



Feb. 28, 2019

California Department of Transportation

Orange County Transportation Authority

Caltrans District 12, Division of Environmental Analysis
1750 E. 4th St, Suite 100, Santa Ana, CA 92705

Attn: Gabriela Duran

RE: 695 Katella Interchange Project

Feb. 19, 2019

Ladies and Gentlemen

The Rossmoor Homeowners Association, which represents more than 1,100 households in unincorporated Rossmoor, has reviewed the responses to our comments in its draft EIR for the 605 Katella interchange project and wants to be on record objecting to the existing plan to expand eastbound Katella by taking 12 feet of existing greenway for a shoulder, bike lane and additional roadway.

The RHA rejects the Caltrans acoustic assessment that bring traffic closer to homes on Ruth Elaine will not result in acceptable increases in noise impacts in the neighborhood.

When Caltrans and/or OCTA begin the final engineering design for the project, RHA expects the agencies to build a brick faced sound wall, consistent with Rossmoor's existing signature wall on Los Alamitos Blvd., along the eastbound Katella section of the project footprint.

Rossmoor is an extraordinary community, proud of its quality of life and the civic engagement of its homeowners. The removal of 12 feet of beautiful landscaping and trees will have an unacceptable impact acoustically and visually. We believe that can be ameliorated by a high brick-faced sound wall that will reduce noise impacts and improve the aesthetics of the project.

As you know, RHA does not believe the project is worth the expenditure of public funds, as it will do nothing to improve traffic flow either on the Katella or on the freeway. In fact, it appears the design will impede traffic on Katella.

The responses to our concerns in your draft final EIR were that the \$40 million project is aimed at reducing future congestion on the ramps and improving pedestrian and bicyclist movements through the interchange—even though there was no survey of how many pedestrians or bicyclists move through the area on a daily basis. It does not appear that this project was weighed against other possible improvements to the freeway or the interchange. We continue to favor option 1, which is the no build alternative.

We also are very concerned about the plan for a eastbound bike lane that will terminate at the 605 interchange with no connectivity west of the freeway. We don't see how this is useful. We recommend that the project minimize any intrusions into the existing greenway.

However, if Caltrans and/or OCTA decide to move forward with option 2, we feel very strongly that the modest additional cost of a brick-faced sound wall would be essential to avoiding RHA opposition to the project in the future. This letter and its recommendations were adopted by a resolution of the RHA board on Feb. 19, 2019.

Sincerely,

Ralph Vartabedian

RHA president and traffic committee chairman