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

I was recently made aware of the State Route 133/El Toro Road Improvement Project being considered. As a long-time resident of Orange County (over 40 years) who has lived in Newport Beach, Quail Hill (right off Laguna Canyon Road), and other areas in south county, I have used the 133 and El Toro road routes to and from Laguna Beach countless times. While crowded during busy times as most beach routes are, I continue to appreciate the low-impact nature of the route to the Laguna Canyon area. Expanding that road or building more in that area would be a huge disappointment to me as someone who is tired of seeing the environment get neglected to accommodate packing in more people. I write this letter to voice my strong opposition to this project. I know I speak for several friends, family, and others who share in my view. I hope they too will take the time to write to you. P-260-1

The beauty of that area and the preservation that has endured through the years there will always be at risk to those who want to expand roads or build houses or businesses. I implore you to avoid giving in to pressures that impact this area with further development and road expansion. Once done, it cannot be undone and will likely open the door for additional projects that further take away from that precious area. As my young daughter so innocently put it: "They are biggering just like the naughty people who ruined the land in the Lorax." She is exactly right. We have a chance to avoid that by not moving forward with this project. P-260-2

I appreciate your time reading my letter. If you have any questions or would like to discuss the situation, you can reach me via email or at 949-370-3235.

Respectfully,

Michael S. Knecht
Lifetime Orange County Resident

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I.9.144 P-260 - Responses to Comments from Michael S. Knecht

P-260-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-260-2

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT P-261

From: Mike Thomas <m.thomas@annelieseschools.com>
Sent: Friday, July 6, 2018 8:20 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

As an educator working in the Canyon I oppose this work as it will cause temporary and then permanent damage to the environment. Water flow will increase in the creek and potential flooding in and around this area. P-261-1
Please reconsider?

Sincerely,

Mike Thomas (Anneliese Schools)

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I.9.145 P-261 - Responses to Comments from Mike Thomas (no. P-261)

P-261-1

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

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Dolan, Edward C@DOT

From: mlevy81382@aol.com
Sent: Saturday, July 7, 2018 11:04 AM
To: D12 SR-133@DOT
Cc: Lisa.Bartlett@ocgov.com
Subject: Comments re Cal Trans project 133
Attachments: 133 Proposal.docx

Please see attached

CALIFORNIA 133 COMMENT PUBLIC HEARING JUNE 27,2018

Name: Merri B Levy Organization: Individual
email: Mlevy81382@aol.com Phone: 949-315-9918
Address; 23658 Wellesley Court Laguna Niguel, CA 92677

COMMENTS:

I am writing to express my deep concerns re the planned Cal Trans Project at Laguna Canyon Road in Laguna Beach. P-262-1

I am a frequent hiker, with the Sierra Club, out of the Willow Staging Area. After the hike, our group might include between 10-20 or more cars exiting the parking lot. Many, if not most, turn Left on Laguna Canyon Road. Under your project, we would have to cross two lanes of traffic plus a bike lane in order to turn Left. P-262-2

Parents from Aliso Viejo, dropping off and picking up children at Anneliese School, would have a similar problem turning Left! P-262-3

Your Southbound proposal does not make sense. 1. The new "second lane" would have to merge into the current single lane thus causing congestion. 2. There is no increase in capacity. 3. Your traffic studies are incomplete. (Willow parking and Anneliese School) 4. Mature Oak Trees would be endangered. P-262-4

The Northbound proposal does make sense providing that: 1. All utility poles are put under the 8 ft. bike lane. (All utility poles in the entire project should be placed under the bike lane.) 2. Mitigation takes place On Site, not in Chino Hills. (All mitigation in the project should take place On Site.) P-262-5

Why spend $39.9MM on a project which will create traffic problems, takes too much parkland and accomplishes very little. Please consider revising this project or eliminating it completely. P-262-5

Thank you very much for the opportunity to forward my comments to you.

cc Lisa Bartlett, Supervisor 5th District

Merri Levy
July 7, 2018

I.9.146 P-262 - Responses to Comments from Merri Levy

P-262-1

This comment expresses the commenter's general opposition to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-262-2

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-262-3

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-262-4

This comment states concern over the extension of the merge lane, no increase in roadway capacity, incomplete traffic studies, and impacts to oak trees. Please refer to Common Responses No. 1 for a discussion of the net operational safety benefit of the extended merge lane and No. 3 for a discussion of traffic data. As discussed in Section 1.3 (Purpose and Need), the proposed improvements are intended to address existing deficiencies and the project would not enhance capacity of the roadway. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the hillside, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection. Please refer to Common Response No. 5 for a discussion of impacts and mitigation for oak trees.

P-262-5

This comment expresses concern that all utility poles should be placed under the bike lane and all mitigation should take place on site. Please refer to Common Responses No. 1 for a discussion of undergrounding utilities and No. 5 for a discussion of compensatory mitigation requirements.

P-262-6

This comment expresses concern for a project that will create traffic problems and take parkland. Please refer to response P-262-4 for a discussion of the design option that will further reduce impacts to parkland. In addition, please refer to Common Response No. 1 for a discussion of traffic impacts.

P-263

Dolan, Edward C@DOT

From: molly levitta <mollylevitta@mac.com>
Sent: Saturday, July 7, 2018 11:30 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

I am a longtime resident of Laguna Beach and adamantly, and inalterably, OPPOSE the CalTrans Laguna Canyon Road Project.
The negatives FAR outweigh any public access, or public safety positives. P-263-1

The Willowbrook Campus of Anneliese Schools will be drastically impacted during and after such an ill-conceived project. Anneliese Schools are part of Laguna's ongoing history of excellence - and part of the pride of our community. Anneliese Schools are a shining example of what can be accomplished in education with the inclusion of culture and creativity, as well as an ongoing respect for nature and all living things. P-263-2

With "nature and all living things" in mind, surely CalTrans is aware of the negative impact the proposed project will have, not only on our community at large, but on the fragile ecosystems of Laguna Canyon.

There is no ONE solution that will solve Laguna's ongoing challenge of accommodating more and more people and the vehicles that transport them here.

A more creative solution than the one proposed might not have such an irreversibly negative impact on the environment, natural habitats, and wildlife of our incredibly rare and beautiful "crescent moon of protected land" that we fought so hard to secure between 1986 and 1990 in our widely publicized fight against The Irvine Company. P-263-3

If nothing else- Let a massive parking lot between the already existing freeway and the toll road be built, and serve as a jumping off point for hiking, biking, trolley riding, or horse drawn buggy riding into town- with scenic views and old fashioned fun all along the way - instead of freeway guard rails and more asphalt paving the way for insurmountable parking nightmares and stagnate congestion in our city. P-263-4

To what end is the CalTrans Project worth the negative impact to our community?!

We are weary of the traffic and ever-growing onslaught of crowds- but I believe the residents of Laguna Beach will once again rally in unison if we feel our community is being threatened.
I feel that the CalTrans Laguna Canyon Road Project is the beginning of what will be an ever growing encroachment on the beautiful paradise we call home- that we have managed to preserve and protect against all odds for so long. P-263-5

Please reconsider your proposed plan.

Sincerely,
Molly Ohara Levitta

20352 Sun Valley Drive
Laguna Beach, CA

92651

I.9.147 P-263 - Responses to Comments from Molly Ohara Levitta

P-263-1

This comment expresses the commenter's general opposition to the project and expresses concern for public access and safety. Please refer to Common Response No. 1 for a discussion of access during construction and traffic safety.

P-263-2

This comment expresses the commenter's concern for impacts to Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-263-3

This comment expresses concern for impacts to the ecosystems of Laguna Canyon. As discussed in Section 2.13 (Natural Communities), no significant adverse effects would occur to sensitive natural communities. Implementation of Measures BIO-1 through BIO-11 would minimize and/or mitigate impacts to sensitive natural communities.

P-263-4

This comment states the commenter's opinion that a parking lot should be built instead of the proposed improvements. Please refer to Section 1.3 (Purpose and Need) for a discussion of the purpose and need of the proposed improvements, which do not include the need for additional parking.

P-263-5

This comment expresses the commenter's general opposition to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Nancy Hasani <nhasani@emc2law.com>
Sent: Tuesday, July 10, 2018 4:32 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to Proposed Project to Widen Laguna Canyon Road

Importance: High

To Cal Trans & Laguna Beach Officials,

I am writing in opposition to the proposed project to widen Laguna Canyon Road. I have just become aware of the proposal to widen Laguna Canyon Road in close proximity to Anneliese School at the intersection of Laguna Canyon/ El Toro Road. While I understand and appreciate consideration of efforts to ease traffic into and out of the Canyon, this proposal will have such an undesirable effect on the School and its children that I urge you to consider abandoning or changing the plan. P-264-1

My children both spent many years at that campus of Anneliese Schools. It is a truly wonderful place for local children to learn and experience their early years. The impact of the School on both of my children was immeasurable. Part of what makes the experience so unique is the peacefulness of the environment. By moving an ongoing highway project right in front of the School, you will destroy that environment for hundreds of children. It will create health and safety impacts due to dust and noise. Moreover, the situation you will create with turning in and out of the School will make the situation untenable for parents dropping off and picking up their children. P-264-2

Anneliese School (Willowbrook Campus) has been a wonderful asset to generations of children in Laguna and surrounding cities. It not only has helped raise wonderful local citizens, but has also been an ambassador for your city to others.
Before making such an impactful decision, I urge you to visit the School and experience what it has offered to so many children. It is such a magical place and it makes me heartsick to think that it will be destroyed to shorten drive time into the city by 2 minutes. Please reconsider the proposal. P-264-3

Many thanks for your consideration.

Concerned Parent,

Nancy Hasani

EMC²
NANCY H. HASANI, ESQ.
EMPLOYMENT MATTERS COUNSELING & CONSULTING LLP
direct 949.248.0006 • fax 949.248.0007
120 Vantis, Suite 300 • Aliso Viejo, CA 92656
nhasani@emc2law.com • www.emc2law.com

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I.9.148 P-264 - Responses to Comments from Nancy Hanasi

P-264-1

This comment expresses the commenter's general opposition to the project and concern for impacts to Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related air quality and noise impacts. Operation of the school would not be affected by the proposed improvements.

P-264-2

This comment states a concern over noise, air quality, and traffic impacts from construction activities at Anneliese's School. Please refer to Common Responses No. 7 for a discussion of construction-related noise and air quality impacts and Common Response No. 1 for a discussion of construction-related traffic impacts.

P-264-3

This comment expresses the commenter's general opposition to the project and concern for impacts to Anneliese's School. Please refer to Common Responses No. 1 for a discussion of traffic impacts at Anneliese's School and No. 7 for construction-related air quality and noise impacts. Operation of the school would not be affected by the proposed improvements.

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Lo, Ka-Man@DOT

P-265

From: Naomi <sage432@yahoo.com>
Sent: Tuesday, July 10, 2018 4:21 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunacity.net; cmoffice@lagunabeachcity.net
Subject: Anneliese School Endangerment due to the proposed caltrans project

To Whom it may concern,
I am a parent whose child attends Annelise School - Willowbrook off the 133 and El Toro. I was appalled to hear that this caltrans project is being proposed and you did not give the school more ample time to respond. I'm also very upset and concerned about the increase in traffic and environmental endangerment not only to the school but to the environment where you are proposing this project expansion. P-265-1

Laguna Beach should be concerned about the in-bound traffic and safety of your citizens if you approve this project. There has to be another way to bring in traffic safely in and out of Laguna Beach. Currently, the traffic in/out of the school is already of concern and if you widen the roads even more, the entry will become even more hazardous. The environmental factor is also of concern. P-265-2

I hope that this project does not get approved and that our voices are heard.

Sincerely,
Naomi Iseri

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I.9.149 P-265 - Responses to Comments from Naomi Iseri

P-265-1

This comment expresses concern related to the public notice provided as well as traffic and other environmental impacts. Please refer to Common Responses No. 1 for a discussion of traffic impacts and No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project. In addition, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

P-265-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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Lo, Ka-Man@DOT

From: Natalie Davidson <natalie.davidson222@gmail.com>
Sent: Tuesday, July 10, 2018 5:01 PM
To: D12 SR-133@DOT
Cc: Natalie Davidson; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-266-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-266-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-266-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-266-4

If you have any questions, you may reach me at 949.226.2326

Sincerely,

Natalie Davidson
949.226.2326

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I.9.150 P-266 - Responses to Comments from Natalie Davidson

P-266-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-266-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-266-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-266-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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Dolan, Edward C@DOT

From: Natasha Tulkoff <mombizia@gmail.com>
Sent: Thursday, July 5, 2018 9:21 AM
To: D12 SR-133@DOT
Subject: Important: State Route 133/El Toro Road Improvement Project

Dear Sir or Madam:
Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my child attends for seven years. P-267-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. I believe it is unacceptable to torture with noise the school full of kids. P-267-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding and creating danger to well being of kids in the school. P-267-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). We really enjoy the wilderness of the Canyon and taking in consideration that we have not many such places as this Canyon in our Orange County this project will definitely decrease quality of life for the people who love Orange County and live here. P-267-4

If you have any questions, you may reach me at mombizia@gmail.com
Sincerely,
Natasha Tulkoff

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I.9.151 P-267 - Responses to Comments from Natasha Tulkoff

P-267-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-267-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-267-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-267-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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P-268-1

Dolan, Edward C@DOT

From: Nate Shill <shill.nate@gmail.com>
Sent: Sunday, July 8, 2018 9:18 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Re: Cal Trans Proposed Construction on laguna canyon road
Attachments: SR 133 opposition.docx

Please see my letter in opposition to the Cal Trans proposed project on SR133

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. P-268-2

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-268-3

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-268-4

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-268-5

If you have any questions, you may reach me at shill.nate@gmail.com 714-458-2993

Sincerely,

Nathan Shill

I.9.152 P-267 - Responses to Comments from Natasha Tulkoff

P-268-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-268-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-268-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-268-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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P-269

Dolan, Edward C@DOT

From: Nazila Amirghahari <nkavandi@yahoo.com>
Sent: Monday, July 9, 2018 11:18 PM
To: D12 SR-133@DOT
Subject: Objection to Laguna Canyon project

Hi,
Hope this email finds you well.
This email is to directly object to the Laguna Canyon project proposed by Caltrans & City.
I'm sure there are better & less expensive options that can be considered.

P-269-1

Best regards,
Nazila Amirghahari
949.533.5254

Sent from my iPhone

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I.9.153 P-269 - Responses to Comments from Nazila Amirghahari

P-269-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-270

Dolan, Edward C@DOT

From: Nazishdc <nazishdc@aol.com>
Sent: Monday, July 9, 2018 10:09 PM
To: D12 SR-133@DOT
Subject: Laguna Canyon Road

Mr. Edward Dolan,
CalTrans

Dear Mr. Dolan,

I am a opposed to the current plan proposed to expand Laguna Canyon Road.

The current proposal has not included consultation with Anneliese Schools, who are directly in the impact zone. Have you taken into account the peak traffic hours for the school? P-270-1

How does your plan mitigate safety concerns? As a resident of Laguna Beach, who frequently uses Laguna Canyon Road and as a parent who had children attend Anneliese for six years, the proposed plan seems to actually decrease safety. P-270-2

I see no urgency in pushing forward a plan that does not include valid concerns from a major stakeholder. I urge you NOT to move forward with the proposed plan, but consider impact on and consult with all stakeholders, including Anneliese Schools. P-270-3

Thank you for your consideration of my opposition to the current proposal to expand Laguna Canyon Road.

Regards,
Ms. Nazish Mir
570 Brooks Street
Laguna Beach, CA 92651

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I.9.154 P-270 - Responses to Comments from Nazish Mir

P-270-1

This comment asks if the peak traffic hours for the school have been taken into account. Please refer to Common Responses No.1 for a discussion of traffic safety at Anneliese's School and No. 3 for a discussion related to the traffic data utilized in this report.

P-270-2

This comment asks how the project mitigates safety concerns. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the project.

P-270-3

This comment expresses the commenter's general opposition to the project and concern for impacts to Anneliese's School. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-271

Dolan, Edward C@DOT

From: Nick Malik <nicholas.malik@gmail.com>
Sent: Sunday, July 8, 2018 1:55 PM
To: D12 SR-133@DOT
Subject: Construction on El Toro and The 133

I am writing to object to the construction plan for increasing lanes on El Toro and the 133. I don't think there has been a sufficient environmental impact report plus it will harm the nearby school and other businesses. P-271-1

Thanks for your time.

Nick Malik

Sent from my iPhone

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I.9.155 P-271 - Responses to Comments from Nick Malik

P-271-1

This comment expresses the commenter's general objection to the project and states there are not been sufficient environmental analysis. After reviewing the technical studies prepared for the project, an IS/EA was determined to be an appropriate environmental document for the project to satisfy both CEQA and NEPA requirements. The document was prepared following the Caltrans IS/EA Annotated Outline (AO).

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Dolan, Edward C@DOT

P-272

From: Nikta Nilchian <nikta.nilchian@gmail.com>
Sent: Sunday, July 8, 2018 2:37 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Hello,

I am a Laguna Beach home owner and I am writing to express my opposition to this proposed project. The project will cause severe and irreversible environmental and visual impact to our beautiful canyon and I feel there are alternatives in making the canyon safer. P-272-1

Thank you for your consideration,

Nikta Nilchian

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I.9.156 P-272 - Responses to Comments from Nikta Nilchian

P-272-1

This comment states a concern over severe and irreversible environmental and visual impacts to Laguna Canyon. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area.

Insert P-273 This page intentionally left blank

Dolan, Edward C@DOT P-273

From: NT Laguna <nontoxiclaguna@yahoo.com>
Sent: Sunday, July 8, 2018 8:41 PM
To: D12 SR-133@DOT
Subject: Non Toxic Laguna Opposition to State Route 133 / El Toro Road Improvement Project

Dear Edward Dolan:

Re: State Route 133/El Toro Road Improvement Project

As an organization of 241 environmentally conscious citizens in Laguna Beach, we oppose this project for the following reasons:

1. The channelization of the riparian area on the inbound side will have serious visual impacts and riparian habitat impacts. P-273-1

2. The 900-foot extension of the southbound (inbound) lane on the 133 past El Toro Rd. would dip into parkland where Stagecoach South Trail runs along the 133. We do not believe this proposal could be completed without dramatic impacts on the park and the parking lot. Specifically: P-273-2

- Existing rock structures and native habitat would be destroyed
- Up to 14 mature oak trees would be removed, to be mitigated within OC Parks *but not on site.*
- The slope steepness would require erosion control and stabilization measures that would make effective restoration of the slope difficult.
- Traffic in and out of the Willow Parking Lot would now require crossing *two* lanes of incoming traffic, making an already difficult turn even more treacherous.

3. The disruption to the Anneleise School next to the proposed construction. P-273-3

Non Toxic Laguna Beach

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I.9.157 P-273 - Responses to Comments from Non Toxic Laguna Beach

P-273-1

This comment expresses concern for impacts related to visual character and hydrology impacts from the proposed channelization. Please refer to Common Responses No. 4 for a discussion of impacts to visual character and No. 8 for a discussion of hydrology and drainage.

P-273-2

This comment states a concern over impacts to parkland, oak tree removal, slope steepness, and ingress and egress at the Willow Staging Area Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please also refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

P-273-3

This comment expresses the commenter's general concern for disruption to Anneliese's School during construction. Please refer to Common Responses No. 1 for a discussion of traffic impacts to Anneliese's School and No. 7 for construction-related air quality and noise impacts.

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Dolan, Edward C@DOT

From: Omar M. Mahmood <omar.m.mahmood@gmail.com>
Sent: Sunday, July 8, 2018 3:20 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net
Subject: Please reconsider - construction

Dear Mr. Edward Dolan,

I would like to voice my opposition to the proposed construction on Laguna Canyon Road that will adversely affect the Willowbrook Campus of Anneliese Schools... a place close to my heart and that of my children.

Please reconsider the proposed action and also take seriously the alternative options that are available and proposed by the school and others in the region. P-274-1

I am copying Mayor Kelly Boyd on this email as well to hopefully motivate the Laguna Beach City Council to take action on this.

Kind regards,

Dr. Omar Mahmood
https://www.linkedin.com/in/omarmahmood/

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I.9.158 P-274 - Responses to Comments from Omar Mahmood

P-274-1

This comment expresses the commenter's general concern for impacts to Anneliese's School and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Owen Weichel <oweichel@gmail.com>
Sent: Tuesday, July 10, 2018 5:21 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Roadwork Opposition

Dear Sirs and Madams,

Our family has been attending Anneliese School at the Willowbrook Campus for the past seven years and we have one year to go with our 6th grader and another three years to go with our 4th grader.

We live in Huntington Beach. The commute is a hardship as it is and to include road construction during the times we will be dropping off and picking up our children will add to the hardship!

P-275-1

We can very easily drive our two children to the local private schools in Costa Mesa. Of course our preference is to stay with the Anneliese Schools and specifically—the Willowbrook Campus in Laguna Canyon Road that our children have been attending most of their lives!

P-275-2

Best Regards,

Owen Weichel
Parent to 4th & 6th Grade students at Willowbrook Campus at Anneliese Schools (for past 7 years!)

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I.9.159 P-275 - Responses to Comments from Owen Weichel

P-275-1

This comment states a concern over the project's traffic impacts to ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts at Anneliese's School.

P-275-2

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: NETSUN SEVEN <netsun7@cox.net>
Sent: Monday, July 9, 2018 11:17 PM
To: D12 SR-133@DOT
Cc: netsun7@cox.net
Subject: SR-133 Improvement Project Comments

Greetings

As a 47 year resident of the Laguna area and current resident of Aliso Viejo for 24 years, I have a great interest in this project.

I am also a daily commuter on SR-133 and a very frequent weekend user of the Laguna Coast Wilderness Park.

My specific concerns for the current project are:

1) Any take of current open space needs to be kept to absolute minimum - and specifically, any removal of mature oak trees and grading of sandstone formations are incompatible with the designation and goals of Laguna Coast Wilderness Park. I strongly object to this aspect of the project and urge a re-design to avoid this impact. P-276-1

2) The extension of two southbound lanes past the LCWP Willow entrance/exit makes an already bad situation worse. Attempting to cross 2 lanes of s/b traffic on a left turn out of the park becomes much more dangerous - I believe this negates any presumed safety benefits of the project and needs to be studied further. P-276-2

3) Any potential mitigation should occur on-site in LCWP - the area that is being directly affected. P-276-3

4) Any maintenance vehicle pullouts, and utility undergrounding should be contained in the highway shoulder - not outside of it in current open space. P-276-4

A potential out of the box idea worth studying is the complete removal of the current El Toro Rd / SR-133 intersection and relocation to the existing tollroad/SR-133 intersection complex. Safety and traffic flow both improve greatly with a single intersection at the tollroad area rather that the two intersections of El Toro Rd / SR-133 that exist today.

The existing section of El Toro Rd between the Tollroad and SR-133 can then be converted to open space/bike lane etc, and the "triangle" section of open space is now better connected to the rest of the wilderness park. P-276-5

Thank You

Paul Doyle

7 Swan Lane

Aliso Viejo, CA

Dolan, Edward C@DOT

From: NETSUN SEVEN <netsun7@cox.net>
Sent: Monday, July 9, 2018 11:17 PM
To: D12 SR-133@DOT
Cc: netsun7@cox.net
Subject: SR-133 Improvement Project Comments

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The existing section of El Toro Rd between the Tollroad and SR-133 can then be converted to open space/bike lane etc, and the "triangle" section of open space is now better connected to the rest of the wilderness park. P-276-5

Thank You

Paul Doyle

7 Swan Lane

Aliso Viejo, CA

I.9.160 P-276 - Responses to Comments from Paul Doyle

P-276-1

This comment states a concern over the impacts loss of open space, parkland, and oak trees. Subsequent to circulation of the IS/EA for public review, a UCAP has been removed south of the SR-133/El Toro Road intersection reducing impacts to oak trees. As discussed in Section 2.1 (Land Use), the total impact to parkland would only be 0.02% of the total parkland available at Laguna Coast Wilderness Park. In addition, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to parkland, open space, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to further minimize impacts. Please refer to Common Responses No. 5 for a discussion of impacts and mitigation and for oak trees and No. 6 for impacts to parkland.

P-276-2

This comment expresses concern that the proposed improvements would worsen traffic safety conditions. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the project.

P-276-3

This comment states mitigation should be onsite in Laguna Coast Wilderness Park. Please refer to Common Responses No. 5 for a discussion of compensatory mitigation for riparian habitat and oak trees. In addition, OC Parks has concurred on the description of the existing conditions, the analysis of project effects, the measures to minimize harm with other suggested measures, and the Section 4(f) *de minimis* determination on September 20, 2018. In accordance with the concurrence letter provided by OC Parks, the MND/FONSI has been revised to incorporate minimization measures PR-1 through PR-8 in Section 2.1 (Land Use) to further minimize impacts to parkland.

P-276-4

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-276-5

This comment includes a suggestion for an alternative project design with roundabouts. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-277

Lo, Ka-Man@DOT

From: Paul Strickland <paul@thepromosource.net>
Sent: Tuesday, July 10, 2018 3:04 PM
To: D12 SR-133@DOT
Subject: Objection to Laguna Canyon Road Work

Mr Edward Dolan,
I object to this road work for two valid reasons:

My kids went to Annelise School and it is very hard to get in and out of school with only one lane headed into the canyon. If you widen the area it will be that much harder to have ingress/egress into/out of the campus. P-277-1

And the lack of notice (only 30 days???) to the only business (and an important one to LB) in the area. How come the school has not had more notice/time? P-277-2

It will also be unsafe to get to the hiking parking. P-277-3

Please reconsider this widening and leave Laguna Canyon as it is.!!!

Many thanks,

Paul W. Strickland

The PromoSource
Promotional & Custom Product Solutions

65 Enterprise
AlisoViejo, CA 92656

949.330.6340 office
949.330.6341 direct
949.466.3047 mobile
949.330.5681 fax
www.ThePromoSource.net

PPAI #262188-SAGE #9915

"*The man who stops advertising to save money is like the man who stops the clock to save time*"
- Thomas Jefferson

Virus-free. www.avg.com

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I.9.161 P-277 - Responses to Comments from Paul W. Strickland

P-277-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-277-2

This comment expresses concern over the notice for the public comment period. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project.

P-277-3

This comment states a concern over the project design related to safety for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at the Willow Staging Area.

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P-278

Dolan, Edward C@DOT

From: Paula Olson <caynine@mac.com>
Sent: Tuesday, July 10, 2018 6:37 AM
To: D12 SR-133@DOT
Subject: Laguna Canyon Road

Dear Mr. Dolan

Thank you for the opportunity to express my concerns about CalTrans' proposal.

The "hearing" on Jun 27 was quite confusing. Each of us who came to hear about the project needed to visit various booths as if understanding the project was a treasure hunt to piece together what CalTrans was really going to do. If an entity such as yours has a proposal and is confident in it, why wouldn't you simply present it in a collective forum where the community could all HEAR what the overall project was about? P-278-1

That said, I have done my research. This project, as proposed, should not go forward

What about the traffic coming in/out of Anneliese School and Willow trailhead? CalTrans' changes would make this worse with extra lanes. Turning left out of Willow is difficult enough. Extra lanes of traffic would make this more dangerous. P-278-2

What about removing 14 mature oak trees? Those CANNOT be replaced. This is preserved open space and the trees must remain. P-278-3

Taking away open space to put in a concrete slope does not help traffic and takes away preserved open space and habitat for the native flora and fauna. P-278-4

Please do not move forward with this project as it stands now. You must allow more opportunity to have meaningful dialogue with the local community. June 27's hearing was not that. P-278-5

Paula Olson
Laguna Beach resident, 14 years
California resident, all my life

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I.9.162 P-278 - Responses to Comments from Paula Olson

P-278-1

This comment expresses concern with the format of the public hearing. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with all legal requirements for public noticing of the project and public involvement.

P-278-2

This comment expresses concern with ingress and egress from Willow Staging Area and Anneliese's School. Please refer to Common Response No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area.

P-278-3

This comment expresses concern with the removal of oak trees. The MND/FONSI has been revised to include the removal of one UCAP which would reduce impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was reported in the IS/EA circulated for public review. Please refer to Common Responses No. 4 for a discussion of impacts to the visual character, No. 5 for a discussion of habitat and oak trees, and No.6 for impacts to parkland. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway.

P-278-4

This comment express concern with the hillside cut slopes and impacts to open space. Please refer to response P-278-3 above for a discussion of the design option that would reduce impacts to the hillside and open space.

P-278-5

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

Dolan, Edward C@DOT P-279

From: Paula Richardson Reible <paulareible@gmail.com>
Sent: Sunday, July 8, 2018 5:18 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposing Construction on Laguna Canyon Rd.

Hello, we are writing you in opposition of the proposed construction on Laguna Canyon Road.

We believe that there are alternative solutions to the issue at hand by reducing the speed limit on the Laguna Canyon Road, as well as enforcing the speed limit. We also believe that it is unfair and unwarranted that Anneliese was only given 30 days notice about the project, and was given limited amount of time to research and respond to the Caltrans project. P-279-1

If you need a more sufficient opposition email, please let me know and will gladly provide that to you.

Regards,

Paula, Mike and Gabriella Reible
(parents and student of Anneliese Schools, Willowbrook Campus)

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I.9.163 P-279 - Responses to Comments from Paula Richardson Reble

P-279-1

This comment asks for project alternatives related to speeding and expresses concern over 30 day notice for public comment. Please refer to Common Responses No. 1 for a discussion related to the feasibility of project alternatives, No. 2 for a discussion related to speed limits and speeding and No. 9 for a discussion of Caltrans' compliance with legal requirements for public noticing and involvement.

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P-280

Dolan, Edward C@DOT

From: P. Kumar <djpayal@yahoo.com>
Sent: Tuesday, June 19, 2018 8:31 PM
To: D12 SR-133@DOT
Subject: Against widening of the 133

Dear Mr. Dolan,

We are against the proposed widening and "improvements" of the 133. We wholeheartedly support the Laguna Canyon Conservancy's stance on this issue and urge CalTrans to follow the guidance of the conservancy in the interest of protecting our wildlife, Wild lands, and the culture of Laguna Canyon. P-280-1

Sincerely,
Payal Kumar
Canyon adjacent resident who uses the 133 daily due to being zoned in LBUSD
30 Hummingbird Ln
Aliso Viejo CA 92656
714-457-1946

Sent from my iPhone

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I.9.164 P-280 - Responses to Comments from Payal Kumar

P-280-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

P-281

From: whatagood puppy <pmmilne2@gmail.com>
Sent: Tuesday, July 10, 2018 4:02 PM
To: D12 SR-133@DOT
Subject: Comments on Laguna Canyon Rd at El Toro project

- Additional study of the traffic patterns at Willow parking lot and Anneliese' School is necessary. P-281-1
- Utility vehicle pullouts and under grounding must be within the shoulder –no taking of additional land. P-281-2
- Appropriate **on-site** mitigation P-281-3
    - Full size oaks. Full size walnut trees. Riparian habitat replaced. All Onsite
- There is no other coastal Canyon like this. Mitigation elsewhere does net help the habitat and wildlife of Laguna Canyon. P-281-4

Please also consider that:

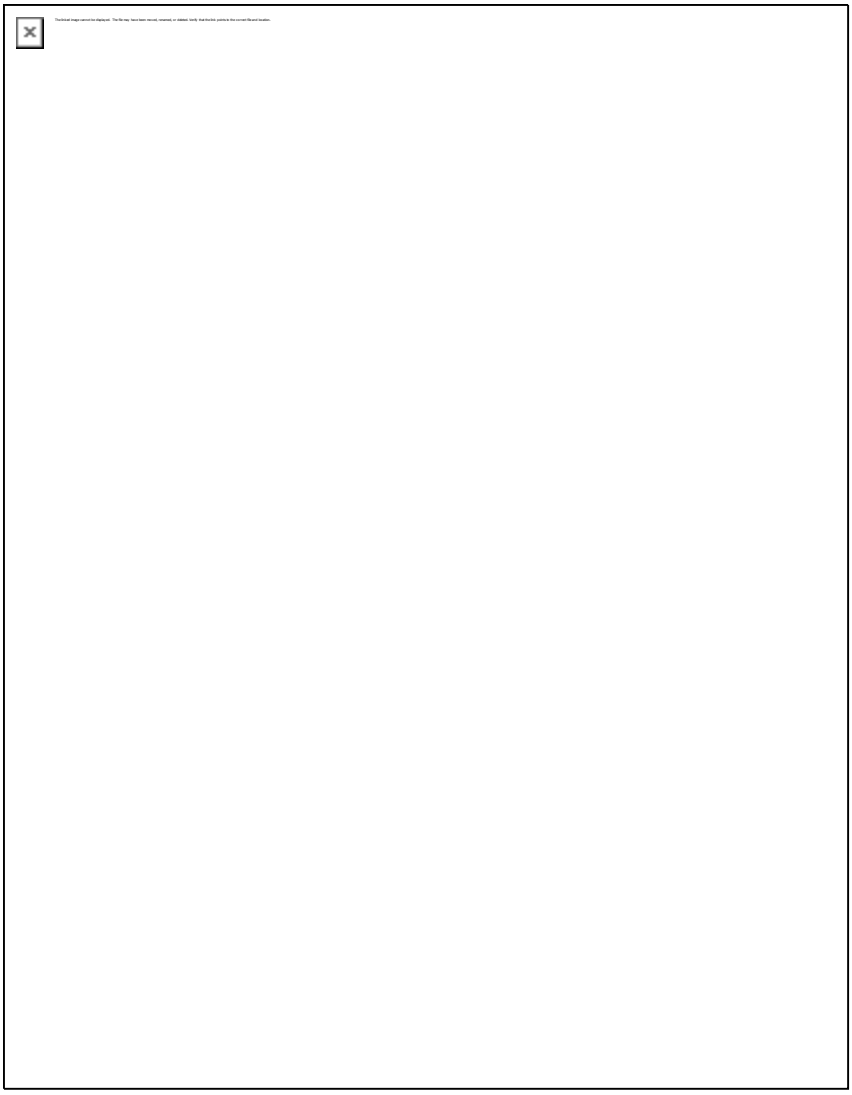
Many of the sideswipe and rear end accidents happen from road rage at the merge (Where one lane goes to two then back to one). There is no need to have LCR southbound go from one lane to two, back to one. Keep it at one lane and there will be no road rage at the (non-existent) merge! P-281-5

In fact, protect the open space and reduce conflict by having all access from El Toro to LCR happen via the toll road (73) on and off ramp and let the corner between The Dilley Wilderness and the Aliso Woods Canyon Wilderness Park return to Open Space -- no El Toro 'T' intersection with LCR.

Thanks for your consideration,

Penny

Penelope Milne
President - CANDO
Canyon Alliance of Neighborhoods Defense Organization
www.lbcando.org
www.facebook.com/www.lbcando.org
949 484-5229



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Penelope Milne
President - CANDO
Canyon Alliance of Neighborhoods Defense Organization
www.lbcando.org
www.facebook.com/www.lbcando.org
949 484-5229

I.9.165 P-281 - Responses to Comments from Penelope Milne

P-281-1

This comment expresses concern for traffic patterns Willow Staging Area and Anneliese's School. Please refer to Common Responses No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area and No. 3 for a discussion of the traffic data.

P-281-2

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-281-3

This comment states mitigation should be onsite for oaks and riparian habitat. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation.

P-281-4

This comment states mitigation should be onsite for oaks and riparian habitat. Please refer to Common Response No. 5 for a discussion on compensatory mitigation.

P-281-5

This comment expresses concern that merge lanes contribute to safety hazards and suggests project alternatives. Please refer to Common Response No. 1 for a discussion of the net operational safety benefit of the extended merge lane and feasibility of project alternatives.

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P-282

Dolan, Edward C@DOT

From: PRIVATE EMAIL <IAMPRIVATE@cox.net>
Sent: Monday, July 9, 2018 9:03 PM
To: D12 SR-133@DOT
Subject: In Opposition to the Proposed Laguna Canyon Road Construction Project

Importance: High

July 9, 2018
9:02 P.M. PDT

Dear Edward Dolan of CalTrans:

This is to voice our opposition to the proposed Laguna Canyon Road Construction Project. We have a daughter who attends Anneliese Schools, which will be affected greatly by the project. We object for the following reasons, but not limited to:

1. The SAFETY factors and impact it will have on traffic for vehicles entering and exiting the School, and the impact this has on road conditions, as well as risks for drivers entering and exiting the School campus. Not to mention all the additional traffic delays and congestion it will cause in general. Driving safety will be increased and compromised. It will definitely and severely impact all travelers on Laguna Canyon Road and El Toro Road. P-282-1

2. The construction will also create loud noises during School hours, which will have a profound impact on the School's students, teachers, staff, the animals, and DISRUPT the DAILY EDUCATIONAL CURRICULUM provided by the School. P-282-2

3. The project will increase the levels of TOXIC air fumes on the School's campus with corresponding NEGATIVE HEALTH impacts, especially for YOUNG CHILDREN, the plants, vegetation, and the animals in the School as well as around the neighboring environment. P-282-3

4. From our understanding, CalTrans has been planning this project for at least 2 years, but gave Anneliese Schools **less than 30 days notice** of the project and opposition deadline. We agree with Anneliese School Administration that this behavior is outrageous, unethical, unacceptable and has probably violated some Statute, Code, Regulation and/or some other form of Law! P-282-4

We implore CalTrans and The City of Laguna Beach to explore cheaper and more proven effective measures to improve safety on Laguna Canyon Road and El Toro Road.

Sincerely,

Insert P-282 Letter from Private Email (2 of 2)

I.9.166 P-282 - Responses to Comments from Private Email

P-282-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-282-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-282-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-282-4

This comment expresses concern over the 30 day notice for public comment. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with legal requirements for public noticing and involvement.

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P-283

Dolan, Edward C@DOT

From: Rebecca Flores <rebecca.a.costello@gmail.com>
Sent: Sunday, July 8, 2018 3:36 PM
To: D12 SR-133@DOT
Subject: Opinion: State Route 133/El Toro Road Improvement Project

Dear Mr. Dolan,

Let me start by saying that I appreciate all of CalTrans' hard work to keep our roads safe and beautiful!

As a person who uses State Route 133 on a daily basis to take my kids to and from Anneliese School (the Willowbrook campus), I oppose the current version of the proposed 133 Improvement Project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school my children attend for two years. I worry that it will not only take longer, but also create an unsafe environment for entering and leaving the school. P-283-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and incompatible with my children's learning environment. P-283-2

3. The proposed construction will increase the amount of water drainage entering the creek that flows through the school's property due to the significant increase in impermeable surfaces. Any increase of drainage into the creek, which is already over-capacity during heavy rains, increases the risk of flooding. P-283-3

4. The project would cause irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat. P-283-4

My primary concerns are with keeping the Canyon native and not allowing a large freeway-style road to take over the natural beauty, and that we should be supporting local businesses, and taking their interests into account with any improvement proposal. I understand that there are traffic concerns on this road, but I would like to make sure that we are coming to our proposals using comprehensive data and concern for local residents and businesses.

I would like to see a new proposal that:

1. Does not turn the Canyon into a freeway zone. P-283-5

2. Incorporates more comprehensive studies of the impact of the proposal on Anneliese School, including the impact on traffic to/from the school at peak drop off and pickup times, and the impact on the school due to construction noise (amount and proposed date ranges, etc.).

P-283-5

3. Limits the impact on the natural park land more than the current proposal does.

Thank you for your time, and for taking the initiative to make our roads safer.

Sincerely,

Rebecca Flores

25461 Shawnee Drive

Lake Forest, CA 92630

949-954-0040

I.9.167 P-283 - Responses to Comments from Rebecca Flores

P-283-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-283-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-283-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-283-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-283-5

This comment expresses concern that the proposed improvements will turn SR-133 to a freeway zone, states that more comprehensive traffic studies should be incorporated for impacts to Anneliese's School, and the project should limits impacts on the park. The proposed project would not alter the existing speed limits in the project area. Please refer to Common Response No. 2 for a discussion related to speed limits and speeding. Please refer to Common Responses No. 1 for a discussion of traffic impacts and ingress/egress for Anneliese's School and No. 5 for noise and air quality construction-related impacts. Lastly, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road

intersection. Please refer to Common Responses No. 6 for a discussion of impacts to parkland.

Improving Laguna Canyon Road Throughput by Eliminating Two Intersections

Given the sensitivity of Laguna Canyon, we should explore every option that would enable better traffic flow at a reduced impact to the canyon. One of the best options to achieve this is to eliminate the redundant portion of El Toro Rd and return it to wilderness uses. El Toro traffic would use the existing 73 feeder system to access Laguna Canyon Rd. By eliminating intersections travel time could actually be reduced. P-284-1

The advantages of eliminating the redundancies are easy to view on a map (see attached).

Southbound El Toro traffic would use the existing 73 feeder lanes to join the 133. P-284-2

There are three options for ***Northbound El Toro traffic:*** P-284-3

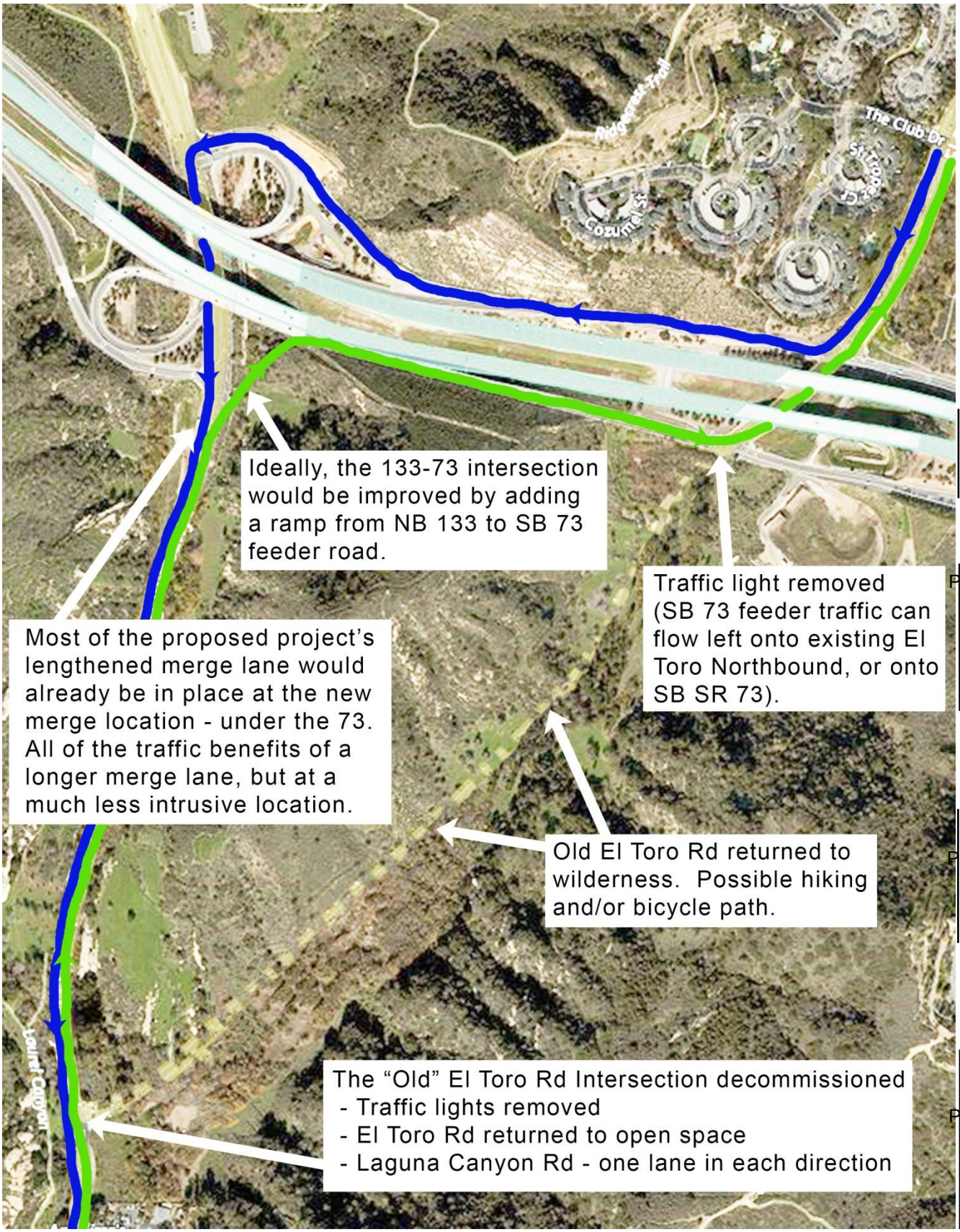
1. Simple Option - Just use the existing ramps from the 133 to the 73 feeder.
2. Improved Option - Improvements to the current intersection of the 133 and the 73 feeder should be considered. A dedicated ramp for northbound 133 to southbound 73 feeder would be the most obvious improvement. Several other improvements could also be made to further improve traffic flow - all of which would be less than the $39 Million budget for the current proposal of just adding more merge lanes to the current intersection. P-284-4
3. One-way Option - Another variation would be to make El Toro one-way, northbound only, between the current 133 intersection and the 73 P-284-5

Any of these three variations would make better use of the 73 feeder while at the same time completely eliminating the bottleneck and congestion at the current 133 and El Toro intersection. The key here is to move the merging and the congestion to the 133 - 73 intersection which already has the infrastructure, width, and throughput to handle the merging much better than further down in the middle of Laguna Canyon. P-284-6

While Option 2, the "Improved Option" would add less than a half mile of distance, it would actually improve travel time since two traffic lights intersections are eliminated. Gaining traffic throughput this way would allow us to return land to wilderness uses rather than taking more away. That is the option displayed in the on the reverse side. P-284-7

We need support for a better SR 133 improvement so ideas can gain enough traction to be seriously evaluated by CalTrans. As they point out when I brought this up last week, El Toro is a county road, and the 73 feeder would also involve the Toll Road Authority. Still, Laguna Canyon to too cool of a place for all three agencies to have their own "monument" to "doing something." P-284-8

If you have more ideas or suggestions, I can be reached at david@raber.us.


Ideally, the 133-73 intersection would be improved by adding a ramp from NB 133 to SB 73 feeder road.
Most of the proposed project's lengthened merge lane would already be in place at the new merge location - under the 73. All of the traffic benefits of a longer merge lane, but at a much less intrusive location.
Traffic light removed (SB 73 feeder traffic can flow left onto existing El Toro Northbound, or onto SB SR 73).
Old El Toro Rd returned to wilderness. Possible hiking and/or bicycle path.
The "Old" El Toro Rd Intersection decommissioned
- Traffic lights removed
- El Toro Rd returned to open space
- Laguna Canyon Rd - one lane in each direction
The Club Dr
Cozumel St
Laguna Canyon Rd
P-284-9
P-284-10
P-284-11
P-284-12
P-284-13

I.9.168 P-284 - Responses to Comments from Residents – David Raber

P-284-1

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-2

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-3

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-4

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-5

This comment expresses the commenter's opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-284-6

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-7

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-8

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-9

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-284-10

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

Dolan, Edward C@DOT

From: Ron Vanderhoff <rvanderhoff@sbcglobal.net>
Sent: Saturday, July 7, 2018 10:08 AM
To: D12 SR-133@DOT
Subject: Public Comment on SR133 Improvement Project
Attachments: CA 133 Project.pdf

Attached are my comments re the SR133 Improvement Project.

Ron Vanderhoff

State Route 133 Project

My expertise is with native plants and environmental biology, thus most of my comments address these issues only.

Articulated concrete drainage at roadway edge

Issue: A constructed drainage along the margins of portions of Laguna Canyon Road is planned as a part of the flood control portion of the project. Planning documents indicate that native grasses are to be planted and sustained in these constructed drainages. The species suggested to vegetate these swales as well as other details for this is not presented in the document. I do not know of a native, locally occurring grass species that would be likely to sustain itself in this environment. P-285-1

Request: Specific botanical details should be presented identifying the species involved in this drainage. In lieu of arriving at a locally occurring native grass species, the language in the document should be adjusted to remove this from the project documents.

Issue: More important, this constructed articulated concrete drainage will quickly be invaded by non-native invasive species (weeds). Several factors support this reasoning, especially:

- The absence of competition from local native plants in this environment. Local native species are not adapted to this habitat and are not likely to persist.
- The dynamic disturbance (seasonal flows, inundation, etc.) that is to be expected in such an environment.
- The regular public works/flood control maintenance activities that will occur in this area, especially to remove perennial and woody species.
- The regular removal of a vegetative overstory above this drainage, will allow expose the surface to higher levels sunlight, significantly increasing non-native annual and weedy plant germination. P-285-2
- Most likely, a five year invasive plant monitoring and management period will be set forth in future documents for this constructed area. If so, executing this requirement will be quite expensive and most likely unfeasible. Nonetheless, once the required monitoring and management period expires, this area will very quickly become overwhelmed by non-native invasive species (weeds). This constructed drainage will then become a reservoir for non-native invasive plants and a threat to surrounding habitat.

Request: Remove the articulated concrete drainage along Laguna Canyon Road edge from the project.

Issue: The constructed articulated concrete drainage, which will replace the current earthen drainage, is explained as necessary to avoid occasional flood events that would close the roadway. My cursory review of road closures in the area of this drainage shows between six and eight events between 1937 and 2010. This estimate is likely overstated, as the specific locations of this flooding are unclear. Additionally, the new check dam at the 133 interchange will alleviate some of this flooding pressure.

P-285-3

Request: Remove the articulated concrete drainage along Laguna Canyon Road edge from the project and retain as much riparian habitat as possible.

Underground Utilities

Issue: Underground utilities on Northbound Laguna Canyon Road are to be placed outside of the roadway and additional bikeway, requiring additional take of land and impacts to native vegetation.

P-285-4

Request: The underground utilities should be placed under the new bikeway, in order to reduce the take of natural habitat.

Invasive Plants and Construction Sanitation

Issue: Protocols are well defined in the preliminary biological documents re sanitation of construction equipment offsite before entering the project area. Unfortunately, Caltrans has a poor record in its efforts to exclude invasive plants in their work areas, staging areas and maintenance areas. Several detections of invasive species (often regionally rare) occur at various Caltrans sites in Orange County and surrounding areas. The issue is so prevalent that Early Detection Weed Management efforts are often concentrated at these Caltrans locations. Furthermore, even when invasive detections are made at these sites, Caltrans is quite slow or reluctant to respond with effective management activities or right-of-entries for other land managers or contractors. Caltrans does not have a good record in this regard.

P-285-5

Maintenance Vehicle Pullout Areas

Issue: The number of these vehicle pullout areas is excessive and is requiring an additional take of natural habitat. Additionally, the locations of these pullouts are not adequately considering native vegetation. Maintenance vehicles should use the existing shoulder/bike lane if needed. The take of habitat is unacceptable and a temporary traffic/bicycle disruption is preferable.

P-285-6

Request: No maintenance vehicle pullout areas should be constructed.

Mature Oak Tree Take

Issue: Up to 14 mature oak trees could be removed. This is unacceptable. If mitigation is allowed it must be on-site. No take of Southern California Black Walnut is discussed, but a cursory check would indicate that this species may be also a part of the take.

Request: No off-site mitigation for any Coast Live Oak take. Clarify whether there would be a take of Southern California Black Walnut.

P-285-7

Dudleya stolonifera

Issue: Laguna Beach Dudleya (*Dudleya stolonifera*) grows just outside of the 100 feet buffer zone set forth in the Biological Resources report. This species is protected by both the US and CA Endangered Species Acts. The species grows in approximately seven extant colonies, all in the Laguna Beach area. It is also Orange County's only endemic plant species.

The species was not located during site biological surveys in the 100 foot buffer zone, although suitable habitat was identified and acknowledged in the biological report. This species has not yet been afforded Critical Habitat by USFWS as a component of its long-term species protection plan. It is speculative, but if Critical Habitat were to be declared, it is reasonably expected that it would include portions of the buffer zone set forth in this project. As confirmed by the project biologist, the species grows within approximately 300 feet of the project area, at two locations.

Request: The biological documents should more adequately indicate the near adjacency of this species and to the project area.

P-285-8

Issue: Laguna Beach Dudleya (*Dudleya stolonifera*) may have a positive association with species of lichens[1]. This association is theorized to be an important part of the plants' ecology[2]. Separately, it is well known and several studies corroborate that air pollutants (oxides) have a negative impact on lichen success, biomass and density[3]. Will increased automotive oxide pollutants, due to closer adjacency to vehicle sources and a reduced greenbelt biomass along the roadway edge contribute to lichen decline? Will this ultimately lead to additional stressors on these colonies and contribute secondary deleterious impacts to this federally protected species?

Request: The potential relationship between this species, lichens and air pollution should be noted in the biological documents as well as the potential for secondary impacts to this Federally protected species.

P-285-9

Biological Assessment Literature Review Incomplete

Issue: The literature review for the Biological Assessment (May 2018) did not include significant botanical resources including a search of The Consortium of California Herbaria[4] (CCH) or Calflora[5], both of which would expose additional botanical resources within the BSA.

P-285-10

Request: The CCH and Calflora botanical data be included in the Biological Assessment.

Native Plant Species On-Site But Not Reported

Issue: The following plant species were not reported in the Biological Study Area (BSA) report of biological resources.

Delairea odorata

This invasive species is clearly present in the riparian area on the East side of LC Road from approximately Anneliese School to the South end of the project area. A simple online literature review of Calflora data will reveal this species.

Hedera helix

This invasive species is present in the riparian area on the East side of LC Road in patches from just N of Anneliese School to the South end of the project area. A simple online literature review of Calflora data will reveal this species.

Juglans hindsii

This Northern California native species is present in the walnut-oak woodland at various locations in the project area. It appears that in the biological document all Juglans were reported as J. californica. In fact, three species of Juglans (walnut) grow and have naturalized here, remnants of prior orchards. A simple online literature review of Calflora data will reveal this species.

P-285-11

Juglans regia

This non-native species is present in the walnut-oak woodland in the vicinity of Stagecoach trail just N of the Laurel Canyon Trail. I am uncertain if the location of these trees is within the 100 foot buffer zone; they are quite close. It appears that in the biological document of the project all Juglans were reported as J. californica. In fact, three species of Juglans (walnut) grow and have naturalized here, remnants of prior orchards.

Mesembryanthemum crystallinum

This non-native invasive species is now established at the margins of the Caltrans maintenance/staging area directly under SR 73 at LC Road. Almost certainly it has been introduced to the area via Caltrans

equipment as no other occurrence is within a large distance. A simple online literature review of Calflora data will reveal this species.

P-285-11

Phoenix canariensis

This non-native invasive species is conspicuous at the edge of the roadway on the W side toward the Southern edge of the project. A simple online literature review of Calflora data will reveal this species.

Ron Vanderhoff
Invasives@occnps.org
July 5, 2018

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[1]Riefner, R.E. and P.A. Bowler. 1995. Cushion-like fruticose lichens as Dudleya seed traps and nurseries in coastal communities. Madrono 42(1): 81-82.

[2]Dudleya stolonifera (Laguna Beach liveforever) 5-Year Review, USFWS, 2010

[3]Lichen Communities on Conifers in Southern California Mountains: An Ecological Survey Relative to Oxidant Air Pollution, Lorene L. Sigal, Thomas H. Nash III, Ecology, 1983

[4]Consortium of California Herbaria, online portal, ucjeps.berkeley.edu/consortium

[5]Calflora, online portal, Calflora.org

I.9.169 P-285 - Responses to Comments from Ron Vanderhoff

P-285-1

The comment states a concern that invasive species will replace native vegetation in the proposed drainage improvements. Please refer to Common Response No. 5 for a discussion on invasive species. Furthermore, see Measure BIO-4 (Invasive Species Control) for details on the Weed Abatement Program that would be implemented as part of the project. Also note that the proposed articulated block channel is considered to be a permanent impact of the project, and compensatory mitigation with in-perpetuity performance monitoring and maintenance is anticipated to adequately compensate and off-set impacts associated with this proposed project component.

P-285-2

The comment states a concern that invasive species will replace native vegetation in the proposed drainage improvements. Please refer to response P-285-1 for a discussion on invasive species. The comment also requests removal of the articulated concrete drainage channel. Also note that the proposed articulated block channel would replace an existing incised earthen channel adjacent to the active roadway that is currently dominated by invasive plant species and contributes to flooding hazards during storm events. The articulated channel would help reduce the risks of flooding by allowing for less obstructed flows and better maintenance access than exists today. The articulated block consist of connected concrete blocks usually with gaps and openings in the block which allows for water infiltration and plant growth. Native vegetation, mostly grasses, will be planted or seeded in the openings of the articulated block to help naturalize the channel (see Project Feature PF-LU-1 in Section 2.1 (Land Use), PF-VIS-1 in Section 2.5 (Visual/Aesthetics), and Measure BIO-2 in 2.13 (Natural Communities). These features will lessen the visual aesthetic of the channel.

P-285-3

The comment also requests removal of the articulated concrete drainage channel and asks to retain as much riparian habitat as possible. Lining of existing earthen channel with articulated concrete blocks will facilitate its maintenance as it frequently filled with sediment that makes it inefficient/ineffective as a storm water conveyor. Subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange and local conservation groups (The Laguna Beach Foundation and Laguna Greenbelt), to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, and oak trees. The FED has evaluated grading the slope at 1 to 1:5 which

resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion of impacts and mitigation for riparian habitat. Please refer to Response P-285-2 above for additional information regarding why the articulated channel is proposed.

P-285-4

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-285-5

The comment states a concern for invasive species management protocol. Please refer to Common Response No. 5 for a discussion on invasive species. Furthermore, see Measure BIO-4 (Invasive Species Control) for details on the Weed Abatement Program that would be implemented as part of the project.

P-285-6

This comment states a concern over the impacts from the maintenance vehicle pullouts. Please refer to P-285-3 for a discussion of the design option which will remove one pullout and reduce impacts to habitat.

P-285-7

This comment states a concern over the impacts to oak trees. Please refer to P-285-3 for a discussion of the design option which will reduce impacts to oak trees. In addition, please refer to Common Response No. 5 for impacts and mitigation to oak trees.

P-285-8

This comment states the biological analysis should more adequately describe the proximity of the Laguna Beach Dudleya to the project area. As noted in Section 2.17 of the IS/EA, the Laguna Beach dudleya is known to occur within 500 feet of the proposed project. It is also noted that potentially suitable habitat is present within the

Botanical Study Area, consistent with the comment. Plant species (and suitable habitats) occurring outside of the 100 foot buffer of the areas of potential direct affects are not anticipated to be directly or indirectly affected by the project. Furthermore, due to the sensitivity of the species, precise locational details of occurrence are not included in the environmental documents prepared for the project.

P-285-9

This comment states the biological analysis should discussed the relationship of lichens and air pollutions. While the Department acknowledges the ongoing research regarding the associations between lichen and *Dudleya* species as well as ongoing research regarding lichen responses to automotive pollution, the analysis provided for the project does not rely on speculative or anecdotal evidence. Furthermore, the project is not anticipated to result in increased exposure to automotive oxide pollutants to any areas occupied by the Laguna Beach dudleya for the following reasons: (1) the existing operational lane configuration will remain unchanged throughout most of the project area; (2) most of the roadway widening is associated with providing road shoulders and bike lanes; (3) the project will not increase highway capacity; and (4) no increase in vehicular emission concentration is anticipated. Furthermore, while there would be modification to adjacent riparian habitats associated with project, most of the existing biomass along the roadway will remain intact. On August 30, 2018, the United States Fish and Wildlife Service issued an informal Section 7 consultation letter regarding the proposed project that concurs with the Department's conclusions regarding federally-listed species.

P-285-10

This comment states the biological analysis should include Consortium of California Herbaria and Calflora botanical data. While the Department acknowledges that Consortium of California Herbaria and Calflora botanical data are useful tools, the specific literature review sources used for the analysis presented in the IS/EA, combined with data collected during the course of numerous focused surveys conducted within the BSA, are considered adequate for analysis of potential project-related impacts to botanical resources. It should also be noted that Calflora is a public records database that is not monitored for the accuracy of specific occurrence data.

P-285-11

This comment states the biological analysis should include several other nonnative and invasive species, although the comment heading states "Native Plant Species Observed But Not Reported." It should be noted that the Calflora records of these

plant species are reported from outside of the timeframe in which the BSA was surveyed. None of the referenced species were recorded during focused surveys conducted for this project in 2016 and 2017. Additionally, Calflora is a public records database that is not monitored for the accuracy of specific occurrence data. This type of anecdotal data is not included during the environmental analysis of proposed projects. While the Department acknowledges that these nonnative plant species have potential to occur within the BSA, none of the conclusions regarding potential project-related effects to botanical resources within the BSA would be different if such species were recorded during the focused survey effort.

Dolan, Edward C@DOT

P-286

From: Fluter Properties <fluterproperties@gmail.com>
Sent: Monday, July 9, 2018 10:03 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Please do not allow Cal Trans to alter Laguna Canyon Road. It would create an unsafe construction zone and create risks for drivers and bicyclists.

P-286-1

The environmental and visual impacts would damage the canyon.

Russell Fluter
2025 W. Balboa Blvd.
Newport Beach, CA 92663
(949) 673-3777
fluterproperties@gmail.com

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I.9.170 P-286 - Responses to Comments from Russell Fluter

P-286-1

This comment expresses concern that construction would be unsafe for drivers and bicyclists. Please refer to Common Response No. 1 for a discussion of traffic safety measures during construction.

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P-287

Lo, Ka-Man@DOT

From: Ryan Vogt-Lowell <rvl@nexusd.com>
Sent: Tuesday, July 10, 2018 4:30 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Objection to CalTrans Proposed Laguna Canyon Road Project

Ladies and Gentlemen:

I write to convey my concern and objection to CalTrans' proposed construction on Laguna Canyon Road. I am a parent of two daughters who attended Anneliese School's Willbrook Campus and a third daughter who will be attending in the fall. As an initial matter, it is my understanding that, although CalTrans has been planning this project for at least 2 years, it provided Anneliese Schools with less than 30 days' notice of the project and opposition deadline. If this is accurate, this is unreasonable and concerning given that it materially prejudiced Anneliese School's ability to meaningfully evaluate and participate in the planning of a project that will undoubtedly significantly comprise its operations and the education of affected children. I believe that this alone warrants a stay on this project until all affected landowners and businesses in the project area are afforded adequate opportunity to evaluate and provide feedback regarding the project. P-287-1

I also have concerns regarding whether the traffic data collected by CalTrans was adequate. It is my understanding that the traffic data collected by CalTrans was on only one day during non-peak drop-off and pick-up hours at the school. I also have safety concerns regarding the impact the project would have (not only during construction but following completion) in connection with vehicular, pedestrian and bicycle traffic. For all these reasons, I strongly urge you to oppose the currently-contemplated project and explore more effective measures to improve safety and address the underlying goals and objectives. Thank you for your time and consideration. P-287-2

Ryan A. Vogt-Lowell
General Counsel
Nexus Development Corporation/Central Division
1 MacArthur Place, Suite 300
Santa Ana, CA 92707
Direct Line: (714) 918-2415
Main Office: (714) 546-5600 x206
Fax: (714) 546-5660
Email: rvl@nexusd.com

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I.9.171 P-287 - Responses to Comments from Ryan A. Vogt-Lowell

P-287-1

This comment expresses concern over 30 day notice for public comment. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with legal requirements for public noticing and involvement.

P-287-2

This comment expresses concern over the traffic data related to non-peak school drop-off and pick-up hours. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized in this report.

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P-288

Dolan, Edward C@DOT

From: serafinabenjamin@gmail.com
Sent: Sunday, July 8, 2018 3:49 PM
To: D12 SR-133@DOT
Subject: Object to Cal Trans Project

Hi,

I object to the Cal Trans Project next to Anneliese's School on Laguna Canyon Road. It will be a hazard to the children, teachers, and parents of the school. There will be lots of toxic dust, and traffic hazards. This is a terrible idea, and the road is fine as it is. P-288-1

Thanks,
Sera Benjamin

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I.9.172 P-288 - Responses to Comments from Sera Benjamin

P-288-1

This comment states a concern over noise, air quality, and traffic impacts from construction activities. Please refer to Common Responses No. 7 for a discussion of construction-related noise and air quality impacts and Common Response No. 1 for a discussion of construction-related traffic impacts.

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P-289

Lo, Ka-Man@DOT

From: Serena <sere75@gmail.com>
Sent: Tuesday, July 10, 2018 3:57 PM
To: D12 SR-133@DOT
Subject: Objection to Laguna canton project

To whole it may concern,
I object the CalTrans Project on Laguna Canton Road.
Regards,
Serena Mauratelli

P-289-1

Sent from my iPhone

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I.9.173 P-289 - Responses to Comments from Serena Mauratelli

P-289-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Sheila Frese <dgshe@yahoo.com>
Sent: Tuesday, July 10, 2018 3:59 PM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to Roadwork that affects Anneliese's school in Laguna Beach

Hello,

I'm writing to oppose the current plan for the roadwork that will affect the Anneliese's schools in Laguna Beach. My son is going to school in the canyon next year and this will greatly impact his learning environment and the general health and well being of the entire campus.

1. CalTrans needs to properly assess the traffic during PEAK drop-off and pick-up times for the school. It is already difficult to go in and out of the school and the proposed roadwork will greatly impact this already strained situation and make it even more difficult. P-290-1
2. The project will create a lot of noise for the learning environment at the school which has a lot of outside learning situations that benefit the children greatly. P-290-2
3. The amount of air pollutants will increase for the school which is a situation that needs to be looked into further so that we are not affecting the children and staff health negatively. P-290-3
4. The entire safety of the situation needs to be looked into so that this gem of a school does not lose attendance due to this project and affect those that cannot choose another school. P-290-4

Anneliese's school is a pillar in the Laguna Beach community and the thoughts of the staff and parents of the children need to be listened to so that we can work together to benefit both sides of the project.

Thanks and best regards,
Sheila Frese

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I.9.174 P-290 - Responses to Comments from Shelia Frese

P-290-1

This comment expresses concern over the traffic data related to non-peak school drop-off and pick-up hours. Please refer to Common Responses No. 1 for a discussion of traffic safety and ingress/egress at Anneliese's School and No. 3 for a discussion related to the traffic data utilized in this report.

P-290-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-290-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-290-4

This comment states a concern over the traffic safety impacts will have on Anneliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety improvements.

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P-291

Lo, Ka-Man@DOT

From: Silviu Epure <silviu.i.epure@gmail.com>
Sent: Tuesday, July 10, 2018 11:46 AM
To: D12 SR-133@DOT; kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: STOP the State Route 133/El Toro Road Improvement Project - Support the Anneliese Schools and Laguna Canyon

Dear all,

I am writing you all in regards to the State Route 133/El Toro Road Improvement Project.

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. **The project will create dangers for drivers exiting the school's campus.** CalTrans is proposing to extend the second lane of inbound (southbound) traffic on Laguna Canyon Road by an additional 900 feet, and thus right in front of the School entrance/exit. This will make an already challenging left turn dangerous for drivers as they merge from the middle lane into inbound Canyon road traffic. The proposed construction will disrupt the traffic flow entering and exiting the school. P-291-1

2. **The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with the children's school learning environment.** The project will transform Laguna Canyon Road and El Toro Road into a major construction zone for over two years. As anyone who has traveled on these roads during any construction event can attest to, even small projects create significant amounts of traffic and corresponding travel delays. This project, however, is massive in scale and will severely impact all travelers. The construction will also create loud noise during School hours, which is completely inconsistent with a peaceful learning environment (particularly the outdoor education areas). The noise will have a profound impact on school's gardening, animal care, and athletics programs. The noise will also severely impact the school's peaceful learning environment in the 9 classrooms located near Laguna Canyon Road. P-291-2

3. **The project will increase toxic air pollutants at the campus**. By pushing the bottleneck of two lanes merging 900 feet down the road, this project will bring the traffic congestion that now occurs on Laguna Canyon Road north of El Toro Road right in front of the School. This will increase the levels of toxic air fumes on campus with corresponding negative health impacts, especially for young children. P-291-3

4. **The proposed construction will increase the amount of water (drainage) entering the creek** that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-291-4

5. **The project would cause severe and irreversible environmental and visual impacts to the Canyon.** Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-291-5

I urge you to please take all of these factors into account and reconsider the disruptive effects of this State Route Improvement Project.

Respectfully,
Silviu Epure

I.9.175 P-291 - Responses to Comments from Silviu Epure

P-291-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-291-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-291-3

This comment states a concern over the air quality impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related air quality impacts.

P-291-4

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-291-5

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

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P-292

Dolan, Edward C@DOT

From: Skip Maison <maison5@cox.net>
Sent: Saturday, June 30, 2018 3:26 PM
To: D12 SR-133@DOT
Cc: Brynmarie Maison; Julie Maison; danemaison@gmail.com; Skip Maison
Subject: "You call someplace paradise... and kiss it goodbye"

Paradise is NOT an exclusive club for only the residents of Laguna Beach... and I am writing this as a lifetime resident of this town.
This is out-aged additionally by my wife, who was born here, as were our children. P-292-1

But, this small beach town has been made into a three ring circus for ALL who dare to enter during the warm days of spring, summer and fall of each year and they continue to get worse by each calendar year passing. Not least of which are:

-Safety issues during ingress and egress for non-residents P-292-2

-Fire and Police Departments claim a 50-75% increase in calls for assistance over the last 5 years. P-292-3
Exacerbated by the traffic and the simple math of the total amount of people and cars in the city.

-Social media has added to the cacophony of motorcycles, loud music, people on the beach and on the streets which have created increased vigilance and P-292-4
attention by the Police.

-Come to Laguna Beach on the 4th of July and walk around in the evening with a small child in hand. Do you feel safe? P-292-5
That alone should be the editorial.

We would NOT allow an over capacity of a theater, yet we consider NO impact of the total number of cars and people in a community that has but P-292-6
TWO avenues of departure. How can this be something even joked about?
Please consider this a non-issue and keep the Canyon and the Town at the capacity that currently exists.

Skip and Julie Maison
Laguna Beach

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I.9.176 P-292 - Responses to Comments from Skip Mason (no. P-292)

P-292-1

This comment provides an introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-292-2

This comment expresses concern with ingress and egress in the project area. Please refer to Common Response No. 1 for the traffic impacts related to ingress and egress.

P-292-3

This comment States that emergency services in the area have been impacted by traffic. Please refer to Common Response No. 1 for a discussion of traffic impacts during construction, including development of a Transportation Management Program (TMP) that would include coordination with emergency service providers.

P-292-4

This comment expresses an opinion and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-292-5

This comment expresses concern for safety during holidays in the area. Please refer to Common Response No. 1 for a discussion of traffic safety during construction and operation of the proposed project.

P-292-6

This comment expresses concern regarding increasing capacity. As stated in Section 1.0 (Proposed Project), no capacity expansion is proposed for the portion of SR-133 within the project limits.

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P-293

Lo, Ka-Man@DOT

From: Sonja Hammad <sonjahammad@gmail.com>
Sent: Tuesday, July 10, 2018 4:56 PM
To: D12 SR-133@DOT
Subject: opposition to Caldrons construction on 133

Hello,
I would like to voice my opposition to the impending roadwork for the 133 near Anneliese Schools. At the very least, there needs to be opportunities for the residents of Laguna Beach and families of Anneliese school children to hear more about the project and its implications for the historic canyon road and the beloved school before a final decision is made. Many of us feel that we have been given very short notice and little information on this project. P-293-1

Best regards,
Sonja Hammad

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I.9.177 P-293 - Responses to Comments from Sonia Hammad

P-293-1

This comment expresses concern over time provided for public comments. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with legal requirements for public noticing and involvement.

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P-294

Dolan, Edward C@DOT

From: Stefan Sburlea <stefutu@yahoo.com>
Sent: Sunday, July 8, 2018 2:12 PM
To: D12 SR-133@DOT
Cc: m.bashaw@annelieseschools.com; Serena Mauratelli
Subject: Laguna Canyon Road proposed construction

Hello,

As a parent and driver I find your Laguna Canyon Road construction project unacceptable for the following reasons:

1. Anneliese's schools conditions will fall under state regulations for health and children care 2. At any given time in the morning and afternoons, traffic is unbearable, moving at 2 miles per hour. P-294-1 P-294-2
3. Pick-up time. In the afternoons, drivers speed like stupid and several times I feared for my life and that of my children. It would help if you posted and enforced safe speed limits in the area. P-294-3

Conclusion: I am ready to join efforts with all the parents at Anneliese's school and residents in the area for any legal action required.
If you are not aware what Anneliese's school stands for, please do your research. It is one of the last safeharbors for proper education where children get to play and learn outside (the box) P-294-4

Respectfully,
Stefan Sburlea

Sent from my iPhone

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I.9.178 P-294 - Responses to Comments from Stefan Sburlea

P-294-1

This comment expresses the commenter's concern that Anneliese's School will fall under regulations for health and child care. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-294-2

This comment provides information on existing traffic conditions and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-294-3

This comment suggests posting and enforcing the speed limit would improve safety. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

P-294-4

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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P-295

Dolan, Edward C@DOT

From: Stephen O'Neil <soneil333@gmail.com>
Sent: Monday, July 9, 2018 11:29 PM
To: D12 SR-133@DOT; Nguyen, Van@DOT; Hallie Jones; Toni Iseman; Steve Dicterow; Rob Zur Schmiede
Cc: Olivia Batchelder
Subject: Public Comment on Caltrans District 12 SR-133 Improvement Project
Attachments: SO'Neil Comments_Caltrans SR 133 - SR 73 Project.pdf

Mr. Dolan and Mr. Nguyen,

Attached is my letter of comment concerning Caltrans' proposed project to add auto and bicycle lanes to the stretch of Laguna Canyon Road from the toll road to below the El Toro Road intersection. I live directly adjacent to where Caltrans would end the extended second south-bound lane and so have an active interest in this plan. I ask that my comments and suggestions be considered and addressed. In essence, I strongly feel that the current intended project for Laguna Canyon Road is ill-considered for a variety of reasons..

P-295-1

Sincerely yours,

Stephen O'Neil

Caltrans District 12 SR-133 (Laguna Canyon Road) Improvement Project (between approximately El Toro Road and the San Joaquin Hills Toll Road / SR-73).

Project Comment Letter from Stephen O'Neil (resident at 20321 Sun Valley Drive, Laguna Beach) to Edward Dolan, Associate Environmental Planner, Caltrans District 12, <D12.SR133@dot.ca.gov>. And to Caltrans District 12 – Public Information Office, Van.Nguyen@dot.ca.gov. ("Cc'd" to Ms Toni Iseman, Mr. Steve Dicterow and Mr. Rob Zur Schmiede, Laguna Beach City Council; and to Hallie Jones, Laguna Canyon Foundation.)

The following comments are responses to Caltrans' Fact Sheet available at the June 27, 2018 community outreach at the Laguna Beach High School.

Component 1: Drainage Improvements – concrete check dam. There is no need for this check dam. There is already an earthen retaining basin at this location with a concrete drain into the south-flowing Laguna Canyon Creek. This planned "check dam" will merely line the current basin with concrete that already catches southbound water flow. Therefore the planned dam would serve no new purpose, there would be no additional catchment and no additional safety below, and is un-necessary. Thus also a large waste of money. P-295-2

Component 2: Extend the current second lane 1,200' on the north-bound lane of Laguna Canyon Road and extend 900' the southbound lane, then taper them to single lanes. P-295-3

This would actually be the most hazardous action of the entire Project. The main safety problem on this stretch of Laguna Canyon Road is the current presence of a second, if short, southbound lane at all. With drivers aggressively jockeying to get in to the single lane directly south of the El Toro Road intersection, by extending the second lane farther south, Caltrans would be merely pushing the problem down a few hundred feet. And it would be placing this transition in a worse location than at present – in front of the entrance to county park access (aka the Willow Staging Area parking lot). Here is where people pull into and out of the parking lot, and people do constantly walk across Laguna Canyon Road at this point to go into the park. So at this point of high vehicle and pedestrian traffic crossings, Caltrans is creating a new lane-condensing condition where drivers will be distracted by their jockeying for position. This would be an unconsidered move with no consideration for the probable consequences. P-295-4

The better solution would be to eliminate the second south-bound lane entirely (which currently leads up to the El Toro Road intersection and continues a few hundred feet beyond it). That would eliminate the lane-condensing induced dangerous maneuvering. It goes from one lane above to one lane below – just keep it one lane throughout. P-295-5

Also, by not extending the southbound second lane, there will be no need to cut away the adjacent bedrock and no need to remove upwards of 14 mature oak trees which were planted long- ago to revegetate this area.

P-295-6

Component 3: (a) Shoulder widening for a Class II bicycle lane, (b) change drainage along south-bound SR 133 and divert water under the highway to the east, and (c) additional pavement for an 8' shoulder and Class II bicycle lanes on the north- and south-bound lanes.

P-295-7

Part (a) is fully subsumed in part (c), and therefore redundant. In my thinking, improved bicycle lanes are o.k. – there is already a bicycle lane on the south-bound side of the road, but it could be better and safer. This is o.k. for safety reasons.

Part (b) is not acceptable. Your "drainage" is our Laguna Canyon Creek, and the semantic downgrading does not help Caltrans' case. This is a blue line waterway by the Army Corps of Engineers' designation and thus to be protected. Caltrans' plan to tear out the current creek bed and replace this with a concrete block lining will destroy the current riparian plant and animal community, and your intended lining of the creek bed with filtration concrete bricks, matts and various soils will never be as efficient as the current natural soils to allow water to percolate into the ground. Therefor it would no longer provide the needed flow of water from the creek to the adjacent riparian vegetation, causing long-term harm to the surrounding natural environment.

P-295-8

The widening of the bicycle lanes can be accommodated by shifting the lanes eastward to the side the creek does not flow on.

Component 4: Undergrounding utility line poles.

I see no advantage to removing the utility poles – people veer off the road on their own, not because the poles are there, so the removal of the poles will not cut down the number of accidents. There is a benefit to the poles' presence as they act as barriers to prevent cars from going further off the road into trees and rocks and swales. Furthermore Caltrans' plan now calls for placing the utility lines underground below a hard surface in addition to the new bicycle lane. They need to be placed under the bicycle lane surface – there should be no "take" of open space for this component.

P-295-9

General Comments:

The Caltrans Project flier mentions “Seasonal short-term flooding.” This is, as you say, short-term and infrequent – one-day periods, closes the road perhaps twice a year. This is a common, minimal and acceptable inconvenience to Laguna Beach residents. Our considerable efforts the past four decades to keep the Laguna Canyon in its natural state is nationally known, and the community‘s commitment to this preservation needs to be respected and factored in to any outside agency’s plans that are for our supposed benefit. I suggest that Caltrans take very seriously the concerns and suggestions of the local residents.

P-295-10

We have lived for years at the leading edge of Caltrans’ proposed Project. At 20321 Sun Valley Drive, we are the northern-most residence in the Canyon, on the edge of Philips Road and the City’s DeWitt Property open space. Laguna Canyon Creek runs through our lot. Anything Caltrans does to alter the creek’s (not a “drainage”) flow will directly affect our property. We, and the Laguna Canyon Foundation, knows the creek’s characteristics. Whatever your view of the creek and its seasonal flow based on your aerial photos and computer simulations, I suggest you also listen to the people who live with this waterway day-in-and-day-out for decades.

Any “take” of Orange County or City of Laguna Beach parkland is fundamentally unacceptable. The citizens of Laguna Beach fought major land-holder interests to set aside all of this land for preservation. We spent our own money to do this. You would not be taking this open space in an agreement with the County. You will be taking it away from us, the citizens. About one and a half acres, spread a few feet wide along over a thousand feet, may not be all that noticeable to the majority of people. But it is still acreage lost from a wilderness park. It is part of the cumulative impact that erodes our open space. It could never be reclaimed. Purporting to “replace” this take by restoring land elsewhere in Southern California does not help Laguna Canyon. Taking “just” an acre here adds to the long-term greater cumulative impact, and would make it easier to take another acre here and another acre there in future Caltrans projects.

P-295-11

Stephen O’Neil

20321 Sun Valley Drive
Laguna Beach, California
92651
<soneil333@gmail.com>

I.9.179 P-295 - Responses to Comments from Stephen O'Neal

P-295-1

This comment provides an introductory statement and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-295-2

This comment states a concern that the proposed check dam is unnecessary. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-295-3

This comment summarizes a component of the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.]

P-295-4

This comment states the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions and expresses concern for impacts to ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts, the net operational safety improvement provided by the extension of the southbound merge lane, and safety features for ingress and egress at the Willow Staging Area.

P-295-5

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-295-6

This comment expresses concern with impacts to the hillside and oak trees. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct

impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Response No. 5 for a discussion on impacts to impacts and mitigation for oak trees.

P-295-7

This comment provides support for improved bicycle lane safety and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-295-8

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-295-9

This comment states removal of utility poles will not increase safety and expresses concern over the impacts related to undergrounding of utilities outside the road shoulder. As stated in Section 1.3 (Purpose and Need), undergrounding overhead utilities will remove fixed objects adjacent to the roadway and be an aesthetic improvement. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-295-10

This comment expresses the commenter's general opinion that short-term flooding is an acceptable inconvenience. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

P-295-11

This comment expresses concern with impacts to parkland. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives and No. 6 for a discussion on impacts to parkland.

P-296

Lo, Ka-Man@DOT

From: Sumaya Dakhil <ssdakhil@gmail.com>
Sent: Tuesday, July 10, 2018 4:55 PM
To: D12 SR-133@DOT
Subject: Please save Annelisse School

Dear Mr. Dolan,

I hope this message reaches you in the best of health and spirits. I am a parent from Annelisse School in Laguna Canyon. We were informed about the Caltrans construction by the school and we wanted to please ask you to stop this project near the school. It's already difficult to get in and out of the school and this will just make it unsafe for our children. This school is so special to many children who need this type of peaceful environment due to learning and health disabilities. We urge you to stop this project and find a better solution as his Will affect our children's education, health and well being. P-296-1

Thank you,

Sumaya Dakhil
Firdous and Hamza's mom

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I.9.180 P-296 - Responses to Comments from Sumaya Dakhil

P-296-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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P-297

Dolan, Edward C@DOT

From: tara seery <seeryt@yahoo.com>
Sent: Monday, July 9, 2018 8:16 AM
To: D12 SR-133@DOT
Subject: laguna canyon project

I am writing to voice my complaint over the laguna canyon project. First it has come to my attention that the study on the traffic flow was not performed at rush hours 7-9 and 4-7. If so that is true then any data you have is not valid. Secondly, if construction needs to be performed on this highway where there are many businesses, schools, and parks then construction should only be at night. The safety of school children and drop off/pick ups are at stake if there are any accidents it would be at the fault of Cal Trans. Extending the second lane heading into laguna will only make things worse. All laguna residents hate the drivers who use the second lane and cut off vehicles. I personally think closing the second lane is the best option. I think Cal Trans needs to consider other ways to drive into laguna beach. P-297-1

A concerned resident who drives the 133 everyday to work, Tara Seery

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I.9.181 P-297 - Responses to Comments from Tara Seery

P-297-1

This comment states that the traffic data is not valid if it did not consider traffic flow during 7:00 a.m. – 9:00 a.m. and 4:00 p.m. – 7:00 p.m. and that the proposed intersection improvements extension of the merge lane would worsen existing traffic conditions. The comment also suggests all construction work should be performed at night. There will be day and night time construction activities for the proposed improvements. All construction activities will be behind temporary K-rail (with traffic screen). In addition, please refer to Common Responses No. 3 for a discussion of the traffic data and No. 1 for a discussion of traffic impacts and the net operational safety improvement provided by the extension of the merge lane.

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Dolan, Edward C@DOT P-298

From: Tawna Renee <tawnarenee@gmail.com>
Sent: Thursday, July 5, 2018 10:38 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

I am not in agreement with and will not support the "improvements" planned for the 133 Highway. OC has already plundered enough natural space, we don't need to do any more damage! My daughter also attends school in that canyon, a school that has been there 50 years, and I'm not in support of dealing with 2 years of construction and increased traffic. I chose that school because it is away from the chaos of everyday life, more development would destroy that setting. Please do not approve these proposed changes! P-298-1

Sincerely,

Tawna Renee
Lotus in Bloom Healing Arts
200hr RYT
Holistic Wellness and Lifestyle Coach

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I.9.182 P-298 - Responses to Comments from Tawna Renee

P-298-1

This comment states a concern over impacts to open space and the traffic impacts construction activities will have on Anneliese's School. Please refer to Common Responses No. 6 for impacts and mitigation for parkland and No. 1 a discussion of construction-related traffic impacts. In addition, subsequent to circulation of the IS/EA for public review, Caltrans has been working with stakeholders, including the City, County of Orange, to identify further refinements to the project design to minimize impacts to the riparian habitat, parkland, and oak trees. A combination of a low retaining wall/minimal slope grading south along the southbound lanes was developed to minimize impacts and a UCAP has been removed south of the SR-133/El Toro Road intersection.

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P-299

Dolan, Edward C@DOT

From: Ted Larkins <twlarkins@gmail.com>
Sent: Sunday, July 8, 2018 2:43 PM
To: D12 SR-133@DOT
Cc: Ted Larkins
Subject: Laguna Canyon Road/El Toro constructions project

To Whom it many Concern,

I am writing regarding the proposed construction project on Laguna Canyon Road at El Toro. My children have all attended Anneliese School and still do, and when I heard about this project I was shocked. I understand that CalTrans has been in planning of this project for over two years, but just recently informed Anneliese Schools about it. CalTans has given them just 30 days to provide input and share relevant data on the affect the project would have, not only on them but the surrounding area as well. P-299-1

I'm sure you've heard from others, but it is clear that the project would have a devastating affect on the children attending school there and create a traffic hazard that is unacceptable and I ask that you please consider other ideas proposed by Anneliese Schools. P-299-2

Thank you for your support.

Ted Larkins

Ted Larkins
Best-selling author:
Get To Be Happy
m: 818-261-8262
]Email: ted@tedlarkins.com

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I.9.183 P-299 - Responses to Comments from Ted Larkins

P-299-1

This comment expresses concern over the 30 day notice for public comment. Please refer to Common Response No. 9 for a discussion of Caltrans' compliance with legal requirements for public noticing and involvement.

P-299-2

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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Dolan, Edward C@DOT P-300

From: t.herkimer@annelieseschools.com
Sent: Friday, July 6, 2018 7:58 AM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose this project for the following reasons:

1. The proposed construction, will disrupt the traffic flow entering and exiting the school for all students who attend the school for two years. P-300-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with my children's school learning environment. P-300-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-300-3

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-300-4

5. As a 29-year employee of Anneliese Schools, I greatly oppose this project. I have seen the devastation caused to the canyon since the construction of the 73 Toll road. I personally was present during several floods and 2 mudslides. I believe that the school, surrounding open spaces and other businesses will be negatively affected by this newly proposed project. P-300-5

If you have any questions, you may reach me at 949 280-2376.

Sincerely,
Terri Herkimer
Director
Anneliese Schools

Terri Herkimer
Director
Anneliese Schools
21542 Wesley Drive
Laguna Beach, CA 92651
Phone: 949.885.9887
Fax: 949.499.2331
Email: t.herkimer@annelieseschools.com

PLEASE NOTE- I am out of the office on Fridays, all time sensitive inquiries regarding your student can be handled by calling our school office directly.

Confidential: This electronic message and all contents contain information from Terri Herkimer, which may be privileged, confidential or otherwise protected from disclosure. The information is intended to be for the addressee only and is not to be distributed without permission of the author.

If you are not the addressee, any disclosure, copy, distribution or use of the contents of this message is strictly prohibited. If you have received this electronic message in error, please notify the sender and destroy the original message and all copies.

I.9.184 P-300 - Responses to Comments from Terri Herkimer

P-300-1

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

P-300-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-300-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-300-4

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. Please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-300-5

This comment expresses the commenter's general opinion that the project will have negative effects on the school, open space, and businesses. The comment does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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9 July 2018

Mr. Edward Dolan
Associate Environmental Planner
Caltrans

Dear Mr. Dolan:

Laguna Canyon Road is regarded as a historic American landscape. Any efforts to widen this scenic highway near El Toro Road and the Laguna Wilderness Park must be done with grave sensitivity to this iconic terrain. We are not convinced the Caltrans 133 Project, primarily designed to lengthen merging lanes, is even necessary given the impact widening our road will have on precious land we have long fought to protect. The unique character of Laguna Canyon must be preserved. P-301-1

To be fair, some portions of the plan would have little negative impact or be welcome. Specifically, the addition of bicycle lanes and the undergrounding of utilities - if the utilities are placed under the bike lanes.

But if this $39.3 million taxpayer funded project was scaled way down, the millions saved could be better spent on expanding the bike lanes and undergrounding more power lines. That would improve public safety and be cheered. We should also plan for better public transportation - not more cars. P-301-2

Here are specifics why we, a local hiking group, strongly oppose the Caltrans 133 project….

- We protest the plan to lengthen the inbound merging lane by widening the road into the Laguna Wilderness Park. This is unacceptable and unnecessary loss of parkland. P-301-3
- We protest the removal of 12 heritage oak trees. Trees are endangered in California. These priceless coastal oaks, some over 100 years old, must not be sacrificed for cars. P-301-4
- We protest the damage or encroachment to the scenic rock cropping in the parkland. This is a local landmark and would be a tragedy! P-301-5
- We protest any impact on the Sagebrush hiking trail that runs parallel to the road and would be gobbled up by this expansion. P-301-6
- We protest the addition of ugly utility truck pull-outs that will scar the graceful ribbon of the road. Reduce the width, length, and the number of pull-outs to minimize the impact of black asphalt. P-301-7

- Most of all, your plan does not take into consideration the increased risk drivers will confront at the Willow Parking lot of the Laguna Wilderness Park as well as Anneliese School. The Caltrans 133 plan would increase the risk of accident by having drivers cross two lanes of traffic to enter or exit the parking lots. Any driver trying to make a left hand turn when leaving or a left hand turn when entering will be in jeopardy. As local, weekly hikers using the Willow parking lot, we are very familiar with this stretch of the road. Leave things be. Let us continue to cross only one lane of traffic to enter or exit.

P-301-8

This is also the Wilderness Park so any attempts to add a future traffic light there is also unacceptable. Our precious wilderness is what makes Laguna - Laguna. We ask that Caltrans engineers acknowledge and respect our local culture and not impact this road with grand plans that eat away at what we have worked so hard to protect.

P-301-9

We see little to be gained with most of the current plan. Instead, we fear a tragic loss of parkland and scenery. Please reconsider.

Thank you....

The Hiking Group
Lizanne Witte
Keiko Sakamoto Witte
Malin Fletcher
Julie McAlpine
Rosemary Ward
Latika Sethi
Maria House
Jutta Gamboa
Elsa Maj Taskinen
Edie Tonkon
Faye Hezar
Afsaneh Aliosobhani
Janet Hadley
Kelly Hyler
Nadine Hoffman
Andra Broekelschen

Cc: **County Board of Supervisors**
Andrew Do
Michelle Steel
Lisa Bartlett
Shawn Nelson
Todd Spitzer

Cc: **Laguna Beach City Council**
Kelly Boyd
Rob Zur Schmiede
Bob Whalen
Steve Dicterow
Toni Iseman

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I.9.185 P-301 - Responses to Comments from The Hiking Group

P-301-1

This comment expresses concern related to project design impacts on the visual character of the project area. Caltrans is currently proposing a hybrid option that would include a combination of a low retaining wall/minimal slope grading to minimize impacts near the intersection of El Toro Road. This would further reduce impacts to oak trees and the visual character of the canyon than stated in the DED. The FED has been updated to reflect this new option. Caltrans will continue to coordinate with OC Parks during the design phase to finalize details of this hybrid/combo option. Please refer to Common Response No. 4 for a discussion related to visual impacts.

P-301-2

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-301-3

This comment expresses concern with impacts to parkland. As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02% of the total parkland available at LCWP and those portions of the park are adjacent to the existing transportation facility. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway.

P-301-4

This comment expresses concern for the removal of oak trees. Please refer to response P-301-3 above for a discussion of the proposed design option which would reduce impacts to oak trees. In addition, please refer to Common Response No. 5 for a discussion of impacts and mitigation for oak trees.

P-301-5

This comment expresses concern for impacts to rock outcrops and parkland. Please refer to response P-301-3 above for a discussion of the proposed design option which would reduce impacts to rock outcrops and parkland. In addition, please refer to Common Responses No. 4 for a discussion of impacts to visual character and No. 6 for a discussion of impacts to parkland.

P-301-6

This comment expresses concern for impacts to parkland and the Sagebrush hiking trail. Please refer to response P-301-3 above for a discussion of the proposed design option which would reduce impacts to parkland. In addition, the Sagebrush hiking trail would not be impacted by the proposed project. As stated in Section 2.1 (Land Use), permanent acquisition would occur outside of active recreational areas and would not affect the rest of the Laguna Coast Wilderness Park.

P-301-7

This comment expresses concern for impacts from the utility vehicle pullouts. Please refer to response P-301-3 above for a discussion of the proposed design option which would remove one UCAP. Utility vehicle pull out areas are necessary for maintenance of the undergrounded utilities included in the proposed improvements.

P-301-8

This comment expresses concern for traffic impacts and ingress/egress at the Willow Staging Area and Anneliese's School. Please refer to Common Responses No. 1 for the traffic impacts related to ingress and egress at Anneliese's School and the Willow Staging Area.

P-301-9

This comment expresses the commenter's objection to a future traffic light. Future traffic lights are not included in the proposed improvements.

Dolan, Edward C@DOT

From: Thomas Huff <tomhuff@gmail.com>
Sent: Tuesday, June 19, 2018 12:58 AM
To: D12 SR-133@DOT
Subject: State Route 133 Improvement Project

As a resident of Aliso Viejo, CA for the past 21-years and counting, in addition to someone who uses state route 133 daily, I am submitting my comments here in favor of the 'State Route 133 Improvement Project'. Traffic in the canyon is already absolutely horrendous. And anyone (like myself), who commutes through here daily will welcome with open arms any effort to alleviate traffic congestion. With population increases, traffic increases, and inevitably accident increases, ...widening the 133 is an option that will help alleviate all three of these areas of concern. Thank you. P-302-1

Respectfully,
Thomas Huff

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I.9.186 P-302 - Responses to Comments from Thomas Huff

P-302-1

This comment expresses the commenter's support for the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Lo, Ka-Man@DOT

From: Tom Eastman <ocean2trail@gmail.com>
Sent: Tuesday, July 10, 2018 3:48 PM
To: D12 SR-133@DOT
Subject: SR-133 "Improvement" Project
Attachments: SR-133 Improvements.docx

Good afternoon,

I've attached a document with some comments about the proposed SR-133 Improvements Project.

See you on the trails,

Tom Eastman
ocean2trail@gmail.com
Please consider the environment before printing this message.

SR-133 (Laguna Canyon Road) Improvement Project

Scope of the proposed project includes four components:

- Component 1 - Drainage Improvements (between SR-73 and El Toro Road): Construct a concrete check dam with approximate dimensions of 20' (width) X 10' (height) X 200' (length) in the area of the southbound SR-133 loop on-ramp to southbound SR-73.

  In order to install this check dam, you will need to remove several mature trees planted to mitigate the effects of putting in SR-73. Removing even more habitat is unacceptable. Off-site mitigation is of no benefit to the wildlife that will lose their homes. Your EIR documents indicate that the drainage improvements actually increase flood waters, so that's not really an improvement.

P-303-1

- Component 2 - Safety Component (from 1,700 ft. south to 1,200 ft. north of El Toro Road): proposes to extend the second travel lane from the El Toro Road intersection by 1200 feet in the northbound (NB) direction and by 900 feet in the southbound (SB) direction which will taper to one lane to the end of the project limits.

  The only reason that there are so many accidents at this intersection is because it widens out to two lanes for such a short distance (about 4 car lengths) before collapsing back down to one lane. It makes sense to keep two lanes northbound, and that can be done responsibly with minimum impact to the environment. There's already enough room to do that with a simple restriping to remove the center lane (which is not a turn lane and serves no purpose).

  Your traffic study did not consider traffic patterns that are specific to the project location, but assumed a standard 5 PM weekday schedule. Anneliese's School is on the southeast corner of the intersection of SR-133 and El Toro Road. Regular school activities are completed by 4 PM, so their traffic would not appear on your traffic study. Also, it's a school zone! You're trying to increase traffic speeds and volume in a school zone! Across from Anneliese's School is the Willow Staging Area of Laguna Coast Wilderness Park (LCWP). The OC Parks rangers close the gates to the park at 5 PM, so it would likewise have no impact on your traffic study. The City of Laguna Beach is host to three major art festivals that take place during the summer months a few miles south of the project location. Since your traffic study did not occur during the summer, it did not take into consideration the traffic from the summer art festivals. However, had the traffic study considered the traffic patterns generated by those two entities, the study results would be very different. Also, the weekend traffic is much heavier during late spring and early summer when people are heading down to the beach, to the art festivals and to use the trails in LCWP. Your traffic study never saw any of this traffic and didn't look at the project's potential impact.

  As designed, the project would have a horrible effect on vehicle traffic trying to leave LCWP. Currently, when traffic is heavy, it is nearly impossible for traffic to turn left out of the Willow Staging Area to head north on SR-133. The project would make people leaving LCWP cross two lanes of traffic to head northbound on SR-133. It's very difficult to do safely now. The proposed "improvements" would make it nearly impossible.

P-303-2

Southbound should be kept to one lane after the merge south of SR-73. There's no reason to expand to two lanes, and all it does is encourage impatient jackholes to speed up and cut each other off. Furthermore, there is no way to mitigate the substantial environmental impact that is horribly destructive to the habitat in that area. There is no way to make the cut bank proposed. The rock outcropping is entirely sandstone. Even if you can make the cut look somewhat natural, you'll never be able to grow native habitat on top of the rocks. Besides, it would permanently destroy a beautiful geographic feature. Again, off- site mitigation is unacceptable because it is of no benefit to the wildlife that will be displaced.

P-303-2

- Component 3 - Shoulder Widening, Class II Bike Lane (between SR-73 and El Toro Road): Modify drainage systems along southbound SR-133 and divert water under the highway to the east Construct additional pavement to provide 8-foot shoulders and a Class II bike lane in both the northbound and southbound directions.

  Adding a shoulder is a reasonable safety measure, and can be done responsibly. However, there's no reason to underground the utilities outside the new shoulder/bike lane. Why not move the utilities under the shoulder/bike lane and take less habitat? This will also prevent additional environmental impact while performing future routine utility maintenance.

  This corridor is rare willow riparian habitat. Due to the sensitive nature of the habitat, it is understandably difficult to obtain a permit for maintaining the drainage. There's a simple reason for this: that sensitive habitat must be protected. There is no acceptable way to line the channel with articulated block. There are no native grasses that will grow under those conditions. The proposed channel would ruin the visual aesthetic and create a terrible eyesore in its place. Yet again, off-site mitigation is unacceptable because it is of no benefit to the wildlife that will be displaced.

  Your own EIR documents indicate that the drainage improvements actually increase flood waters, so that's not really an improvement.

P-303-3

- Component 4 - Underground Overhead Utilities (between SR-73 and El Toro Road).

  Please move the utilities under the new shoulder/bike lane and take less habitat. This will also prevent additional environmental impact while performing future routine utility maintenance.

Project Alternatives: There are two alternatives being evaluated in this Initial Study/Environmental Assessment (IS/EA): the Build Alternative described above and the No Build Alternative.

P-303-4

If the alternatives are "Build", or "No build", the better choice at this juncture is "No Build". There are several serious flaws with this plan that do not consider the best alternative for the community, but rather, what is most expedient. Most of the improvements are of little benefit, and some are more honestly considered a detriment.

Some simple changes should be considered that will make this project much better suited to the existing community, rather than trying to shoehorn something that is designed for an urban environment:

A. Rather than expanding southbound SR-133 traffic to two lanes and then compressing back down to one, leave a single southbound lane after the merge south of SR-73.

P-303-5

Without the short two-lane section, there is no incentive for people to jockey for position and cause accidents. P-303-5

B. Make the section of El Toro Road northbound only between SR-133 and SR-73. Traffic heading southbound on El Toro Road will make a right onto the westbound SR-73 onramp and exit then make a left onto on southbound SR-133. The existing southbound lanes of El Toro Road south of SR-73 will become one-way lanes heading north. Traffic heading northbound on SR-133 will make a left onto El Toro Road as they do now. This is a sensible flow pattern that will alleviate confusion without the need for any additional construction; the pavement is already there. P-303-6

C. It would be a great benefit if CalTrans would take a long-term approach to the future of SR-133, and understand that it will never be a major arterial highway. Please give up the notion that it should be two high-speed lanes in each direction. Better yet, work to reduce the speeds in the canyon south of I-405, and encourage a reasonable speed through the scenic canyon. 50 MPH should be the maximum. I think it would be beneficial to work alongside the other interested parties to come up with a creative long-term plan for the roads future. P-303-7

It would appear that CalTrans has been sitting on this project for twenty years and suddenly decided that it is urgently needed. As designed, this plan has serious flaws. Since a majority of the proposed improvements offer very little, if any improvement, one needs to what is the real purpose of this project. SR-133 is not a major highway through an important rural area; but a bucolic road through a rare area of important habitat connecting a small artistic community with the world at large. It would appear that the CalTrans preference would be two lanes at 65 miles an hour all the way down the canyon. But, that does not fit with the character of the town, the canyon, or the highway. Why not accept the road as it is and design the best fit for the community, rather than building to a standard better suited to an urban freeway? P-303-8

Thank you for your consideration,

Thomas Eastman
Costa Mesa, CA
(714) 615-0232

I.9.187 P-303 - Responses to Comments from Tom Eastman

P-303-1

This comment expresses concern for impacts and off-site mitigation for oak trees and habitat as well as concerns for drainage and increased flooding. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway. Please refer to Common Responses No. 5 for a discussion related to riparian habitat and oak tree impacts and mitigation and No. 8 for a discussion of drainage impacts.

P-303-2

This comment expresses concern that the merge lane will result in increased traffic safety hazards, the traffic study did not consider appropriate traffic patterns for a school zone, and impacts to ingress and egress at the Willow Staging Area. Please refer to Common Response No. 1 for a discussion of traffic impacts, the net operational safety benefit of the extended merge lane, and impacts and safety features for ingress and egress at the Willow Staging Area. Please refer to Common Response No. 3 for a discussion related to the traffic data utilized for the environmental analysis. The comment also expresses concern over the feasibility of the proposed mitigation for impacts to the hillside. Please refer to response P-303-1 above for a discussion of the design option which would reduce impacts to the hillside cut slope and visual character.

P-303-3

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder and impacts to riparian habitat. The comment also expresses concern for impacts to visual character from the articulated block channel. Please refer to Common Responses No. 1 for a discussion of undergrounding utilities, No. 4 for a discussion of impacts to visual character, and No. 5 for a discussion of invasive

species control. In addition, please refer to response P-303-1 above for a discussion of the design option which would reduce impacts to riparian habitat and visual character.

P-303-4

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Responses No. 1 for a discussion of undergrounding utilities. The comment also expresses an opinion that the No Build Alternative is the better choice. However, as discussed in Section 1.0 (Proposed Project), the No Build Alternative would not meet the purpose and need of the project and is inconsistent with the local and regional general plans and transportation plans for the area.

P-303-5

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-303-6

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-303-7

This comment includes a suggestion for an alternative project design. Please refer to Common Response No. 1 for a discussion related to the feasibility of project alternatives.

P-303-8

The comment expresses concern that the project is not needed and does not fit with the character of the town. As stated in Section 1.3 (Purpose and Need), the project is needed to address the current deficiencies of the roadway. As stated in Section 2.1 (Land Use), the Build Alternative is consistent with the goals, policies, and objectives identified in the General Plans for the City and the County as well as the regional transportation planning efforts of the RTP/SCS and the financially constrained FTIP. Therefore, the Build Alternative would facilitate the County's ability to create an integrated land use and transportation system that accommodates travel demand existing and future planned land uses.

P-304

Lo, Ka-Man@DOT

From: Toni DeMatteis <tonidematteis@yahoo.com>
Sent: Tuesday, July 10, 2018 5:28 PM
To: D12 SR-133@DOT
Subject: Objection on 133 hwy construction

To whom it may concern...
My family and I have been made aware of this plan by the school my daughter goes to. We have thoroughly gone threw this plan and find it to cause nothing but a lot of upset to many people, it could possibly cause my daughters school to have to close due to all of the construction causing major issues. Anneliese has been there for years and has done so much for so many family's! The plans to change the 133 sound like they will cause more problems then anything, if the issue is speeding then maybe more police enforcement would be an option to try before millions on all the road work and the upset to so many families and children that will be forced to find a new school. P-304-1

Thank you,
Toni DeMatteis
Sent from my iPhone

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I.9.188 P-304 - Responses to Comments from Toni DeMatteis

P-304-1

This comment suggests enforcing the speed limit would improve safety without impacts to Anneliese's School. Please refer to Common Response No. 2 for a discussion of speeding and speed limits in the project area.

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P-305

Lo, Ka-Man@DOT

From: TONI KELLENBERG <takellenberg@cox.net>
Sent: Tuesday, July 10, 2018 4:15 PM
To: D12 SR-133@DOT
Subject: Comments Regarding CalTrans Proposed Changes to 133 (aka Laguna Canyon Road)

To Whom It May Concern,

I wish to add my comments and concerns relative to the proposed changes to SR133 (also known as Laguna Canyon Road). I am in agreement with the Laguna Canyon Foundation's following comments on the CalTrans proposal:

- The second northbound (outbound) lane from El Toro Rd. could reasonably be extended 1200 feet without significant environmental impact. The addition of an eight-foot-wide bike lane and shoulder alongside that northbound (outbound) lane from El Toro Rd can be accommodated with minimal environmental impact with careful design. However, the current plan calls for undergrounding utilities *outside* this additional eight-foot shoulder and travel lane. The additional land needed for undergrounding (which requires a hard surface), dramatically expands this proposal's environmental impact. It will require a significant additional take of open space. **We support this portion of the project *only* if the utilities are undergrounded within the proposed eight-foot shoulder.** P-305-1
- The channelization of the riparian area on the inbound side will have serious visual impacts and riparian habitat impacts. While we understand the desire to make this channel easier to maintain and thus reduce flooding, offsite mitigation or the purchase of mitigation credits is not acceptable in this area. **This fragile riparian habitat must be mitigated both visually and habitat wise, at least in part, on-site.** P-305-2
- The 900-foot extension of the southbound (inbound) lane on the 133 past El Toro Rd. is the area of most concern. The road widening would dip into parkland where Stagecoach South Trail runs along the 133. The existing hillside would be engineered into a 1 ½:1 slope, extending 40 feet into the park. In addition, the proposed lane extension would move the merge location down past the Willow park entrance parking lot. **We do not believe this proposal could be completed without dramatic impacts on the park and the parking lot.** Specifically: P-305-3
  - Existing rock structures and native habitat would be destroyed.
  - Up to 14 mature oak trees would be removed, to be mitigated within OC Parks *but not on site.*
  - The slope steepness would require erosion control and stabilization measures that would make effective restoration of the slope difficult. Think about the southbound side of Laguna Canyon Road across from the Sawdust festival.
  - Traffic in and out of the Willow Parking Lot would now require crossing *two* lanes of incoming traffic, making an already difficult turn even more treacherous.
  - CalTrans has not studied the traffic patterns of this parking lot. This project is based on incomplete data that does not take into consideration the thousands of cars that use this parking lot each year.
- All aspects of this project include CalTrans style guard rails, turning Laguna Canyon Road past El Toro into the same freeway style roads we see all over Orange County. P-305-4

At a total cost of approximately $39MM, with an estimated 10 power poles removed and their lines undergrounded, this project's environmental, visual and fiscal impacts are severe and irresponsible. P-305-5

I agree with the Laguna Canyon Foundation's comments and cannot support a proposal that drastically impacts park land, has substantial monetary costs, and increases the danger and difficulty of exiting and entering Willow parking lot, with no clear benefit to traffic or safety. P-305-6

Toni Kellenberg
Laguna Beach Resident

P-305

Lo, Ka-Man@DOT

From: TONI KELLENBERG <takellenberg@cox.net>
Sent: Tuesday, July 10, 2018 4:15 PM
To: D12 SR-133@DOT
Subject: Comments Regarding CalTrans Proposed Changes to 133 (aka Laguna Canyon Road)

To Whom It May Concern,

I wish to add my comments and concerns relative to the proposed changes to SR133 (also known as Laguna Canyon Road). I am in agreement with the Laguna Canyon Foundation's following comments on the CalTrans proposal:

- The second northbound (outbound) lane from El Toro Rd. could reasonably be extended 1200 feet without significant environmental impact. The addition of an eight-foot-wide bike lane and shoulder alongside that northbound (outbound) lane from El Toro Rd can be accommodated with minimal environmental impact with careful design. However, the current plan calls for undergrounding utilities *outside* this additional eight-foot shoulder and travel lane. The additional land needed for undergrounding (which requires a hard surface), dramatically expands this proposal's environmental impact. It will require a significant additional take of open space. **We support this portion of the project *only* if the utilities are undergrounded within the proposed eight-foot shoulder.** P-305-1
- The channelization of the riparian area on the inbound side will have serious visual impacts and riparian habitat impacts. While we understand the desire to make this channel easier to maintain and thus reduce flooding, offsite mitigation or the purchase of mitigation credits is not acceptable in this area. **This fragile riparian habitat must be mitigated both visually and habitat wise, at least in part, on-site.** P-305-2
- The 900-foot extension of the southbound (inbound) lane on the 133 past El Toro Rd. is the area of most concern. The road widening would dip into parkland where Stagecoach South Trail runs along the 133. The existing hillside would be engineered into a 1 ½:1 slope, extending 40 feet into the park. In addition, the proposed lane extension would move the merge location down past the Willow park entrance parking lot. **We do not believe this proposal could be completed without dramatic impacts on the park and the parking lot.** Specifically: P-305-3
  - Existing rock structures and native habitat would be destroyed.
  - Up to 14 mature oak trees would be removed, to be mitigated within OC Parks *but not on site.*
  - The slope steepness would require erosion control and stabilization measures that would make effective restoration of the slope difficult. Think about the southbound side of Laguna Canyon Road across from the Sawdust festival.
  - Traffic in and out of the Willow Parking Lot would now require crossing *two* lanes of incoming traffic, making an already difficult turn even more treacherous.
  - CalTrans has not studied the traffic patterns of this parking lot. This project is based on incomplete data that does not take into consideration the thousands of cars that use this parking lot each year.
- All aspects of this project include CalTrans style guard rails, turning Laguna Canyon Road past El Toro into the same freeway style roads we see all over Orange County. P-305-4

At a total cost of approximately $39MM, with an estimated 10 power poles removed and their lines undergrounded, this project's environmental, visual and fiscal impacts are severe and irresponsible. P-305-5

I agree with the Laguna Canyon Foundation's comments and cannot support a proposal that drastically impacts park land, has substantial monetary costs, and increases the danger and difficulty of exiting and entering Willow parking lot, with no clear benefit to traffic or safety. P-305-6

Toni Kellenberg
Laguna Beach Resident

I.9.189 P-305 - Responses to Comments from Toni Kellenberg

P-305-1

This comment states a concern over the impacts related to undergrounding of utilities outside the road shoulder. Please refer to Common Response No. 1 for a discussion of undergrounding utilities.

P-305-2

The comment expresses concern for impacts to riparian habitat and the need for onsite mitigation. Please refer to Common Responses No. 5 for a discussion of impacts and mitigation for riparian habitat and No. 4 for impacts to visual character. Subsequent to circulation of the IS/EA for public review, a UCAP has been removed south of the SR-133/El Toro Road intersection. Caltrans continues to partner with OC Parks, utility companies, and local stakeholders to further refine the project design to minimize impacts to oak trees. The FED has evaluated grading the slope at 1 to 1:5 which resulted in reducing impacts to oak trees. In addition, the removal of one UCAP at Station 121+00 (SB direction just south of El Toro Road) further reduces impacts to oak trees. Specifically, direct impacts to coast live oak woodland under the refined design are over 50 percent less than what was analyzed in the DED. At the request of OC Parks, Caltrans is also considering a hybrid/combo option that includes a small retaining wall and minimal slope contouring. This option would further reduce the number of oak trees being impacted. However, feasibility engineering studies for this option is still underway.

P-305-3

The comment expresses concern for impacts to parkland, hillside slopes, oak trees, and traffic at the Willow Staging Area. As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02% of the total parkland available at LCWP. Please refer to response P-305-2 above for a discussion of the design refinements that have reduced impacts to oak trees and the potential design option which would further reduce impacts to parkland, hillside slopes, and oak trees. In addition, please refer to Common Response No. 1 for a discussion of traffic impacts and ingress/egress at the Willow Staging Area.

P-305-4

This comment Expresses concern for the design of the guardrails. As stated in Section 2.5 (Visual/Aesthetics) the proposed new galvanized railing of the Midwest Guardrail System (MGS) would be stained with a natural color tan/brown color to unify the appearance of the MGS with its surroundings.

P-305-5

This comment expresses concern over the visual impacts and cost of undergrounding utilities. Undergrounding of the existing overhead utility lines would remove an urban feature from the rural landscape, improving the quality of viewshed experienced by drivers or bicyclists.

P-305-6

The comment expresses concern for impacts to parkland and traffic at the Willow Staging Area. Please refer to responses P-305-2 above for a discussion of the design option which would reduce impacts to parkland and response P-305-3 for discussion of traffic impacts and ingress/egress at the Willow Staging Area.

P-306

Dolan, Edward C@DOT

From: t.belland@annelieseschools.com
Sent: Friday, July 6, 2018 8:20 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Dolan,
Like so many citizens of Laguna Beach, I am adamently against the proposed changes being discussed in Laguna Canyon. The whole ideal behind our community is to respect and reserve our natural surrounds and this goes against all we stand for. P-306-1
Tracey Belland

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I.9.190 P-306 - Responses to Comments from Tracey Belland

P-306-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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Dolan, Edward C@DOT

From: Vladimir Silyaev <vsilyaev@gmail.com>
Sent: Monday, July 9, 2018 10:50 PM
To: D12 SR-133@DOT; Kelly Boyd
Cc: tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: State Route 133 Safety Project
Attachments: SR_133_opposition.pdf

Dear Sir or Madam,

I oppose the State Route 133 Safety Project, attached letter with my motivation.

Thank you,
Vladimir

P-307

Dear Sir or Madam:

Re: State Route 133/El Toro Road Improvement Project

I've recently learned that the State Route 133 Safety Project is on fast track of being approved, and this have greatly disturbed me. I'm using these roads on a daily basis and very familiar with traffic conditions on this intersection, so I've studied materials published on http://www.dot.ca.gov/d12/DEA/133/0N060/.

To my surprise I have not found any motivation on why these changes are needed, and how this project will help improve traffic condition. Also I have not found any meaningful analysis of effect of the project (during construction and after completion) will affect drivers who are using this intersection. P-307-1

So I feel it's my duty to raise my voice in strong opposition for the project.

1. Project is not likely to improve traffic condition in area.

2. The proposed construction, will disrupt the traffic flow entering and exiting the Anneliese schools. P-307-2

3. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with children's school learning environment.

4. The project would cause severe and irreversible environmental and visual impacts to the Canyon.

If you have any questions, you may

E-mail me to vsilyaev@gmail.com

or mail to

Vladimir Silyaev

28752 Jaeger Dr

Laguna Niguel, CA 92677

Sincerely,

Vladimir Silyaev 09/07/2018

I.9.191 P-307 - Responses to Comments from Vladimir Silyaev

P-307-1

This comment expresses the commenter's opinion that there is no need for the proposed improvements and no meaningful analysis of the effects of project implementation on driving conditions. Please refer to Section 1.3 (Purpose and Need) for a discussion on the existing deficiencies and need for the proposed improvements. The purpose of the proposed improvements is to accomplish a reduction in number and severity of accidents in this location. This would be accomplished by increasing the length of the merge area and providing adequate merging taper that will allow vehicles to safely merge back from two to one lane.

P-307-2

This comment states the project will not improve traffic conditions, will disrupt flow entering and exiting Anneliese's School, will have noise impacts during construction on Anneliese's School, and will cause severe and irreversible environmental and visual impacts to Laguna Canyon. Please refer to Common Responses No. 1 for a discussion of traffic impacts, ingress and egress, and safety features at Anneliese's School, No. 7 for construction-related noise impacts to Anneliese's School, and No. 4 for impacts to visual character.

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P-308

Dolan, Edward C@DOT

From: Wendy Bana <wendybana@gmail.com>
Sent: Thursday, July 5, 2018 2:26 PM
To: D12 SR-133@DOT
Subject: Opposition to the 133/El Toro Road Project

Dear Mr. Dolan,

Re: State Route 133/El Toro Road Improvement Project

As a person who uses these roads on a daily basis, I oppose 133/ElToro Rd project for the following reasons:

1. The project would cause severe and irreversible environmental and visual impacts to the Canyon. Among other things, it would dramatically impact park land by significantly reducing natural habitat (i.e., converting natural habitat into artificial structures). P-308-1

2. The proposed construction would occur during school hours and be noisy, disruptive, and completely incompatible with the school learning environment and potentially harmful to the animals residing on this property. P-308-2

3. The proposed construction will increase the amount of water (drainage) entering the creek that flows through the school's property due to the significant increase in impermeable surfaces (i.e., more asphalt, less natural surface). Any increase of drainage into the creek, which is already over-capacity during significant rain events, increases the risk of flooding. P-308-3

4. The proposed construction, will disrupt the traffic flow entering and exiting the school significantly. P-308-4

Certainly there are other options less damaging to what currently exists and I implore your diligence in creating these as opposed to the harmful proposal currently put forth.

Thank you for your attention to this matter.

Sincerely,

Wendy A. Bana

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I.9.192 P-308 - Responses to Comments from Wendy A. Bana

P-308-1

This comment states a concern over severe and irreversible visual impacts to Laguna Canyon and loss of habitat from the proposed improvements. As described in Section 2.1 (Land Use), the proposed improvements would only impact 0.02% of the total parkland available at LCWP. In addition, please refer to Common Response No. 4 for a discussion of aesthetics impacts to the visual character of the project area, Common Response No. 5 for a discussion of impacts to habitat, and Common Response No. 6 for a discussion of impacts to parkland.

P-308-2

This comment states a concern over the noise impacts construction activities will have on Anneliese's School. Please refer to Common Response No. 7 for a discussion of construction-related noise impacts.

P-308-3

This comment states a concern over the increase in impermeable surfaces, increased drainage flows, and flooding in the project area. Please refer to Common Response No. 8 for a discussion of hydrology, floodplain, and drainage impacts.

P-308-4

This comment states a concern over the project design related to safety for ingress and egress at Annaliese's School. Please refer to Common Response No. 1 for a discussion of traffic impacts and safety features at Anneliese's School.

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Dolan, Edward C@DOT

From: Wesley Fleming <flemingwesley@gmail.com>
Sent: Sunday, July 8, 2018 3:51 PM
To: D12 SR-133@DOT
Cc: kboyd@lagunabeachcity.net; rzurschmiede@lagunabeachcity.net; tiseman@lagunabeachcity.net; sdicterow1121@yahoo.com; bwhalen@lagunabeachcity.net; cmoffice@lagunabeachcity.net
Subject: Opposition to Laguna Canyon Road Construction

I am considering moving to Laguna Beach in the next 3 months and enrolling my child in Anneliese School on Laguna Canyon Road.

I am opposed to the proposed 900 feet widening of the road for multiple reasons and would like you to work with the community and explore other ways to improve road safety first before undertaking this 2 year costly construction project. P-309-1

Sincerely,

Wesley Elon Fleming, M.D.
Diplomate, American Board of Sleep Medicine and Neurology

Sleep Center Orange County
4980 Barranca Pkwy, Ste 170
Irvine, CA 92604
949.679.5510 tel
949.679.1080 fax
www.sleepcenteroc.com

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I.9.193 P-309 - Responses to Comments from Wesley Fleming

P-309-1

This comment expresses the commenter's general objection to the project and does not contain any substantive comments or questions about the environmental analysis or conclusions contained in the IS/EA. This comment will be made available to the decision-makers. No further response is required.

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