

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

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

THE COMMISSION:

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

Attachment:

Calendar Item 10 (3 pages)

CALENDAR ITEM

10/71
W 9405
VJB

10.

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

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

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

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

IT IS RECOMMENDED THAT THE COMMISSION:

1. DETERMINE THAT THE RETROCESSION HEARING HELD ON SEPTEMBER 30, 1971, COMPLIED WITH THE STATUTES AND RULES AND REGULATIONS FOR RETROCESSION OF JURISDICTION, AND THAT THE FOLLOWING CONDITIONS HAVE BEEN SATISFIED:
 - a. THE UNITED STATES HAS REQUESTED IN WRITING THAT THE STATE OF CALIFORNIA ACCEPT THE RETROCESSION OF JURISDICTION OF THE LANDS DESCRIBED IN EXHIBIT "A", SAID LANDS BEING WITHIN THE STATE OF CALIFORNIA.
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3. AUTHORIZE THE EXECUTIVE OFFICER TO EXECUTE ON BEHALF OF THE COMMISSION A RESOLUTION ACCEPTING RETROCESSION OF JURISDICTION AND ALL OTHER NECESSARY DOCUMENTS TO MAKE IT EFFECTIVE.
4. INSTRUCT THE EXECUTIVE OFFICER TO DISTRIBUTE CERTIFIED COPIES OF SAID RESOLUTION AS FOLLOWS:

CALENDAR ITEM 10. (CONTD.)

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- c. ONE COPY MAILED TO N. C. SIMONSON, CAPTAIN, CEC, USN, ASSISTANT COMMANDER FOR REAL PROPERTY MANAGEMENT, DEPARTMENT OF THE NAVY, WASHINGTON, D.C.

Attachment: Exhibit "A"

EXHIBIT "A"

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

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

FREE
C1
4574

BK 11053 PG 1031

MINUTE ITEM

11/29/73
SCL

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

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

THE COMMISSION:

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

RECORDED IN OFFICIAL RECORDS
OF ORANGE COUNTY, CALIFORNIA

12:29 PM JAN - 8 1974

A WYLLIE CARLYLE, County Recorder

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

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

EXHIBIT 12
Application No.
CC-018-07
TCA

A 80
S 38

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

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

Attachment:

Calendar Item 18 (5 pages)

CALENDAR ITEM

11/73
SCL
W 9535

18.

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

Government Code Section 113 provides as follows:

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

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

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

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

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

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

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

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

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

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

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

IT IS RECOMMENDED THAT THE COMMISSION:

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

CALENDAR ITEM NO. 18. (CONTD)

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

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

EXHIBIT "A"

BK 11053 PG 1036

W 9535

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

PARCEL 1: Inland Area

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

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

PARCEL 2: Beach Area North of Nuclear Plant

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

PARCEL 3: Beach Area South of Nuclear Plant

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

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

END OF DESCRIPTION

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

598

MINUTE ITEM

11/29/73
SCL

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

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74-005105

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

JAN 8 11 44 AM '74

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



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

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

EXHIBIT 12
Application No.
CC-018-07
TCA

A 80
S 38

AID 400

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Attachment:

Calendar Item 18 (5 pages)

CALENDAR ITEM

18.

11/73
SCL
W 9535

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

Government Code Section 113 provides as follows:

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

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

CALENDAR ITEM NO. 18. (CONTD)

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

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

IT IS RECOMMENDED THAT THE COMMISSION:

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

CALENDAR ITEM NO. 18. (CONTD)

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

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

Attachment: Exhibit "A"

EXHIBIT "A"

W 9535

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

PARCEL 1: Inland Area

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

EXHIBIT "A" (CONTD)

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

PARCEL 2: Beach Area North of Nuclear Plant

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

PARCEL 3: Beach Area South of Nuclear Plant

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

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

END OF DESCRIPTION

RONALD REAGAN
GOVERNOR

State of California
GOVERNOR'S OFFICE
SACRAMENTO 95814



September 25, 1974

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

FILED

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

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

By *Messie R. Keshelinger*
Deputy Secretary of State

Dear Mr. Carlton:

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

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

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

Sincerely,

Ronald Reagan
RONALD REAGAN
Governor

Enclosure

EXHIBIT 12
Application No.
CC-018-07
TCA

EXHIBIT "A"

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

"PARCEL NO. 1"

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

EXCEPTING THEREFROM that portion described as follows:

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

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

Containing 718.04 acres, more or less.

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

EXHIBIT 12
Application No.
CC-018-07
TCA

"PARCEL NO. 2"

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

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

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

Containing 1.63 acres, more or less.

"PARCEL NO. 3"

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

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

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

Containing 0.62 acre, more or less.

PARCEL NO. 5

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

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

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

Containing 3.51 acres, more or less.

EXHIBIT 12
Application No.
CC-018-07
TCA

PARCEL NO. 6

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

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

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

Containing 0.08 acre, more or less.

"PARCEL NO. 7"

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

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

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

Containing 0.44 acre, more or less.

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

"PARCEL NO. 8"

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

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

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

Containing 1.14 acres, more or less.

"PARCEL NO. 9"

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

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

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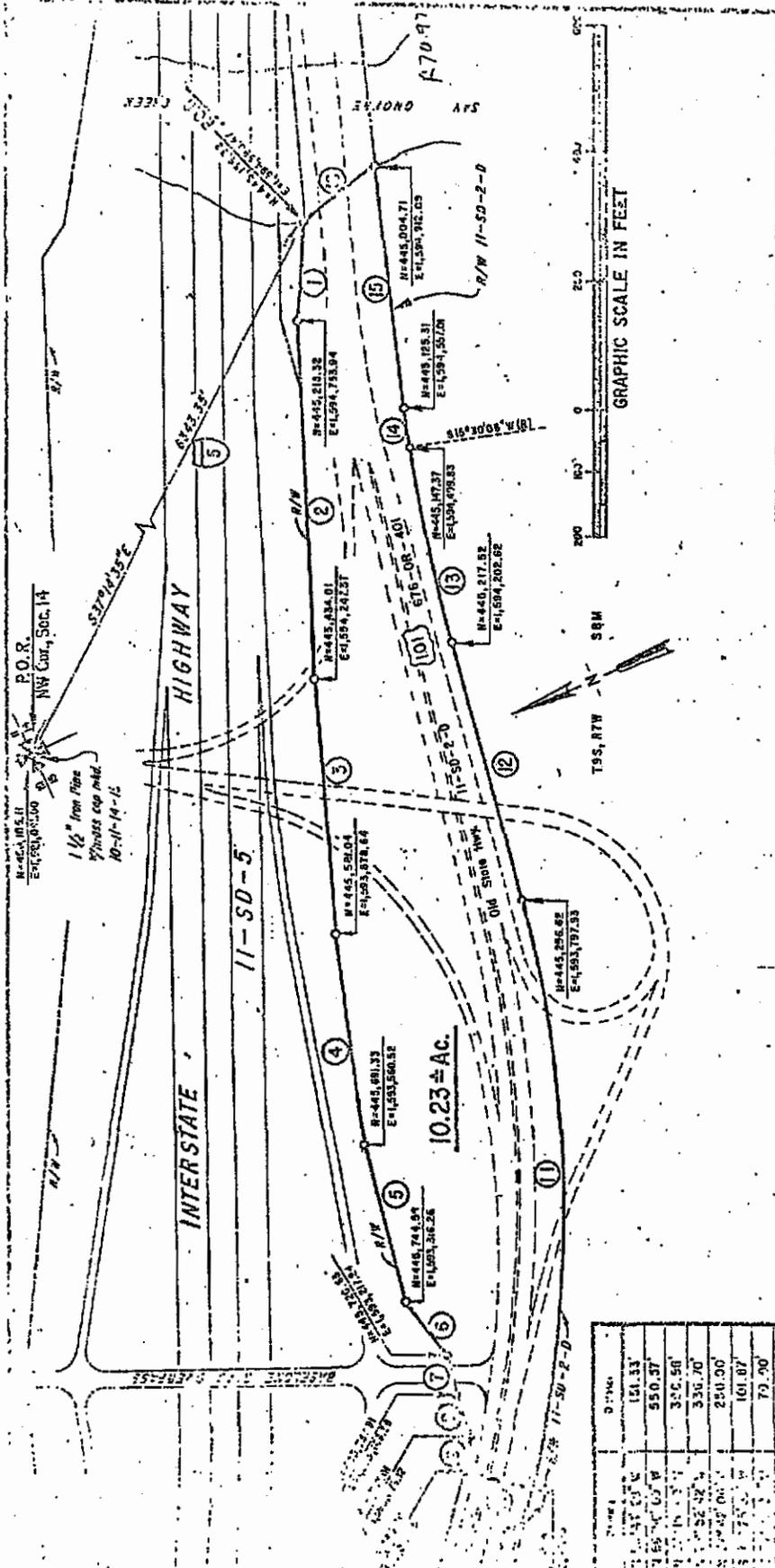
- (21) S.86°15'30"W., 34.86 feet to said course (194) having coordinates N=434,079.63 and E=1,611,201.73; thence
- (22) along said course (194) S.54°10'34"E., 15.79 feet to the Point of Beginning.

Containing 0.22 acre, more or less.

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

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

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METES AND BOUNDS LOCAL SECTION OF THE STATE OF CALIFORNIA
 WESTERN DIVISION, SAN DIEGO COUNTY
 MAP NO. A-102092
 10.23 ACRE PARCEL
 OVER WHICH CLAIM OF EMINENT DOMAIN IS TO BE HELD BY THE STATE OF CALIFORNIA
 6013358

NOTE: Bearings, distances and coordinates shown are based on California Coordinate System, Zone 6.

LINE	BEARING	DISTANCE
1	N 445° 210' 32" E	1,594.73394
2	N 445° 004' 71" E	1,594,702.03
3	N 445° 188' 31" E	1,594,357.28
4	N 445° 177' 37" E	1,594,478.83
5	N 445° 217' 52" E	1,594,202.82
6	N 445° 210' 32" E	1,594,733.94
7	N 445° 210' 32" E	1,594,733.94
8	N 445° 210' 32" E	1,594,733.94
9	N 445° 210' 32" E	1,594,733.94
10	N 445° 210' 32" E	1,594,733.94
11	N 445° 210' 32" E	1,594,733.94
12	N 445° 210' 32" E	1,594,733.94
13	N 445° 210' 32" E	1,594,733.94
14	N 445° 210' 32" E	1,594,733.94
15	N 445° 210' 32" E	1,594,733.94

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MARINE CORPS BASE CAMP PENDLETON
OCEANSIDE, CALIFORNIA

EXHIBIT "p"

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

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

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

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

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

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January 16, 2008

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

RE: Response to TCA and Caltrans Review of SMI Report

Dear Chairman Kruer and Commission Members:

This memorandum reviews the comments made in several recent documents regarding the Smart Mobility report, An Alternative to the Proposed Foothill South Toll Road, dated September 2007. First, some general discussion that applies to a number of comments is presented, and following that are specific responses to comments where appropriate.

Revisions to Report

Many of the comments in all of documents note that for several segments of I-5, our assumptions on the number of lanes differs from the AIP alternative that was studied by the TCA. The revised report makes these corrections, so that the number of lanes for each segment of I-5 matches that studied by TCA. In addition, there are several other locations where we have revised our design concepts to reflect new information we obtained, and/or comments from reviewers. The revised report incorporates two new interchanges from TCA's AIP alternative, and is informed by several ongoing local studies of I-5 interchanges that we were not aware of at the time of our initial report. Therefore, many of the comments in the letters are addressed in the revised report.

Level of detail in AIP-R alternative.

Our report presents planning level design concepts to consider for reducing the property displacements associated with the AIP alternative. The report recommends numerous refinements to the AIP alternative that will greatly reduce displacements. These design concepts are based on the engineering information available in the TCA reports and reflect our engineering judgment of engineering designs that have worked in similar settings. These concepts have not been pulled out of the air, but rather are based on careful review of all the information that was made publicly available by TCA and Caltrans, as well as site visits to each location and observations of local conditions. However, we have not conducted the level of engineering that would produce the detail that is requested in the Caltrans letter. Caltrans is requesting a level of detail in design that would be required for them to grant approval to these designs, which is premature at this time. Conducting this more detailed design would require obtaining full topographical modeling for the entire project areas, property boundary data, and detailed design hour traffic volumes for each turning movement. Given the limited publicly available information, and the limited resources of our clients, it is simply not feasible to conduct full engineering studies. This engineering work should be conducted by a public agency with the resources, ability, and intention to carry out this work.

Safety and Design Standards

A highway engineer's first responsibility is to consider safety. Our state and federal governments have adopted highway and road design standards that provide a basis for safe design, and the normal practice of highway engineers is to design facilities that comply with these standards. However, these standards by no means guarantee safety. Rather, they represent the culmination of research and our understanding of the relationship of highway geometry and accidents. Unfortunately, this research is far from providing a complete explanation and understanding of the highway geometric design features that can lead to a higher than normal accident rate. Many roads that are designed "by the book" to these standards are still unsafe. Conversely, many roads that fall far short of the modern design standard are actually quite safe when you consider the actual accident rates.

Many of the comments in the Caltrans letter point to features that exist in the I-5 corridor that do not meet the current design standards. However, that does not mean that these features are not safe. The design process often includes preparing a design for improvements that follows the design guidelines as closely as possible at the early stages. This step was essentially completed by TCA in their initial design of the AIP alternative. If, as is often the case, the impacts of such improvements are unacceptable, or the costs are unreasonable, it is appropriate to consider a broader range of alternatives, even if some of them do not fully meet all of the design guidelines. Existing sub-standard geometric features, such as ramps with more curvature than is currently recommended in the standards, should be evaluated on a case-by-case basis to see if they are in fact functioning safely. If they do not show elevated accident rates, than it may be appropriate to maintain that feature and apply for a waiver from the design guidelines. These waivers are reviewed carefully and critically, and must be supported by detailed analysis of actual accident data.

This type of iterative design process is extremely common when undertaking highway improvements in existing urbanized areas, as it is often nearly impossible to design facilities to the full standards without unreasonable impacts. It is not uncommon for highway agencies to issue waivers to the design standards, but they must be justified by unreasonable costs or impacts to comply with standards, and strong evidence that they will operate safely. Agencies do not take this process lightly, and any non-standard features are subjected to high levels of scrutiny and analysis. In the end, however, non-standard-yet safe-features are often approved because the choices are either that or live with a deteriorating or congested infrastructure.

An local example of Caltrans recently approving a design that required an exception to one of their "mandatory" standards is for the Ortega Parkway interchange in San Juan Capistrano. The Caltrans letter criticizes our concept because it does not meet the mandatory standard for minimum distance between an interchange and a local street intersection, which is 125 meters. However, Caltrans recently approved several alternatives for reconstruction of this interchange that include distances of only about 60 meters. It is simply not practical to comply with these standards if they mean elimination of entire local street networks. When it becomes a choice of accepting a non-standard feature with appropriate documentation of safety consideration, or do nothing to improve a congested intersection, non-standard features are very often accepted. The reality is that, while our design standards are lofty goals, and are generally attainable when constructing a new road in an undeveloped area, they are often simply not achievable in the real world. In these cases, engineers must exercise careful study and scrutiny of different design alternatives, and select an improvement alternative that will provide for safe and efficient operations within the physical constraints of an urban environment, and the financial constraints of stretched highway budgets.

Caltrans Letter from Cindy Quon

In this letter, dated January 7, 2008, several general points are contained within the letter, as well as more detail in the attachment. The letter states several times that our report does not contain sufficient information on a number of details, such that Caltrans cannot “support the proposed design refinement or conclusions”. Our report was never intended to provide sufficient engineering information to gain Caltrans approval. Rather, our report is intended to provide information to policy makers and decision makers on the great potential for refinement of the AIP alternative to greatly reduce the property impacts, and that the decision to reject this alternative due to property impacts was based on flawed information or incomplete designs. Our report offers support for the conclusion that the AIP alternative should be pursued as the least environmentally damaging practicable alternative. The responsibility of conducting the engineering work for refined AIP alternative rests with an agency that is responsible for highway development, i.e. Caltrans.

The attachments to the letter contains numerous specific items. Many of these are duplicative or redundant, and the following paragraphs respond to these comments.

1a. El Toro Interchange-Our revised report does not include the design proposed in the initial report, but rather adopts the TCA’s plans for this interchange. Therefore, these comments do not apply to the revised report.

1b. La Paz Interchange-this comment pertains to the lack of design detail which is not available in our report. This general topic was discussed above.

1c. Crown Valley Interchange-our revised report, dated January 2008, offers more detailed description of this interchange, which addresses comment ii. The remaining comments pertain to the lack of design detail which is not available in our report.

1d. Ortega Highway Interchange-comments i – iii pertain to the lack of design detail which is not available in our report. Comment iv regarding distance between ramps and local road intersections is again unclear, as the existing distances are 60 and 110 meters (compared to the minimum standard of 125 m). Further, Caltrans has recently approved a number of alternatives for reconfiguration of this interchange that maintain these shorter distances. (see <http://www.sanjuancapistrano.org/Index.aspx?page=398>)

1e. Pico Interchange-These comments all pertain to the lack of design detail which is not available in our report.

2. SPI Level of Service-Due to the incomplete information on peak hour traffic turning movements in the TCA report, we have not conducted level of service analyses. It is also not clear how Caltrans developed these conclusions regarding ramp levels of service without the detailed traffic data, although they appear to be not considering our concepts include two lane on-ramps, which should provide sufficient capacity for the on-ramp volumes. The remaining comments regarding ramp metering design should be addressed in subsequent stages of engineering.

3. ParClo Interchanges-This comment merely describes some of the advantages of Par-Clo interchanges. I do not disagree with these statements; however, if a Par-Clo design results in unacceptable property impacts, as was concluded by TCA, then other options should be evaluated, such as single point diamond interchanges.

4 Single Point Interchanges-This comment describes the issues that should be considered for Caltrans review Single Point Interchanges. Our report does not include this design detail, but our conclusion is that single point interchanges are worthy of consideration and further design efforts at these locations on I-5 in order to avoid the property impacts identified by TCA with their proposed ParClo designs.

5. I-5 Lanes in the AIP-This comment notes our original report contains an incorrect assumption for the number of lanes in several segments of I-5, that do not match the original AIP lane configuration. This has been corrected in our revised report, dated January 2008.

6. El Camino Real Interchange-This comment pertains to our proposed closing of the ramp at El Camino Real. This comment fails to consider that TCA also proposed closing this ramp in their proposed reconfiguration of this interchange, and that the federal guidelines will still be met because there is an existing second ramp about 200 meters further on El Camino Real that provides for return movements than what TCA's plan provides.

7. Detention Basins-The revised report includes changes to several EBD's that were proposed on sites with new development or steep slopes.

8. Minor Property Takings-Our report notes that additional minor takings may be required (i.e. small portions of property only, with no buildings), and to further identify these locations will be possible after more detailed engineering design.

9. Level of Design Detail-This comment is repetitive with several other comments addressed above, and again pertains to the lack of design detail which is not included in our report.

10. Cost Estimates-The cost estimates were calculated with 2005 data in order to be consistent and more comparable to the cost data in the TCA report. If the costs were updated to reflect the current real estate market, they would be less comparable to the TCA cost estimates.

11. I-5 Right of Way-This comment identifies several locations along the I-5 corridor where there is not sufficient right-of-way to accommodate the proposed widening of the AIP alternative. In general, we agree with this conclusion, but note that these are the locations where we have noted that property takings or minor property impacts would result.

12. Arterial Lane Reductions-The revised report only recommends a reduction in lanes for one arterial, El Camino Real. The others were not necessary to avoid displacements. Our proposals for lane reductions were based on a review of the traffic volumes reported in the SEIR, and appear feasible. A comprehensive design process should be conducted in which the trade-offs between rigidly following the design standards, which is accompanied by high impacts, are compared with alternatives which are found to be safe based on detailed study, but require some alterations.

13. Construction Costs-Our report did not include construction cost estimates, as it is premature until more detailed engineering is conducted. We provided estimates of property acquisition costs as this was the primary reason for rejection of the AIP alternative.

14. Orange County Long Range Plan-Our statement in the report is intended to show that funding of the AIP alternative is possible through the regions Long Range Transportation Plan. Further, the lack of funding of an alternative is not an appropriate consideration for an environmental review and permitting process. Funding allocations are adopted annually based on project needs.

15. California Highway Design Manual-I agree that the California Highway Design Manual standards should be applied as engineering work progresses on this alternative. However, if unacceptable impacts are found, the design process should not simply grind to a halt. Rather, more refined studies on the safety and efficacy of alternative treatments should be conducted. This is a common process for projects in urbanized areas, where fully implementing the design manual standards would result in excessive displacements.

16. Ortega Interchange-Our revised report includes more information on the reconstruction of the Ortega Interchange. The AIP alternative could be revised to incorporate the locally preferred alternative for interchange, once that has been selected.

17. Design Level of Detail-This comment is duplicative of detailed comments in item 1 above. Again, this pertains to our report not including these detailed engineering analyses. More detailed engineering is required for the AIP-R alternative to develop this more detailed information.

18. Single Point Interchange-I agree with this statement, however, this is not the ONLY use of a single point interchange.

19. Modeling of the AIP-The performance metrics cited in our report are based on regional modeling of the AIP alternative. Regional travel demand models are not sensitive to details such as interchange types. Rather, they consider the total number of lanes, travel speeds and times, and facility type. Therefore, the regional modeling results still apply to the AIP-R alternative.

20. Modeling of the AIP- We believe that good transportation modeling practices for major transportation projects should include feedback in order to document induced and indirect impacts. The FHWA, EPA and other agencies support this position. The TCA modeling for the SEIR did not include feedback.

21. Arterials-No response needed.

22. Orange County Long Range Plan -This comment is irrelevant to our conclusions, because we are relying on the modeling results from the TCA for the AIP alternative, which obviously did not include the toll road. Traffic data available in the TCA SEIR reports was used for the development of these design concepts. Data from the Orange County Long Range plan was not used in our report.

Response by the Corridor Design Management Group

The TCA response to the Coastal Commission Staff Report contains a detailed review our study. Many of the issues that they have raised in this review are addressed in the revised report, such as the different number of lanes and other discrepancies with the TCA AIP alternative. Below is our response to statements in the report that require clarification or rebuttal.

p. 1: II.A.1 Lane Configuration – Our revised report corrects the discrepancies noted in this section, so that our definition of the refined AIP alternative matches the original TCA proposed lane configuration.

p. 3. II.A.2. Interchanges- The revised report includes these new proposed interchanges.

p. 3 II.A.3 Frontage Roads-The revised report no longer recommends narrowing of Avenida de la Carlota, Camino Capistrano, and Rancho Viejo Road, as displacements were not noted along these corridors (other than for the new interchange noted above). However, we maintain our recommendation to reallocate the right of way of the southernmost portion of El Camino Real in San Clemente. The traffic volumes on this segment are lower than reported by TCA (between 4,000 and 8,000, not 17,000 as stated by TCA). These volumes can be adequately served without congestion on a two-lane road with appropriate turning lanes. This reallocation will save high numbers of displacements, and is therefore worthy of consideration of a design exception, as noted in the discussion at the beginning of this memorandum. The Orange County Highway Design Manual sets forth desirable standards. However, in cases where complying with these standards would result in unacceptable impacts, exceptions to the standards, with appropriate justification, can be considered.

p. 5 II.A.5. Context Sensitive Design-The TCA touts their “collaborative” design approach, and seems to imply that they followed the principles of context sensitive design. When one views some of the interchange design concepts such as that for El Camino Real in San Clemente, it is apparent that little attention was paid to the context of the community, and no consideration of alternative was made. Further, it begs the question as to whether or not all members of the collaborative were aware that no alternative design concepts

reduce impacts were investigated. A further point on this page relates to the ongoing interchange studies at Ortega, Pico and El Toro, which our revised report now incorporates.

p. 6 II A.6 Single Point Interchanges-The concepts presented in our report have not undergone detailed analysis and design, as the data required has not been made available by TCA, such as design hour turning movements. Therefore, the need or desirability of a free right turn cannot be judged until this analysis is conducted.

p. 7 II. A. 6 El Toro Interchange-The revised AIP-R does not proposed a single point interchange for this location, and instead adopts the same plan for this interchange as proposed in the AIP by TCA.

p. 9 B. Arterial Right-of-Way-While not all of the property adjacent to arterials is publicly owned, it is generally part of a landscaped buffer, and would not affect private property by widening.

p. 9 C. Topography-We are well aware of the topography of the area from our site visits. However, topographical survey data has not been made available by TCA, so it is not possible to address the topography in detail. However, a 10-meter buffer around proposed basins is provided to allow for modifications to address slope or other contingencies that might arise at the final engineering stage. If the buffer were not sufficient, a retaining wall could be used, for example. There are numerous examples on the highways and arterials in Orange County of projects that use retaining wall to address elevation differences, and these tools can be applied to the AIP-R.

p. 16 III.A. Lane Configurations – The AIP-R revised report correctly reflects all of these lane configurations.

p. 19 III. B. Frontage Roads – The revised AIP-R does not contain recommendations to narrow Avenida de la Carlota, Rancho Viejo, or Camino Capistrano.

p. 26 III.B. El Camino Real – The TCA incorrectly states that the traffic volume is 17,000 on the portion of the road for which we are recommending reallocation. Again, we recommend a full design iteration process in which the impacts for adhering to the Orange County Standards is considered and weighed against the implications of a narrower cross section. While portions of El Camino Real are heavily traveled, this portion is essentially a “dead end”, and does not play a vital role as an alternative, as it ends just beyond this segment, and connects to a narrow two lane road.

p. 29 IV.A. Traffic Analysis – The TCA states that the AIP does not bring the level of service to “E” in all sections. Again, this falls into the category of design standards discussed above. However, it should also be emphasized that TCA’s proposed toll road also does not bring I-5 to a level of service “E”, and in fact, the AIP is more effective at reducing traffic congestion on I-5 than the toll road alternative.

p. 29-30 IV.B. Roadway Design – This section contains highly distorted discussion of design guidelines that seem to suggest that any improvement that does not adhere to “mandatory” standards is not safe. In fact, even “mandatory” standards are subject to exceptions if it is found that adhering to them results in unacceptable impacts and unreasonable costs, as long as the proposed solution can be shown to function safely. In the case of the curve on I-5, while it would be desirable to reduce the curvature to meet standards, doing so will have extraordinary impacts on many residential units. If the existing feature is functioning with reasonable safety, it can be considered for a design exception.

p. 30 IV.B. El Camino Interchange-The AIP-R revised concept addresses these comments.

p. 34 IV.B. Avenida Pico Interchange – The TCA characterizes design features of the SMI proposal for this interchange as “unsafe”, without any evidence. Again, this is a design concept, and it requires consideration of many of the factors mentioned in TCA’s comments through the subsequent design process. These types of interchanges have been designed and operate safely in other locations, and with appropriate consideration of safety for vehicles and pedestrians throughout the design process, a safe design can result.

p. 38 IV.B. Ortega Highway Interchange – The Par-Clo proposed by TCA ignores the ongoing local study of this interchange, which is acknowledged in an attachment to the SEIR. They note that their plan is an “operationally superior” solution, but the design process for these improvements reflects that in reality, the ideal engineering solution is not always acceptable to the community, and we need to strive to find balance between traffic needs and impacts in our solutions. The AIP-R seeks that balance in our design concepts to avoid local property impacts. The TCA’s design of the AIP alternative did not.

p. 41 IV.B. Crown Valley Parkway – The revised AIP-R report includes changes to the proposed concept for this interchange.

Orange County Public Works Briefing Paper

This paper primarily notes that full engineering analysis has not yet been conducted for the AIP-R. However, it is interesting to note their acknowledgment of the need to consider context and community impacts in the design process, in citing the following FHWA guidance:

“for each potential project, designers are faced with the task of balancing the need for the highway improvement with the need to safely integrate the design into the surrounding natural and human environments.”

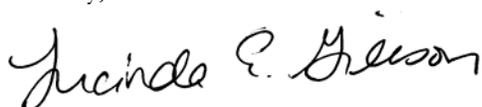
I agree that it is appropriate to balance the need for improvement with the needs of the communities. That is the philosophy followed in our recommendations of the AIP-R alternative, and I find no evidence that TCA considered this balancing approach in refinement of the AIP alternative.

It should also be noted that the revised AIP-R alternative does not include grade separations at the arterial intersections as noted, as they were found to be unnecessary after a review of the TCA traffic forecasts for these intersections. The widening of the arterials themselves can be accomplished without displacements if designed carefully, and if retaining walls are used in appropriate locations to avoid impacts. The recent widening of Crown Valley provides examples of the techniques that can be applied.

The need for changes in local plans and permits should be addressed in subsequent stages of design. These types of changes are very common in road improvement projects.

I hope the foregoing discussion addresses these comments. Please feel free to contact me if I can be of any assistance in your review of our study.

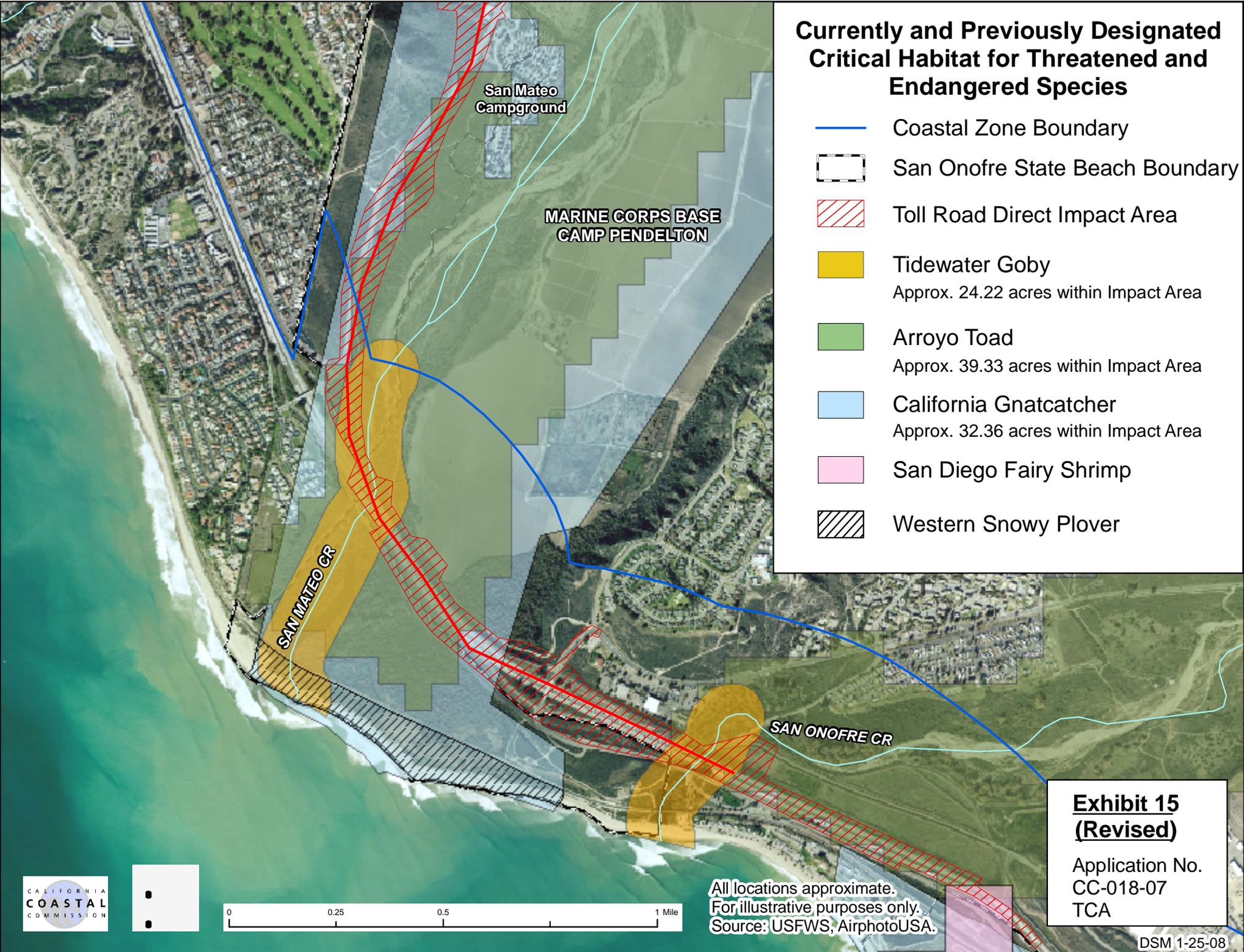
Sincerely,



Lucinda E. Gibson, P.E.
Smart Mobility, Inc.

Currently and Previously Designated Critical Habitat for Threatened and Endangered Species

-  Coastal Zone Boundary
-  San Onofre State Beach Boundary
-  Toll Road Direct Impact Area
-  Tidewater Goby
Approx. 24.22 acres within Impact Area
-  Arroyo Toad
Approx. 39.33 acres within Impact Area
-  California Gnatcatcher
Approx. 32.36 acres within Impact Area
-  San Diego Fairy Shrimp
-  Western Snowy Plover



**Exhibit 15
(Revised)**
Application No.
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TCA

All locations approximate.
For illustrative purposes only.
Source: USFWS, AirphotoUSA.

