

MEMORANDUM

To: Jacki Scott, PE, TE
Cc: Kathy Nguyen, PE, TE
From: Paul Martin, PE, TE
Date: June 20, 2022
RE: Gateway Infrastructure Action Plan Review

Project No.: 21-00042

Introduction

Mark Thomas has prepared an evaluation of infrastructure improvements and administrative efforts identified within the City of Laguna Niguel (City) Gateway Specific Plan (GSP) area to determine the status of completion and identification of future implementation efforts. Based on our review we have developed recommendations to advance projects for continued compliance with adopted City Council and Planning Commission plans.

In 2011, the Laguna Niguel Gateway Specific Plan and Environmental Impact Report were completed for a 315-acre area located in the northeastern corner of the City, bounded by the Interstate 5 (I-5) freeway to the east and the State Route 73 (SR-73) toll road to the southwest. Figure 1 shows the boundaries of the GSP project area and relation to local roadway networks. Figure 2 shows the transit routes and commuter rail in the project area and Figure 3 shows the existing and planned bikeway network.

Since the GSP was completed, multiple land development projects have been implemented in the study area. Related to land development, multiple infrastructure improvements have been completed by both the City and private entities such as roadway improvements, park construction, and streetscape enhancements. Figure 4 shows the completed or under construction land development projects as of April 2022.

Required Actions

Review of the GSP Implementation chapter identified 30 infrastructure improvements and administrative actions required for completion in the project area to accommodate the land use growth and adequately manage infrastructure needs. The GSP actions are identified by the following five categories:

- Administration,
- Mobility,
- Streetscapes,
- Open space, and
- Infrastructure.

Additionally, one of the GSP actions includes preparation of a traffic operations evaluation with an approximate 5-year frequency. The 5-year traffic evaluation was updated in April 2022 and recommends improvements at the Cabot Road/Crown Valley Parkway intersection to accommodate remaining buildout of land uses identified in the GSP. The recommended improvements at the Cabot Road/Crown Valley Parkway intersection are consistent with those envisioned in the original GSP traffic analysis.

Administrative and strategic measures do not have a specific location for mapping within the GSP area, however, the remaining infrastructure items can be mapped. Figure 5 identifies the location of infrastructure improvements identified in the GSP, and Figure 6 identifies the infrastructure improvements to be led by the City Public Works Department. Attachment A provides a listing of all 31 infrastructure improvements and administrative actions for the GSP area.

Implementation Status

Mark Thomas has spoken with stakeholders such as City staff (Community Development and Public Works), Orange County Flood Control District, Orange County Transportation Authority (OCTA), and Moulton Niguel Water District to determine the status of the GSP area improvements.

The identified improvements listed in Attachment A are categorized by the implementation status and lead department/agency:

- Action Completed
 - No further action is needed.
 - Example: Implement streetscape improvements on west side of Forbes Road north of Crown Valley Parkway.
- Work in Progress:
 - City staff to continue the action that has some progress but is not yet complete.
 - Example: Marketing efforts to attract quality development within the GSP.
- Action to Advance by the City Public Works:
 - City Public Works Department to advance based on current plans and activities.
 - Example: Crown Valley Parkway median and westbound widening between Interstate 5 and Cabot Road.
- Action to Advance by the City Community Development
 - City Community Development Department to advance based on current plans and activities.
 - Example: Review Gateway Specific Plan area traffic conditions every five years
- Action to Advance by Others
 - City to monitor and ensure completion by private sector developers.
 - Example: While constructed, the new public access park site along Cabot Road still remains to be dedicated to the City.
- Monitor/Evaluate at next Specific Plan Update
 - City to monitor action and consider applicability during future planning updates.
 - Example: Galivan Basin passive recreation opportunity while accounting for OC Flood capacity requirements.

City Actions

Below is a summary of six (6) actions identified for advancement by City of Laguna Niguel staff organized by either Community Development or Public Works Departments:

Community Development Department to Lead:

- #21: Work with the Orange County Flood Control District (OCFCD) to promote the preparation of a master plan providing for the visual and physical “softening” of Oso Creek south of Crown Valley Parkway.
- #22: Work with Gateway apartment project developer to facilitate construction of the Oso Creek Trail segment and bridge at the south end of Forbes Road, providing active transportation (pedestrian and bicycle) crossing of Oso Creek from the Metrolink Transit Station to trail connections to the west. The total cost for implementation of the improvements is estimated at \$3,100,000, including design, applicable approvals, and construction, and will be paid by the developer, as required to satisfy project conditions of approval related to provision of community benefit and parkland dedication.
- #26: Work with the Orange County Flood Control District (OCFCD) to determine the feasibility of incorporating passive recreational elements in the Galivan Basin that can be used by local residents during dry periods.

Public Works Department to Lead:

- #11: Secure remaining needed design, environmental, construction, and right-of-way acquisition funding to widen Crown Valley Parkway westbound from I-5 southbound off-ramp to Cabot Road, including intersections with Cabot Road and Forbes Road to accommodate turning movements, median and landscaping improvements, street furniture, lighting, and signage.
- #27: Develop a Citywide storm drain master plan including Gateway Specific Plan area land use changes. The total cost for development of the storm drain master plan providing citywide coverage is expected to range between \$350,000-\$450,000.
- #31: As identified in the recent 5-year traffic study update (April 2022), improve the Cabot Road/Crown Valley Parkway intersection to provide a fourth westbound through lane through the intersection as well as additional intersection capacity for the northbound and southbound approaches. These improvements are identified to serve buildout of remaining Gateway Specific Plan land uses and are schedule dependent upon the pace of private sector development.

Refer to the draft Crown Valley Parkway Fact Sheet illustrating the westbound widening improvements and future improvements at the Cabot Road/Crown Valley Parkway intersection.

Funding Opportunities

The following funding sources may be well-suited to secure capital for implementation of the Public Works projects such as the Crown Valley Parkway widening and the Oso Creek Active Transportation Bridge:

1. Orange County Transportation Authority (OCTA) Measure M2 Regional Capacity Program (Project O)
2. OCTA Measure M2 Local Fair Share Program (Project Q)
3. State of California Road Maintenance and Rehabilitation Account (RMRA)
4. State of California Highway User Tax Account (HUTA)
5. State of California Active Transportation Program (ATP)
6. State of California Local Partnership Program (LPP)
7. State of California Highway Safety Improvement Program (HSIP)
8. Federal Transportation Funding (subject to ongoing legislation)
9. City-led reallocation of the Oso Creek Active Transportation Bridge developer fees towards the Crown Valley Parkway Widening Project.

Note each funding program has varying guidelines for applicable projects. Given the Crown Valley Parkway project has most of the engineering design completed, we would recommend against pursuing federal funds for the widening project to reduce potential schedule delays associated with national environmental documentation requirements. However, if the project implementation costs exceed local and regional funding capabilities, then pursuit of federal funding may be a suitable strategy.

Conclusion

We have evaluated the status of administrative and infrastructure improvements required for the Gateway Specific Plan area and identified projects for advancement by the City, by others, and projects to evaluate during the next Gateway Specific Plan update. Based on the review, six (6) actions have been identified for advancement by City of Laguna Niguel staff organized by either Community Development or Public Works Departments.

List of Figures & Attachments:

1. Figure 1 – Gateway Specific Plan Area
2. Figure 2 – Project Area Transit and Commuter Rail
3. Figure 3 – Project Area Bikeway Network
4. Figure 4 – Project Area Land Development Projects
5. Figure 5 – Project Area Infrastructure Improvement Projects
6. Figure 6 – Project Area Public Works Department Projects
7. Attachment A – Gateway Specific Plan Improvements Database
8. Fact Sheet – Crown Valley Parkway Widening

Please contact me with any questions.

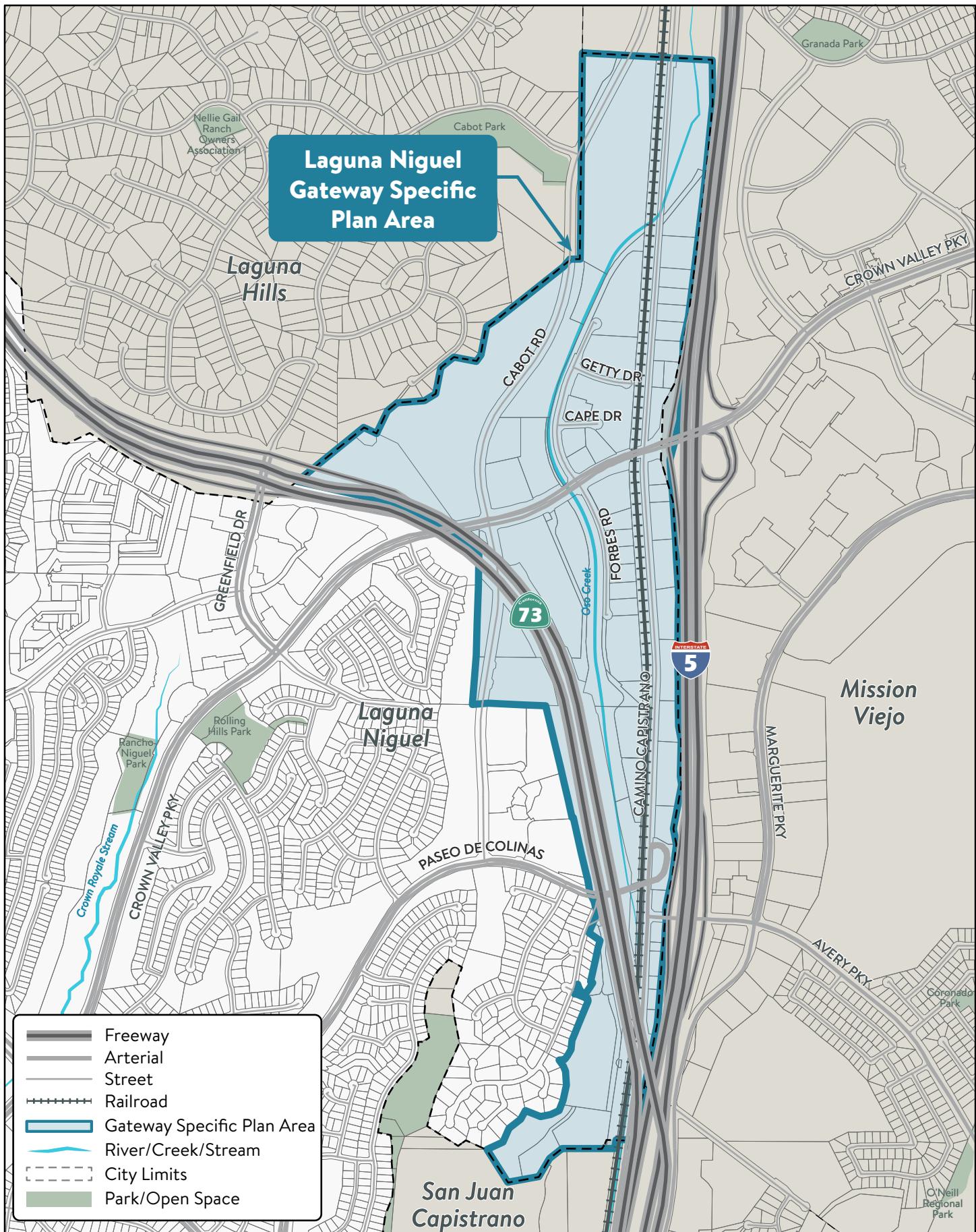


Figure 1

Gateway Specific Plan Area

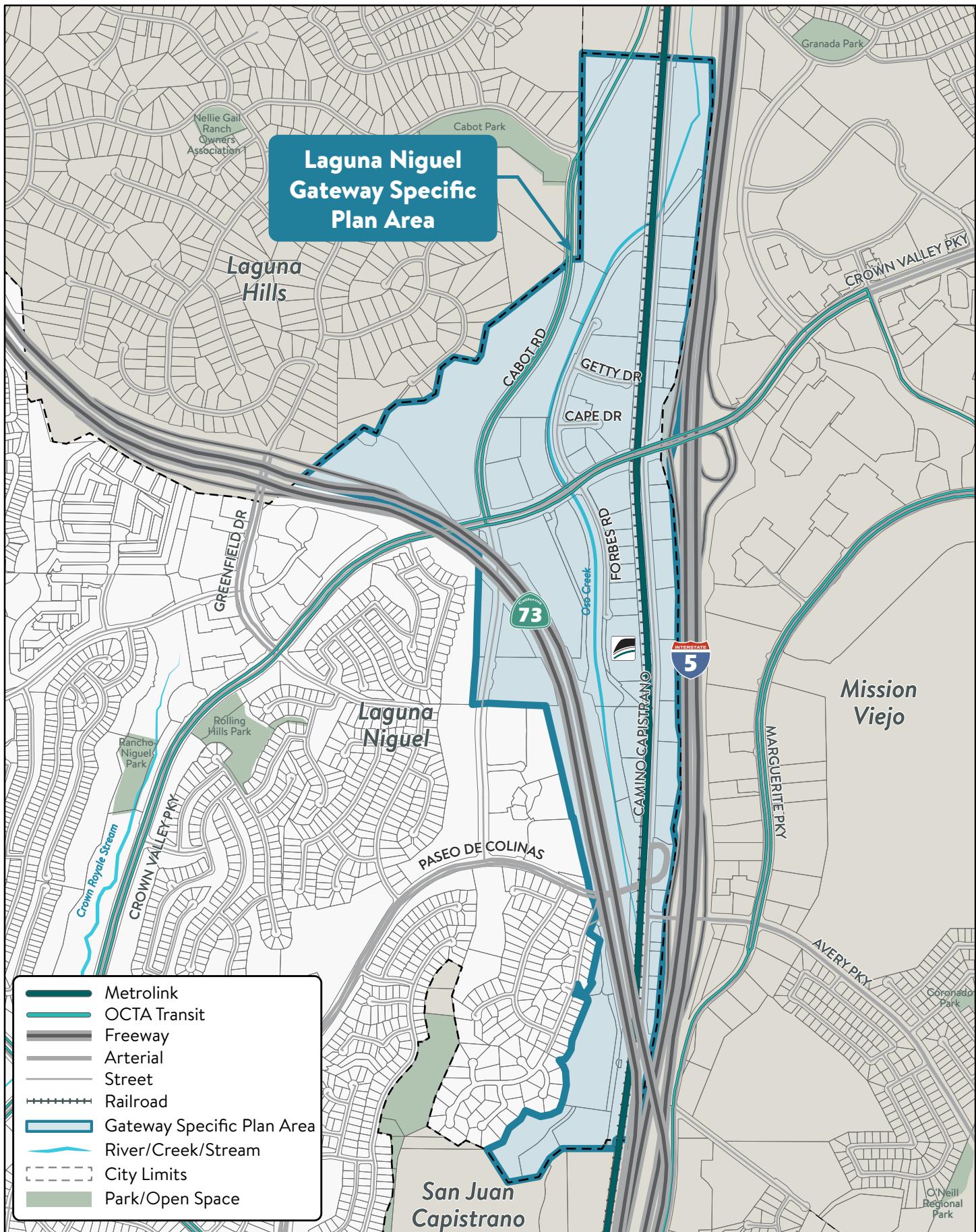


Figure 2

Project Area Transit and Commuter Rail

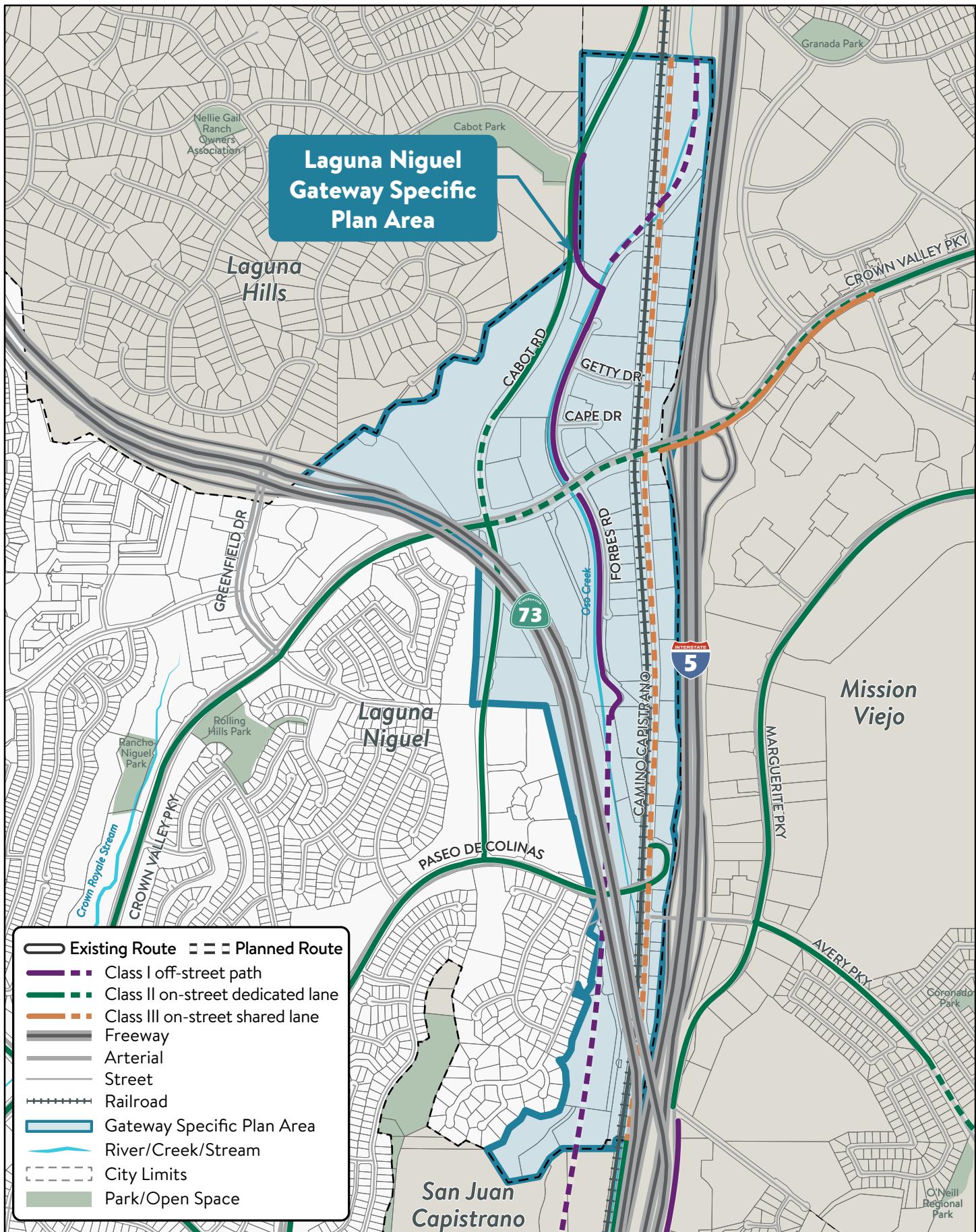


Figure 3

Project Area Bikeway Network



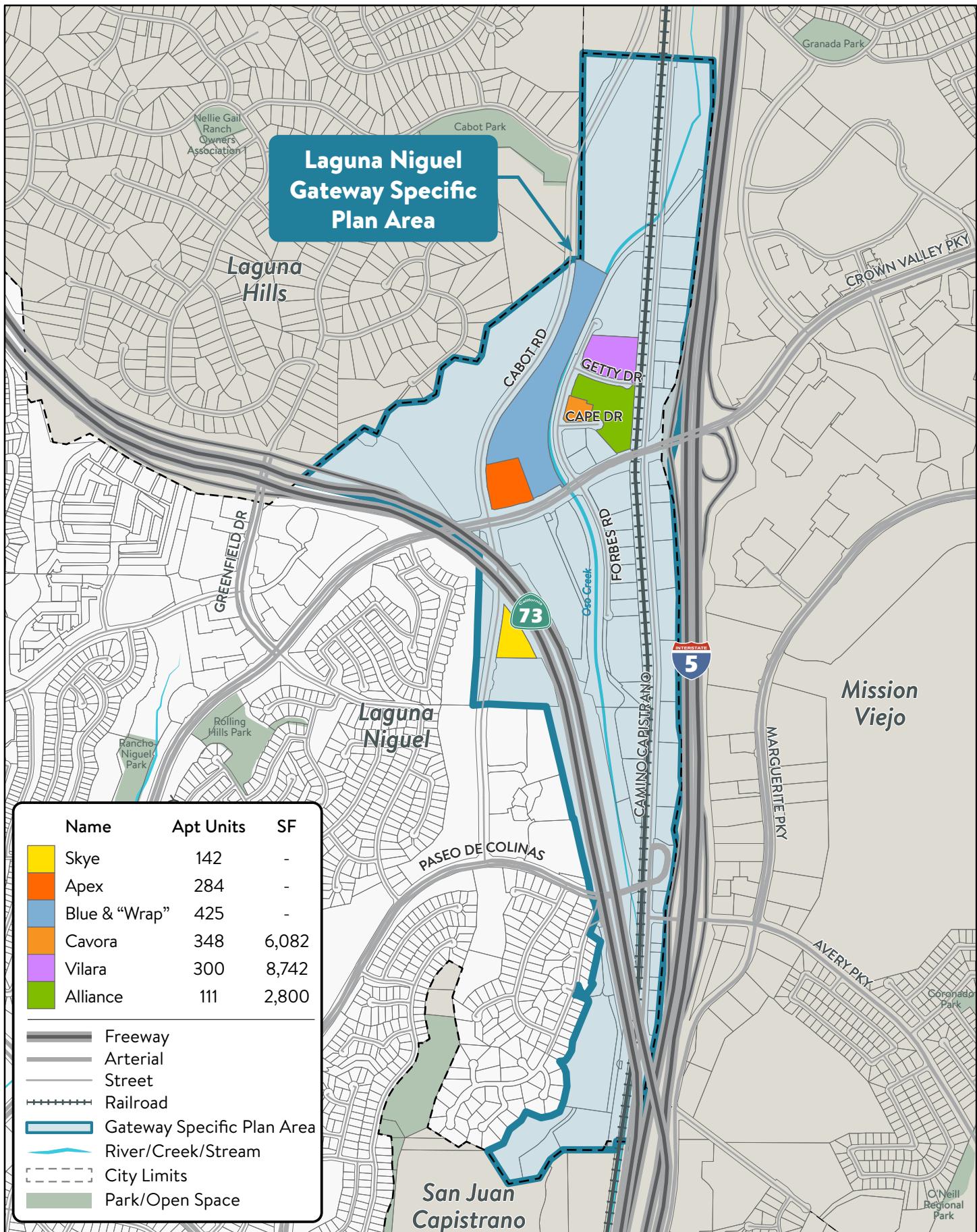


Figure 4

Project Area Land Development Projects

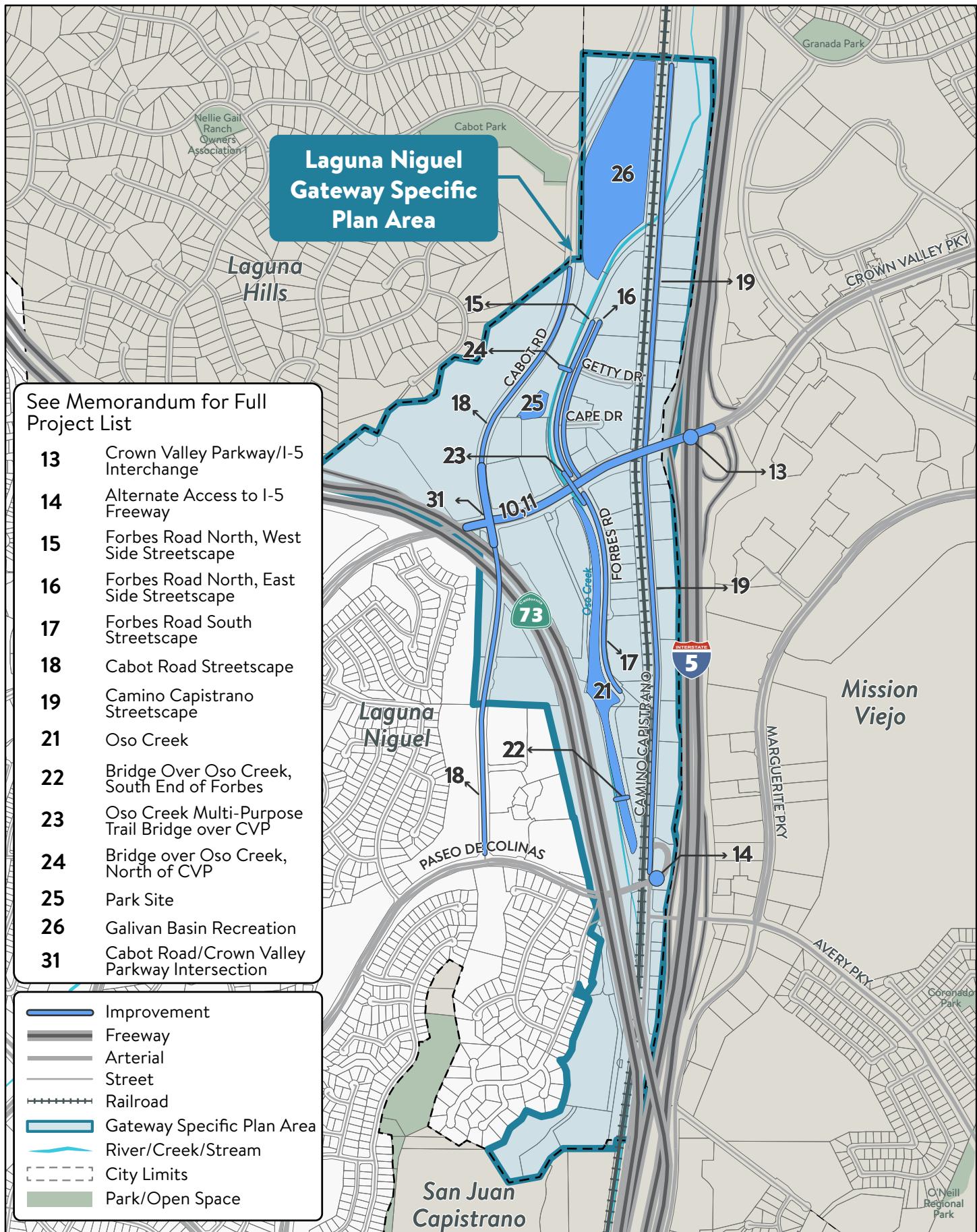


Figure 5

Project Area Infrastructure Improvement Projects

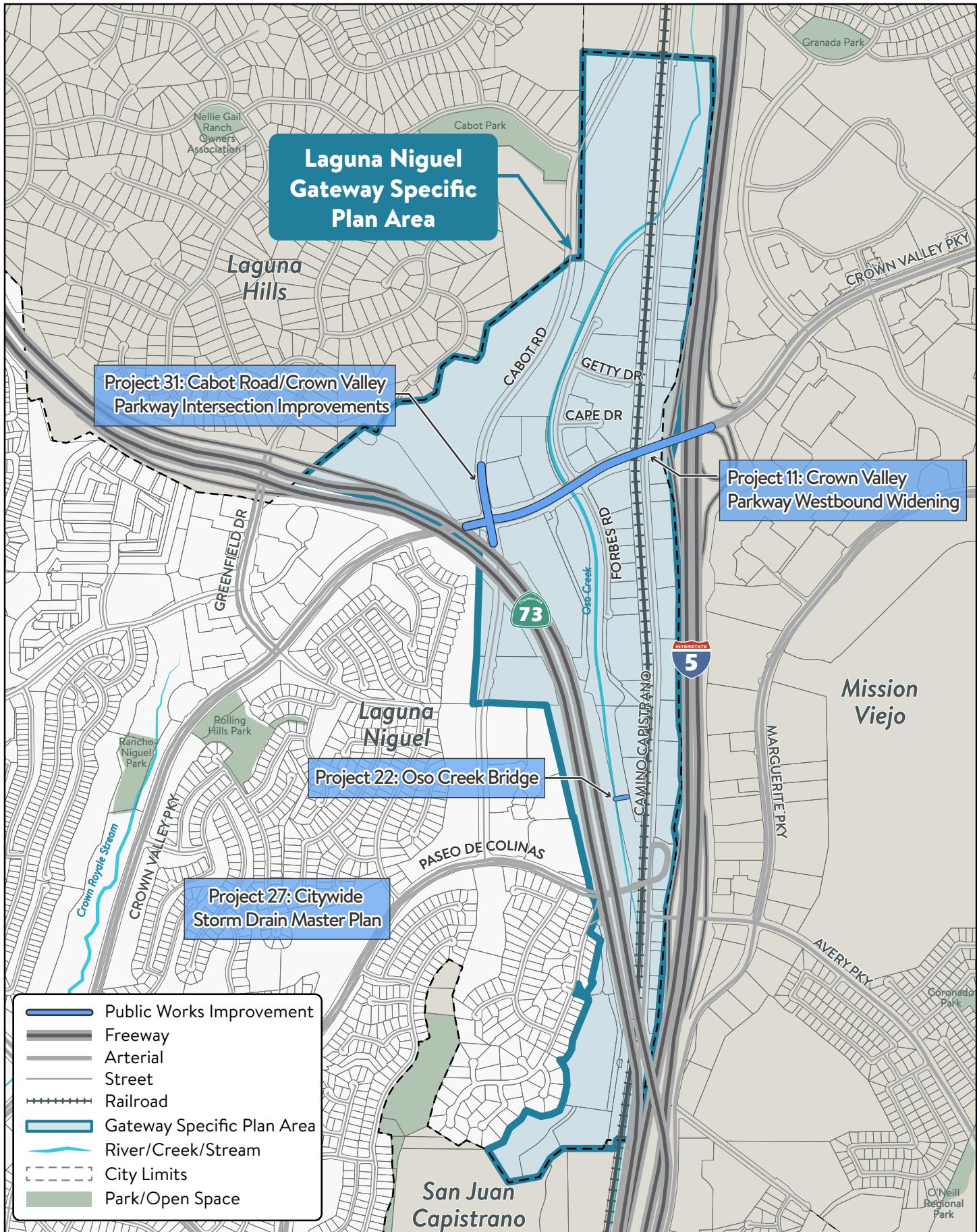


Figure 6

Public Works Led Projects

ATTACHMENT A - GATEWAY SPECIFIC PLAN IMPROVEMENTS DATABASE

| # | CATEGORY | ACTION | SOURCE | TYPE | IMPLEMENTATION STATUS |
|---|--|--|-------------------------|----------------|---------------------------|
| 1 | Funding Mechanisms and Strategies | Consider and establish appropriate funding mechanisms and strategies for construction and maintenance of identified infrastructure improvements, including roadways, utilities, trails, parks, and public spaces within the Gateway area, as well as community services required for new residents such as police, schools, and libraries. A combination of programs may be considered and established based on the mechanisms specified by Table 6-1, Table 6-2, and Table 6-3 and other funding sources that may be defined in the future. This strategy should: (A) Assess the probable timeline of specific development projects and associated infrastructure and community service needs. (B) Work with property owners and developers to review cost estimates for required infrastructure and service improvements and potential financing methods C. Further review the feasibility of key infrastructure and service financing mechanisms in terms of both legal/implementation issues and market/financial viability D. Conduct nexus analysis as necessary to set cost of specific infrastructure and service items relative to land ownerships and land use designations E. Adopt Public Facilities Financing Plan(s), developer reimbursement agreements, Community Services Districts (CSDs), and/or other implementing actions, as appropriate | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 2 | State and Federal Infrastructure Funding Sources | Pursue state and federal sources for the funding of infrastructure and community service improvements in the Gateway area. The program shall: A. Identify, monitor, and apply for other governmental funding sources for infrastructure and services, including State and Federal loans and grants B. Coordinate with regional transportation planning agencies such as the Southern California Association of Governments (SCAG), OCTA, and Caltrans | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 3 | Marketing Program | Develop and implement a marketing program to attract quality developers, retail, restaurant, and entertainment, hotel uses to locate in the Gateway area. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 4 | Catalyst Development Sites | Coordinate with owners of key opportunity properties to foster their redevelopment for projects with uses and of scale that distinctly identify and create value for the Gateway and catalyze additional development consistent with the objectives of the Specific Plan. This should encompass: A. Provide outreach services to existing property owners B. Promote well-designed and fiscally-sound mixed-use development projects C. Expedite City design and entitlement processes. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 5 | Public/Private Partnerships | Pursue joint public/private partnerships to induced desired development projects and infrastructure improvements in the Gateway area. This should encompass: A. Identify development opportunities where the combined contributions of the City with developers can achieve types, scale, qualities , and economic vitality of desired development B. Educate property owners and developers regarding the fiscal impacts and infrastructure funding responsibilities for new development C. Review individual development proposals in terms of fiscal impacts and sustainability and work with applicants to modify proposals if need D. Consider the use of Development Agreements as a means to secure additional — "benefits" from development projects that contribute to the objectives of the Specific Plan, while providing assurances to developers regarding the amount of development to be permitted. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 6 | Local Park Provision | Consider and establish appropriate local park requirements for new residential development in the Gateway area, including both apartments and ownership units. Amend the City's Local Park Code (Municipal Code Section 9-1-5) accordingly. | Specific Plan Table 6-5 | Administration | ACTION COMPLETED |

ATTACHMENT A - GATEWAY SPECIFIC PLAN IMPROVEMENTS DATABASE

| # | CATEGORY | ACTION | SOURCE | TYPE | IMPLEMENTATION STATUS |
|----|--|---|-------------------------|----------------|--|
| 7 | Monitor and Track Development Capacities | Develop administrative processes and appropriate databases to monitor and track the amount of development that will be entitled in the Gateway area consistent with Section 4.3.3 (Development Capacities), Section 4.3.4 (Minimum and Maximum Densities), Section 4.3.5 (Development Entitlement Management System [DEMS]), and the General Plan Land Use Element Statistical Summaries. The following key items should be monitored by statistical area and may include other information necessary to successfully monitor development proposals within the established capacities and DEMS systems. A. Existing and proposed land use by type (dwelling units, non-residential building square feet, population, and employees) B. Land use development limitation by type C. Remaining land use capacity by time D. Existing peak hour trips: AM peak hour inbound and outbound and PM peak hour inbound and outbound E. Peak hour trip limits: AM peak hour inbound and outbound and PM peak hour inbound and outbound F. Remaining peak hour trip capacity: AM peak hour inbound and outbound and PM peak hour inbound and outbound. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 8 | Update Land Use and Trip Generation Capacities | Update the Land Use and Trip Generation Limits and Database established above concurrent with project permit approvals. These shall update specified use and peak hour inbound and outbound trip capacities to account for the net changes in use and trip generation within the statistical area based on new construction and replacement of existing on-site development. Any adjustments made shall be consistent with the provisions of Section 4.3 (Allowable Uses) and the General Plan Land Use Element. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 9 | Evaluate Traffic Model and Conditions | At least once each 5 years, the City shall review traffic conditions on Crown Valley Parkway, Forbes Road, Cabot Road, the Crown Valley Parkway/Interstate 5 interchange, and any other roadway deemed of relevance by the City to the traffic conditions in the Specific Plan area, and determine the appropriateness of adjusting the land use and trip generation limits. As the preceding circumstances, any changes to the DEMS land use and trip generation limitations shall be reviewed with the Planning Commission and approved by the City Council as an amendment of the Specific Plan. | Specific Plan Table 6-5 | Administration | CONTINUE WORK IN PROGRESS |
| 10 | Crown Valley Parkway - Eastbound | Widen Crown Valley Parkway eastbound from Cabot Road to the Interstate-5 northbound on-ramp, including intersections with Cabot Road and Forbes Road to accommodate appropriate turning movements, median and parkway landscaping improvements, street furniture, lighting, and signage. | Specific Plan Table 6-5 | Mobility | ACTION COMPLETED |
| 11 | Crown Valley Parkway - Westbound | Widen Crown Valley Parkway westbound from the Interstate-5 southbound off-ramp to Cabot Road, including intersections with Cabot Road and Forbes Road to accommodate appropriate turning movements, median and parkway landscaping improvements, street furniture, lighting, and signage. | Specific Plan Table 6-5 | Mobility | ACTION TO BE ADVANCED BY CITY (Public Works) |
| 12 | Northerly Extension of Camino Capistrano | Design and construct the northerly extension of Camino Capistrano to Cabot Road at Vista Viejo within the City of Mission Viejo. | Specific Plan Table 6-5 | Mobility | MONITOR/EVALUATE DURING NEXT GATEWAY SPECIFIC PLAN UPDATE OR GENERAL PLAN UPDATE |
| 13 | Crown Valley Parkway/I-5 Interchange | Work with the California Department of Transportation (Caltrans), Orange County Transportation Agency (OCTA), and the City of Mission Viejo to promote the preparation of a master plan and funding for improvements of the Crown Valley Parkway/Interstate 5 interchange to reduce traffic congestion and improve levels of service. Based on studies conducted for the Gateway Specific Plan, a single-point intersection offers the greatest opportunity for managing traffic flows through the intersection and facilitating on- and off-ramp movements. | Specific Plan Table 6-5 | Mobility | MONITOR/EVALUATE DURING NEXT GATEWAY SPECIFIC PLAN UPDATE OR GENERAL PLAN UPDATE |
| 14 | Alternate Access to I-5 Freeway | Work with the California Department of Transportation (Caltrans), Orange County Transportation Agency (OCTA), and the City of Mission Viejo to identify, fund, and construct additional east/west traffic improvements and alternative access to the I-5 Freeway. | Specific Plan Table 6-5 | Mobility | MONITOR/EVALUATE DURING NEXT GATEWAY SPECIFIC PLAN UPDATE OR GENERAL PLAN UPDATE |
| 15 | Forbes Road North, West Side Streetscape | Design and construct streetscape improvements and a multi-purpose trail along the west side of Forbes Road north of Crown Valley Parkway. This should encompass trail grading and paving, parkway with trees and groundcover, and pedestrian-oriented street lights. | Specific Plan Table 6-5 | Streetscape | ACTION COMPLETED |

ATTACHMENT A - GATEWAY SPECIFIC PLAN IMPROVEMENTS DATABASE

| # | CATEGORY | ACTION | SOURCE | TYPE | IMPLEMENTATION STATUS |
|----|--|---|-------------------------|-------------|---|
| 16 | Forbes Road North, East Side Streetscape | Design and construct streetscape improvements in the median and along the east side of Forbes Road north of Crown Valley Parkway concurrent with and as a condition of development entitlements. This should include the landscaped median, sidewalks, and parkway (trees, groundcover, street furniture, pedestrian-oriented street lights, and other amenities). | Specific Plan Table 6-5 | Streetscape | CONTINUE WORK IN PROGRESS |
| 17 | Forbes Road South Streetscape | Design and construct streetscape improvements and a multi-purpose trail along the west side of Forbes Road south of Crown Valley Parkway to improve accessibility and the quality of the pedestrian realm connecting to the Laguna Niguel Metrolink Transit Station. This should encompass trail grading and paving, parkway with trees and groundcover, street furniture, pedestrian-oriented street lights, and other amenities. Improvements would be implemented concurrent with and as a condition of development entitlements. | Specific Plan Table 6-5 | Streetscape | CONTINUE WORK IN PROGRESS |
| 18 | Cabot Road Streetscape | As a third priority, streetscape improvements shall be developed along Cabot Road, north and south of Crown Valley Parkway. Improvements should include landscaped setbacks with trees and groundcover, a landscaped median, and sidewalks. Engineering and construction drawings and cost estimates need to be prepared and funding secured. | Specific Plan Table 6-5 | Streetscape | CONTINUE WORK IN PROGRESS |
| 19 | Camino Capistrano Streetscape | Install streetscape improvements along the west side of Camino Capistrano, including curb & gutter, parking bays, landscaping with trees, shrubs, and groundcover. | Specific Plan Table 6-5 | Streetscape | ACTION COMPLETED |
| 20 | Entry and Way-Finding Sign Program | Confirm, and update as necessary, the previously approved designs for the freeway identification, entry monumentation, district and way finding signage and banners. Improvements should be considered in conjunction with any streetscape improvements where feasible. | Specific Plan Table 6-5 | Streetscape | ACTION COMPLETED |
| 21 | Oso Creek | Work with the Orange County Flood Control District (OCFCD) to promote the preparation of a master plan providing for the visual and physical "softening" of Oso Creek south of Crown Valley Parkway. This may encompass adding vegetation to the creek bottom expanding existing riparian habitats or to channel sides developed with rip-rap and/or terracing the concrete sides to form more natural contours and plates for landscaping. Improvements should be coordinated with design plans for the development of a multi-purpose trail along its eastern edge. Improvements would need to be designed and engineered to assure that Oso Creek's functional integrity is maintained and water quality is not impacted. The timing of the master plan and construction of improvements is contingent on the availability of federal, state, and/or regional funding. | Specific Plan Table 6-5 | Open Space | ACTION TO BE ADVANCED BY CITY (Led by Community Development with Support by Public Works) |
| 22 | Bridge Over Oso Creek, South End of Forbes | A bridge would be constructed to provide pedestrian crossings of Oso Creek, connecting the Metrolink Transit Station area with properties to the west. Improvements would need to be approved by the OCFCD to assure that Oso Creek's functional integrity is maintained and water quality is not impacted. | Specific Plan Table 6-5 | Open Space | ACTION TO BE ADVANCED BY CITY (Led by Community Development with Support by Public Works) |
| 23 | Oso Creek Multi-Purpose trail bridge over Crown Valley Parkway | A bridge accommodating walkers, bicyclists, and equestrian riders will be developed to cross Crown Valley Parkway and connect the multi purpose trail along Oso Creek. | Specific Plan Table 6-5 | Open Space | MONITOR/EVALUATE DURING NEXT GATEWAY SPECIFIC PLAN UPDATE OR GENERAL PLAN UPDATE |
| 24 | Bridge Over Oso Creek, North of Crown Valley Parkway | A bridge would be constructed to provide pedestrian crossings of Oso Creek, connecting the multi-purpose trail and Gateway Mixed Use Village with open spaces and park improvements to the west. Improvements would need to be approved by the Orange County OCFCD to assure that Oso Creek's functional integrity is maintained and water quality is not impacted. (Related to Park Site below.) | Specific Plan Table 6-5 | Open Space | ACTION COMPLETED |
| 25 | Park Site | Work with property owners abutting the west side of Oso Creek north of Crown Valley Parkway to explore opportunities for the dedication and improvement of lands for a small park, approximately one acre or less, to serve the needs of Gateway residents and workers. Lands could be acquired by providing bonus densities in exchange for property dedication through a Development Agreement or other permit approval process or incorporated as a publicly accessible amenity into private development. | Specific Plan Table 6-5 | Open Space | ACTION COMPLETED |

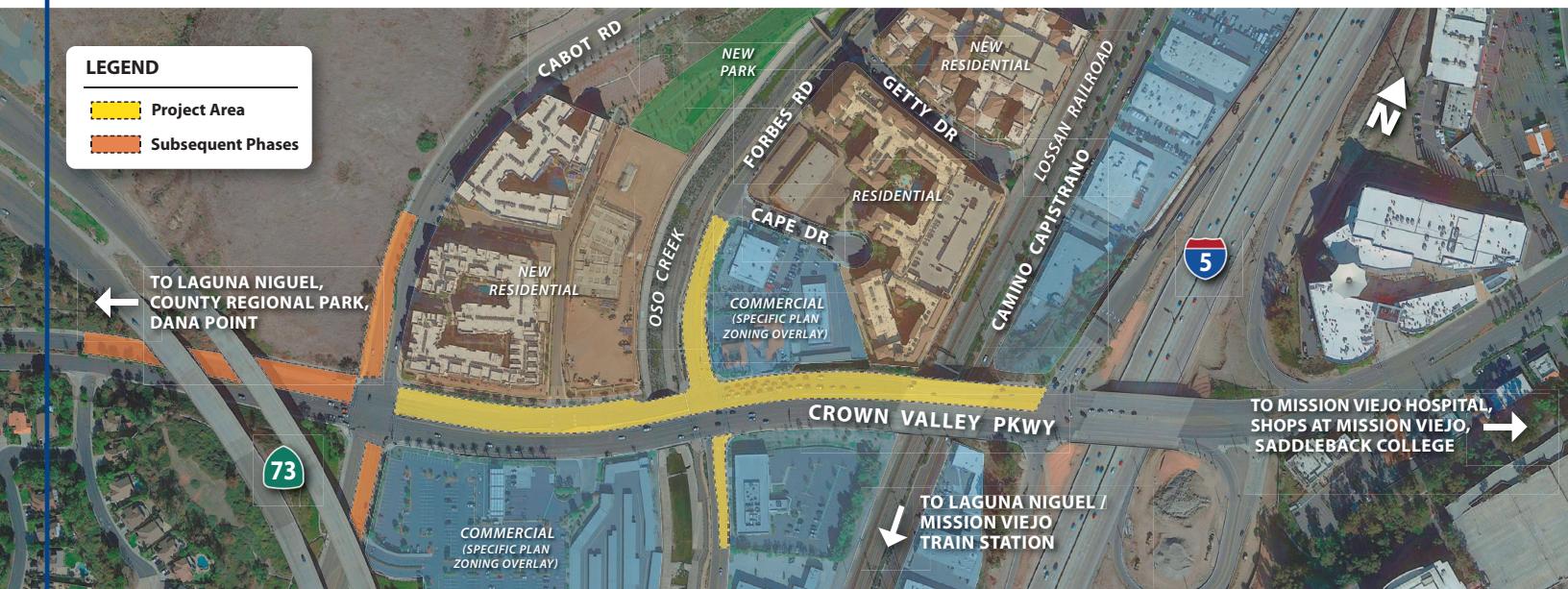
ATTACHMENT A - GATEWAY SPECIFIC PLAN IMPROVEMENTS DATABASE

| # | CATEGORY | ACTION | SOURCE | TYPE | IMPLEMENTATION STATUS |
|----|---|---|--|----------------|---|
| 26 | Galivan Basin Recreation | Work with the OCFCD to determine the feasibility of incorporating passive recreational elements in the Galivan Basin that can be used by local residents during dry periods. Any improvements must be designed to insure integrity of the Basin's detention and flood control purposes and not degrade water quality. They also must be designed to adapt during periods of inundation. A master plan for recreational use and joint-use agreement needs to be prepared in coordination with and approval by the OCFCD. | Specific Plan Table 6-5 | Open Space | ACTION TO BE ADVANCED BY CITY (Led by Community Development with Support by Public Works) |
| 27 | Infrastructure Master Plans | Prepare updated master plans for sanitary sewer, storm drainage, and domestic water service to account for changes and intensification of land use development accommodated by the Gateway Specific Plan and improvements identified in this document. This should include estimates of improvement costs, identification of funding sources, development of a financing plan, and schedule for implementation. | Specific Plan Table 6-5 | Infrastructure | ACTION TO BE ADVANCED BY CITY (Public Works) |
| 28 | Sanitary Sewer Improvements (Study and Plans) | Construct 1,200 linear feet of vitrified clay pipe and modifications of the existing lift station. The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured. | Specific Plan Table 6-5 | Infrastructure | ACTION TO ADVANCE BY OTHERS (MNWD) |
| 29 | Drainage-related Improvements (Study and Plans) | Construct additional inlets from redeveloped properties to trunk drainage systems and an additional 18-inch/24-inch RCP. The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured. | Specific Plan Table 6-5 | Infrastructure | CONTINUE WORK IN PROGRESS |
| 30 | Domestic Water Improvements (Study and Plans) | Construct various fire hydrants and a possible Pressure Reducing Structure (PRV). The timing of improvements needs to be correlated with the timing of anticipated intensification of development, based on studies conducted by the Public Works Department. Engineering and construction drawings and cost estimates need to be prepared and funding secured. | Specific Plan Table 6-5 | Infrastructure | ACTION TO ADVANCE BY OTHERS (MNWD) |
| 31 | Cabot Road/Crown Valley Parkway Intersection Improvements | Improve Cabot Road/Crown Valley Parkway intersection to provide a fourth westbound through lane through the intersection as well as additional intersection capacity for the northbound and southbound approaches. These improvements are identified to serve buildout of remaining Gateway Specific Plan land uses and are schedule dependent upon the pace of private sector development. | Laguna Niguel Gateway Specific Plan 5-Year Traffic Review (April 2022) | Infrastructure | ACTION TO BE ADVANCED BY CITY (Public Works) |

PROJECT FACT SHEET

CROWN VALLEY PARKWAY WESTBOUND WIDENING

Implementing Agency:
City of Laguna Niguel



► PROJECT BENEFITS

- Supports new housing development within 1-mile of the Metrolink Train Station and transit center
- Addresses congestion pinch points along Crown Valley Parkway
- Adds Class II On-Street bike lane continuity within project limits
- Serves major east-west route for travelers in Cities of Laguna Niguel and Mission Viejo
- Additional westbound lane serves heavy traffic demand at Interstate 5 interchange and freeway ramps
- Enhances mobility on major corridor linking to Mission Hospital, Saddleback College, County Regional Park, Shops at Mission Viejo regional shopping center, and other major retailers
- Supplements major infrastructure improvements related to 2011 Gateway Specific Plan area

► PROJECT INFORMATION

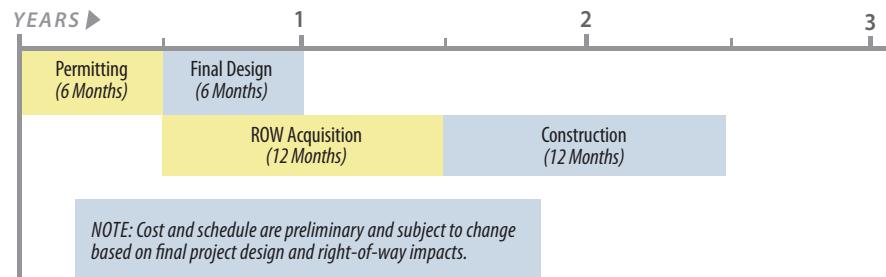
- Closes 1000-feet long gap in Class II On-Street bike lane
- Extends center median to serve heavy traffic demand to Costco regional business and new housing along Cabot Road
- Adds fourth westbound travel lane along 1700-feet congested roadway
- Aligns with OCTA & Caltrans led improvements to Interstate 5 (under construction)
- Subsequent improvements will improve operations at Cabot Road / Crown Valley Parkway intersection to manage additional land uses in Gateway Specific Plan Area.

► PROJECT COST

| | TOTAL | FUTURE PHASES TO BE DETERMINED |
|--------------|---------------------|---|
| Permitting | \$ 160,000 | |
| Final Design | \$ 650,000 | |
| Right of Way | TBD | |
| Construction | \$ 11,210,000 | |
| TOTAL | \$12,020,000 | |

Cost does not include potential right-of-way acquisition.

► PROJECT SCHEDULE



► PROJECT OUTCOMES



Increases Mobility Options



Gap Closure



Supports Economic Recovery



Benefits New Housing