



3.0 Project Description



3.0 PROJECT DESCRIPTION

3.1 PROJECT LOCATION AND SETTING

3.1.1 PROJECT LOCATION

The site for the proposed Portola Center Area Plan, and Tentative Tract Maps 15353 and 17300 (the Portola Center Project; herein referenced as the project), is located in the City of Lake Forest, California. The City of Lake Forest (City) is located in southern Orange County, between Los Angeles and San Diego Counties, on the east side of Interstate 5 (I-5); refer to Exhibit 3-1, *Regional Vicinity*. The 195-acre project site¹ is generally situated northeast of the Foothill Transportation Corridor (State Route [SR]-241) and west of El Toro Road, at the intersection of Saddleback Ranch Road and Glenn Ranch Road; refer to Exhibit 3-2, *Site Vicinity*. Regional access to the site is provided via I-5, SR-241, Santa Margarita Parkway/Portola Parkway, and El Toro Road. Local access to the site is provided via Glenn Ranch Road, which connects to El Toro Road to the east and Portola Parkway to the west.

The project site is part of the Portola Hills Planned Community. The existing Portola Hills residential community, consisting of approximately 2,200 homes, is located north of the project site. There is no development south of the project site, although there are industrial and business park uses nearby to the west.

3.1.2 PROJECT SETTING (EXISTING CONDITIONS)

EXISTING ON-SITE CONDITIONS

The project is divided by developed roadways, Glenn Ranch Road and Saddleback Ranch Road. With the exception of these roadways, the project site is currently undeveloped. Portions of the property were altered by grading and other maintenance-related activities. A large flood control basin was graded west of Saddleback Ranch Road in order to accommodate storm flows by allowing some settlement and velocity dissipation before being carried downstream. Several bench drains exist along the manufactured slopes adjacent to the residential community to the north and along the roadways. Remnants of a construction-related water storage feature are located on the southern portion of the project site, south of Glenn Ranch Road.

¹ The Opportunities Study Area Program Environmental Impact Report (OSA PEIR) (SCH 2004071039) analyzed a Portola Center Site (Site 2) consisting of 243 acres. Approximately 48 acres of the property previously analyzed have been dedicated to the City of Lake Forest or the County of Orange for use as permanent open space. Accordingly, the area covered by the Area Plan and TTMs 15353 and 17300 has been reduced to 195 acres (Written Correspondence: Scott C. Molloy, Senior Project Planner, Baldwin & Sons, October 3, 2011).



Source: Google Earth, February 2013.

— Project Boundary

NOT TO SCALE



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PORTOLA CENTER PROJECT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
Site Vicinity

Exhibit 3-2



General Plan Figure LU-1, *Land Use Policy Map*, illustrates the City's General Plan land use designations and indicates the project site is designated Low Density Residential, Medium Density Residential, Mixed-Use, Community Park/Open Space, and Open Space. The *Lake Forest Planned Community Map* illustrates the City's planned communities and indicates the project site is located within Planned Community 9, *Portola Hills Planned Community* (Portola Hills Planned Community).² The project site encompasses approximately 195 acres within the southern portion of the 1,006-acre Portola Hills Planned Community.

ZC (*Zone Change*) 2008-02 *Portola Center Map* depicts the zoning and indicates the project site is zoned Single-Family, Multi-Family, Mixed-Use, Park, and Open Space.³

SURROUNDING LAND USES

The land uses surrounding the project site are:

- North: Single and multi-family residential uses and open space are located immediately north of the project site. The General Plan land use designations to the north are Low Density Residential, Low-Medium Density Residential, and Regional Park/Open Space. The land uses to the north are within the Portola Hills Community and are designated Single Family, Multi-Family, and Open Space.
- East: Open Space uses, Aliso Creek, and El Toro Road are located to the east of the project site. Attached and detached residential uses are located southeast of the project site, southeast of El Toro Road. The General Plan designations to the east include Regional Park/Open Space and Open Space. The Portola Hills Community land use to the east is designated Open Space.
- South: A Southern California Edison Utility easement is located to the south of the project site. The General Plan designation to the south is Open Space. The zoning is A1 (Agricultural District).
- West: Whiting Ranch Wilderness Regional Park is located west/northwest of the project site. The General Plan designations to the west are Regional Park/Open Space and Business Park. The zoning to the west is OS (Open Space).

3.2 BACKGROUND AND HISTORY

3.2.1 OPPORTUNITY STUDY AREA BACKGROUND

Due to aircraft flight patterns from the former El Toro Marine Corps Air Station (El Toro MCAS) and resultant noise from aircraft, restrictions were placed on a large swath of land located in the

² City of Lake Forest Website, *Lake Forest Planned Community Map*, <http://www.lakeforestca.gov/civica/filebank/blobdload.asp?BlobID=3595>, Accessed June 19, 2013.

³ City of Lake Forest Website, *Portola Hills Planned Community Development Plan & Supplemental Text ZC 2008-02 Portola Center [Map]*, <http://www.lakeforestca.gov/civica/filebank/blobdload.asp?BlobID=3597>, Accessed June 19, 2013.



central portion of the City (which includes the project site). This area was formerly contained within the 65 Community Noise Equivalent Level (CNEL) contours and airport crash zones, which restricted development in this portion of the City. As the City developed in the southern and northern portions with residential and commercial development, along with areas of park, trail, and other recreational uses, this land use restricted area was developed with industrial, office, and commercial uses devoid of the open space and trail linkages found in the remainder of the City. Consequently, the land use restrictions effectively segregated the northern and southern portions of the City.

With the decision to utilize the former El Toro MCAS property for non-aviation uses, the restriction on certain development in the central portion of the City is no longer necessary. The City initiated a series of studies, collectively dubbed the “Opportunities Study.” The overall purpose of the Opportunities Study was to examine the impacts and benefits of changes to the allowed land uses in this land use restricted area. At the outset of the Opportunities Study, the City Council developed study objectives. Utilizing the established study objectives as the basis for analysis of the potential land use changes, the City Council approved a phased approach to the Opportunities Study. The City accepted conceptual plans from six landowners in the restricted land use area, cumulatively called the “Landowner Concept Plan,” which included residential and mixed uses. The land use changes proposed by the landowners were evaluated from planning, traffic, and fiscal perspectives, and compared against the industrial and commercial land uses previously allowed under the City’s General Plan. Through the Opportunities Study process, a “Recommended Plan” was developed for further study. The Recommended Plan for development included seven parcels⁴, with a public facilities overlay applied to a portion of the seventh parcel.

The *City of Lake Forest Opportunities Study Final Program Environmental Impact Report* (OSA PEIR) was prepared in order to consider potential environmental impacts that would result from implementation of the City’s proposed land use changes pursuant to the Recommended Plan. The City subsequently identified a new alternative (Alternative 7), which was a combination of several of the alternatives discussed in the OSA PEIR. The new Chapter 7, which was circulated for public review and analysis, described Alternative 7 and provided additional information on significant changes or new information that occurred subsequent to circulation of the prior Draft OSA PEIR. The land uses proposed under Alternative 7 are summarized in the OSA PEIR Table 7.4-1. From among the seven development alternatives analyzed in the OSA PEIR, the environmentally superior alternative was concluded to be Alternative 7 (Hybrid Alternative).

The OSA PEIR included an analysis of Site 2, which generally comprises the proposed Portola Center Area Plan and Tentative Tract Map Nos. 15353 and 17300 project (the subject of this Environmental Impact Report [EIR]). According to OSA PEIR Table 2-5, the OSA PEIR assumed development of a maximum of 1,132 dwelling units, 178,720 square feet of commercial uses, 10.0 acres of Neighborhood Park, and public facilities (including a transportation network) on Site 2. Pursuant to the OSA PEIR Table 7.4-1, Alternative 7 involves a maximum of 930 dwelling units, 40,000 square feet of commercial, and 8.0 acres of Park uses on Site 2. The OSA PEIR, which analyzed the environmental impacts associated with implementation of General Plan Amendment

⁴ The OSA PEIR analyzed a total of seven sites for potential development. General Plan Amendments, Zone Changes, and Development Agreements were approved for five of the seven analyzed properties in 2008 and 2010.



2008-02B and Zone Change 2008-02, among others, was certified on June 3, 2008, and the City adopted Alternative 7.

Concurrent with the approval of the OSA General Plan Amendment (GPA) and certification of the OSA PEIR, the City and Applicants entered into a Development Agreement (approved July 1, 2008) whereby the City vests the “permitted uses, density, intensity of use, and timing and phasing of development consistent with the New Development Plan in exchange for the Owner’s commitment to provide significant public benefits to the City...” As set forth in the Development Agreement (Section 9, *Public Benefits*), the Owner agrees to contribute to the development of certain public facilities owned by the City and School District:

City Facilities

- Sports Park, City Hall, and Community Center;
- Dedication or acquisition of a park site (Portola Center Park Site, consisting of an on-site 8.0-acre Sports Park and an on-site 5.0-acre Neighborhood Park, Rados Park Site Option, consisting of the Rados site and an on-site 5-acre Neighborhood Park, or Alternative Off-Site Park Site Option, consisting of an off-site park site and an on-site 5.0-acre Neighborhood Park);
- Dedication of neighborhood park land at a rate of 3 net usable acres per 1,000 residents, which shall include the on-site 5.0-acre Neighborhood Park, described above; and
- Lake Forest Transportation Mitigation (LFTM) Improvements.

School Facilities

- School Facilities funding and mitigation.

3.2.2 IMPLEMENTING AGREEMENTS BACKGROUND

The Development Agreement between the City and Portola authorizes the use of an implementing agreement “for the implementation of obligations established in” the Development Agreement. The City and Portola have entered into two implementing agreements, one in March 2010 and another in June 2013.

MARCH 2010 IMPLEMENTING AGREEMENT

On June 12, 2009, the Nature Reserve of Orange County (NROC) Board of Directors approved a boundary adjustment to the Natural Community Conservation Plan & Habitat Conservation Plan County of Orange Central & Coastal Subregion NCCP/HCP, to remove an erroneously mapped “Proposed NCCP Reserve” designation from the Property (project site).

Thereafter, on March 18, 2010, the NROC Board of Directors approved a Minor Amendment to the NCCP/HCP to allow for development in a designated “Existing Use Area.” The Minor Amendment establishes the appropriate Mitigation Fee for the project and ensures that the development of the project is consistent with the NCCP/HCP, including development of the



“Existing Use Area.” The Minor Amendment also establishes that with the payment of the Mitigation Fee subject to certain credits and the implementation of construction measures in the NCCP/HCP (imposed on the project as Mitigation Measure 3.4-2 in the OSA PEIR), no further action (e.g., open space dedications or other biological mitigation) is required by the project applicant under the NCCP/HCP and the Federal Endangered Species Act (FESA) and California Endangered Species Act (CESA) for development of the project. Accordingly, to date, the Applicant has conveyed all the required open space (approximately 32 acres) through the Irrevocable Offers of Dedication of Fee Interest (IOD) (discussed below) to the City.

In connection with the Minor Amendment, the City and the Applicants entered into an Implementing Agreement (2010 IA) (dated March 18, 2010) for purposes of implementing obligations established in the Development Agreement and the Minor Amendment. Specifically, the 2010 IA confirmed, consistent with NROC’s determination in the Minor Amendment, the City’s determination that development of the project (as defined in the Development Agreement), including development on that portion of the property currently designated as “Existing Use Area” and that portion of the property that was previously designated as “Proposed NCCP Reserve,” is consistent with the NCCP/HCP and is in compliance with FESA and CESA. Further, consistent with NROC’s determination in the Minor Amendment, the 2010 IA confirms the City’s determination that development of the project, including development on the currently designated “Existing Use Area” and the previously mapped “Proposed NCCP Reserve,” is allowable without any further action by the City with respect to the NCCP/HCP, or the FESA and CESA. It confirms Portola’s agreement to the City’s determination and recordation of certain Irrevocable Offers to Dedicate and Lot Line Adjustments for certain open space to be added to the Reserve system. This open space is the open space that the Applicant has already conveyed to the City as part of the mitigation addressed in the Minor Amendment.

In addition, the 2010 IA effectuates Portola’s agreement to locate residential lots according to a defined “Development Area.” The 2010 IA also effectuates the City’s agreement to use its best efforts to support Portola with respect to (1) a revised land use plan, which would add up to twenty (20) residential lots to the planning area north of Glenn Ranch Road, but the total residential lots shall not exceed what is allowed by the Development Agreement; (2) proposed retaining walls, including working cooperatively with Portola to review the proposed retaining wall designs consistent with guidelines adopted by the City that allow for the unique conditions of the project site subject to the Development Agreement; and (3) implementation of appropriate fuel management zones as authorized by the Orange County Fire Authority.

Finally, pursuant to the Development Agreement, the 2010 IA confirms the project may develop between 10,000 and 40,000 square feet of commercial space and be in compliance with the Development Agreement.

JUNE 2013 IMPLEMENTING AGREEMENT

Pursuant to the terms of the Development Agreement, the Applicant is required to identify an eight-acre sports park within Portola Center on its First Tentative Map, with the option of substituting the Sports Park Site Component with an offsite sports park or the Rados Park Site. The Development Agreement also provides that if the Applicant is “unable to dedicate the Rados Park Site, City may ...



commence proceedings ... to condemn the Rados Park Site.” Prior to the deadline for the Applicant to provide an irrevocable offer to dedicate the Rados Park Site, the Applicant commenced negotiations for the acquisition of the Rados Park Site but when the Applicant was unable to acquire the Rados Park Site, the City commenced proceedings to condemn the Rados Park Site in order to meet the City’s schedule to build a sports park on the site. The City took possession of the Rados Park Site on April 1, 2012, and in June 2013, settled the condemnation proceedings, and anticipates a formal settlement agreement to be executed in July 2013.

During the pendency of the Rados condemnation proceedings, the Applicant was processing its First Tentative Map with the City, and consistent with the Development Agreement, proposed alternate maps to satisfy the sports park component of the proposed project. One map included an onsite 8.0-acre Sports Park Site Component within the boundaries of the project site, and a second map implemented the Rados Park Site Option, where the Applicant would participate in the acquisition of the offsite Rados property and residential units would be located where the onsite Sports Park Site Component would have been sited. Both maps are considered in the Modified Initial Study. Since the issuance of the Modified Initial Study, the Applicant has determined to proceed with the Rados Park Site Option, which is the option and map that is evaluated in this SEIR.

In addition, the City and the Applicant sought to implement the obligations of the Development Agreement with respect to the Rados Park Site, affordable housing, neighborhood parkland and public trails, and associated credits, and entered into an Implementing Agreement in June 2013. More specifically, the 2013 Implementing Agreement (2013 IA) confirms Portola’s obligations with respect to the Sports Park Site Component under the Development Agreement, and establishes a schedule for Portola’s payment of the Fair Market Value of the Rados Park Site and Condemnation Costs and for City’s granting of City Facilities Fees credits.⁵ The 2013 IA confirms Portola’s obligations to provide or to facilitate the production of affordable housing under the Affordable Housing Implementation Plan, including Portola’s ability to provide Second Units. Finally, the 2013 IA confirms Portola’s obligations with respect to the neighborhood parkland, including neighborhood parkland credits for improved parkland, public and private, and clarifies Portola’s ability to build an improved public trail and receive credits for such trail.

3.3 PROJECT CHARACTERISTICS

3.3.1 PROJECT DESCRIPTION

The project consists of the Portola Center Area Plan (Area Plan) and Tentative Tract Map (TTM) Nos. 15353 and 17300 for the 195-acre project site. Pursuant to the Portola Center Development Agreement, the total number of dwelling units in the project shall be a minimum of 904 units and shall not exceed 930 units and the total commercial floor area shall be a minimum of 10,000 square feet. The project would include a variety of housing types, including single-family and multi-family homes, a mixed-use area with a small neighborhood commercial component, as well as parks, and open space.

⁵ The terms with initial capital letters utilized in this summary are defined in the 2013 IA or the Development Agreement.



The Area Plan would provide a comprehensive set of guidelines, regulations, and implementation plans that would help guide development of the project site. The Area Plan is designed to serve as a “blueprint” for development of the project area by establishing the distribution of the different land uses in the project and the criteria for development of each land use area. Exhibit 3-3, Proposed Master Land Use Plan, illustrates the land use planned for the project site.

The two Tentative Tract Maps, TTM 17300 and 15353 serve to implement the Area Plan by subdividing the project site for development. North of Glenn Ranch Road, TTM 17300 proposes two single-family residential neighborhoods (east and west of Saddleback Ranch Road) that would be consistent with the single-family residential neighborhoods of the existing Portola Hills Community. South of Glenn Ranch Road, TTM 15353 proposes various single- and multi-family neighborhoods, as well as a mixed-use (neighborhood-serving commercial/residential) site.

Pedestrian parks would be interspersed throughout the project site, and in combination with a new 5.0-acre public Neighborhood Park at the southwestern corner of the intersection of Glenn Ranch Road and Saddleback Ranch Road intersection and 1.5 acres of new enhanced public trail. The project would include approximately 10.8 net acres of total parkland. Natural open space areas are planned within and along the site’s perimeter. The Applicant’s sports park contribution would be satisfied by implementing the Rados Park Site Option, thereby participating in the acquisition of the Rados property to be utilized for the City’s sports park.

The detailed project characteristics, implemented by the development of the TTMs in accordance with the Area Plan, are as follows:

Residential

A maximum of 930 dwelling units (18 with attached accessory living quarters/secondary units) would be developed (but with no fewer than 904 dwelling units) in a variety of housing types including single-family detached, multi-family, and affordable units, distributed across approximately 146 acres of net development area, including 57 affordable units in a mixed-use site. The land uses would be distributed in three Planning Areas, as follows:

- The **Portola Northwest Planning Area** supporting 81 single-family homes and bordered by Whiting Ranch on the west, Glenn Ranch Road on the south, Saddleback Ranch Road on the east, and the existing Portola Hills Community on the north;
- The **Portola Northeast Planning Area** supporting 223 single-family homes bordered by Saddleback Ranch Road on the west, Glenn Ranch Road on the south, the Aliso Serrano Open Space area on the east, and the Portola Hills Community on the north;
- The **Portola South Planning Area** supporting 626 dwelling units (313 single-family homes, 256 multi-family homes, and 57 affordable apartments) and the mixed use site with 10,000 square feet of neighborhood-serving commercial/retail space bordered by the Southern California Edison Electric Transmission Corridor property on the southwest, the Aliso Serrano Open Space area on the southeast, and Glenn Ranch Road on the north; and



Source: Design Fusion International, Inc.

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PORTOLA CENTER PROJECT
 SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
Proposed Master Land Use Plan

Exhibit 3-3



- 18 attached accessory living quarters/second units, which by California Law and the City of Lake Forest Municipal Code Section 9.146.050 are an accessory use and not separate dwelling units, geographically distributed throughout the Portola Northwest and Northeast Planning Areas.

Mixed-Use

An approximately 2.0-acre mixed-use site located southeast of the intersection of Glenn Ranch Road and Saddleback Ranch Road is proposed to be developed with:

- 10,000 square feet of street-level neighborhood-serving commercial/retail uses; and
- 57 affordable apartments, which may include senior housing, in combination with the commercial/retail uses.

New Parks, Trails, and Open Space

The project proposes the following parkland allocations:

- A 5.0-acre net/6.3-acre gross Neighborhood Park, at the southwest corner of the Glenn Ranch Road/Saddleback Ranch Road intersection, to include public parking, restrooms, a tot lot, and lighted athletic fields and courts.
- 4.3 net acres/5.0 gross acres of six separate pedestrian (public or private) parks and private recreational facilities distributed throughout the project area.
- Approximately 1.5 lineal miles (1.5 acres) of new hiking and walking trails and trail amenities including rest areas, viewing areas, and par course-style activity nodes encircling the South Planning Area with connections from the 5.0 acre public Neighborhood Park on the western edge of the site to the eastern edge of Glenn Ranch Road.
- Implementation of Rados Park Site Option and acquisition of Rados property for City's sports park.

For trails and open space, the project also proposes:

- Enhancements including landscaping, fencing, and decorative block walls to the existing Aliso Serrano Riding and Hiking Trail.
- An expanded eight-foot-wide sidewalk/pedestrian pathway beginning along the east side of Saddleback Ranch Road at the northern edge of the project boundary, extending all the way through the project and terminating at one of the project's pedestrian parks located at the northeastern driveway along Glenn Ranch Road.
- Connections to off-site trails from the Portola Northwest and South Planning Areas to Whiting Ranch Wilderness Park and the Aliso Creek Trail.
- Approximately 32 acres of open space preserve dedications, including property already conveyed to the City.
- Approximately 15 acres of open space previously conveyed to the County of Orange for preserve dedication.



Circulation and Access

Regional access to the project site would be provided via Glenn Ranch Road, which connects to the regional arterials of Portola Parkway to the west and El Toro Road to the east. Access for the project is planned off of Glenn Ranch Road and Saddleback Ranch Road through three new project driveways. Proposed project access points would include:

- Portola Northwest Planning Area:
 - A single primary entry (“Project Driveway 1”) along Saddleback Ranch Road approximately 500 feet north of the Glenn Ranch Road/Saddleback Ranch Road intersection in the form of an unsignalized T-intersection with dedicated left turn lanes in and out of the planning area.
- Portola Northeast Planning Area:
 - A single primary entry (“Project Driveway 2”) along Glenn Ranch Road approximately 1,800 feet east of the Glenn Ranch Road/Saddleback Ranch Road intersection in the form of a new four-way signalized intersection with dedicated left turn lanes in and out of the planning area. This signalized intersection is required as a result of a peak-hour signal warrant analysis (refer to [Section 5.5, *Traffic/Circulation*](#), for more information); and
 - A gated emergency access for emergency ingress and egress to the planning area along Glenn Ranch Road approximately 900 feet east of the Glenn Ranch Road/Saddleback Ranch Road intersection.
- Portola South Planning Area:
 - A new fourth leg on the south end of the existing Glenn Ranch Road/Saddleback Ranch Road signalized intersection with dedicated left turn lanes in and out; and
 - A separate entry (“Project Driveway 3”) approximately 1,800 feet east of the Glenn Ranch Road/Saddleback Ranch Road intersection in the form of a new four-way signalized intersection (shared by the primary entry to the Northeast Planning Area) with dedicated left turn lanes in and out of the planning area.
- Improvements to existing roadways:
 - A new “free-right turn” lane southbound on Saddleback Ranch Road and an added acceleration lane westerly on Glenn Ranch Road at the Glenn Ranch Road/Saddleback Ranch Road intersection;
 - Raised landscaped medians along Glenn Ranch Road and Saddleback Ranch Road within the boundaries of the project site;
 - Dedicated left turn lanes into the project driveways along Glenn Ranch Road and Saddleback Ranch Road and new traffic signals along Glenn Ranch Road; and
 - A new four-way signalized intersection along Glenn Ranch Road approximately 1,800 feet east of the existing Glenn Ranch Road/Saddleback Ranch Road intersection.



- Internal Circulation and Project Entries
 - The majority of the project's internal streets would be constructed to a 36-foot-wide paved width within a 54-foot-wide right-of-way with sidewalks, landscaped parkways, and parking on both sides. The Portola South Planning Area includes an internal collector road with a 40-foot-wide paved width and an enhanced 8-foot-wide pedestrian pathway within a 64-foot-wide right-of-way that connects the two entries to the planning area. The Portola South Planning Area also includes courtyard-style homes with shared driveways and homes along shared drive isles. The project proposes the option to gate the entrances. Gated entrances have been designed with raised landscaped medians and in accordance with Orange County design standards for gated entrances (OC Standard Plan 1107) and shown on the TTMs.

Grading

- The project anticipates mass grading which would be completed in multiple phases.
- The Portola South Planning Area would involve approximately 2,300,000 cubic yards of cut and an equal amount of fill. The Portola Northwest and Northeast Planning Areas would involve approximately 1,970,000 cubic yards of cut and an equal amount of fill.
- Each Planning Area is designed to balance internally; however, fill material would be exchanged between the North and South Planning Areas such that approximately 550,000 cubic yards of non-select fill material from the Portola North Planning Areas would be transported across Glenn Ranch Road and Saddleback Ranch Road and exchanged with 550,000 cubic yards of select fill material from the Portola South Planning Area.
- The transport of fill material between the South and Northeast Planning Areas would be restricted to occur only at Project Driveway 2, whereas the transport of fill material between the South and Northwest Planning Areas would be between Project Driveways 3 and 1 and would utilize the Glenn Ranch Road/Saddleback Ranch Road intersection via Saddleback Ranch Road.
- Retaining walls, constructed of Mechanically Stabilized Earth (MSE) or standard concrete, of varying sizes and configurations are proposed throughout the project site as a key component of the grading plan.

Infrastructure and Other Community Facilities

- New on-site infrastructure to connect to the existing community-level facilities for water, sewer, drainage, electrical, gas, and franchise utilities.
- Offsite intersection improvements at the Portola Parkway/Santa Margarita Parkway at El Toro Road in the form of an overlap phase for the southbound right-turn movement from Portola Parkway to El Toro Road and removal of the eastbound u-turn movement along El Toro Road.
- An existing earthen detention basin is located in the western corner of the Portola South Planning Area (in the footprint of the proposed 5.0-acre Neighborhood Park) which detains and releases storm water flows from the existing Portola Hills Community. The project proposes to replace this basin with a new underground concrete detention basin designed in accordance with the same design parameters used to design the existing earthen basin.



Limited rerouting of the existing storm drain line supplying the existing basin would need to occur at and around the project entry at the Glenn Ranch Road/Saddleback Ranch Road intersection to connect to the new basin. A new storm drain line would be routed through the project site to outlet at the current outfall location for the existing basin.

- Project and Portola Hills Community Monuments along Glenn Ranch Road and Saddleback Ranch Road.
- Relocation of the County trail on the western project boundary in the Portola Northwest Planning Area.

Design Guidelines

The Area Plan includes Design Guidelines and Development Standards to guide development and building/site design by defining the intended character of the various project components.

While the Portola Hills Planned Community regulations specify the minimum building setbacks, maximum height limits, and other improvement standards, the Area Plan Design Guidelines elaborate upon those regulations by providing guidance on specific areas of consideration including, but not limited to, the following: Community Character and Design Features; Landscape Concept; Tree and Plant Palette; Parks, Trails, and Open Space; Community Walls and Fences; Entries; and Architectural Design (i.e., Architectural Themes, Non-Residential Architectural Styles; and Architectural Components).

Project Phasing

The Area Plan contains a Public Facilities Financing and Phasing (PFFP) Plan identifying backbone infrastructure and a phasing plan for development of the three Planning Areas (the Northwest, Northeast, and South Planning Areas). The PFFP Plan describes the phasing for the development of public facilities and infrastructure in accordance with construction of homes, parks, and commercial space. The PFFP Plan also implements elements of the Development Agreement, such as requiring the improvement of the onsite 5.0-acre Neighborhood Park site to super-pad condition (graded with utility connections) prior to recordation of the first Final Map.

TENTATIVE TRACT MAP NOS. 15353 AND 17300

Tentative Tract Map Nos. 15353 and 17300 propose to subdivide the project site for the purpose of creating individual lots for residential, mixed-use, park, open space, and other land uses, in accordance with the proposed Area Plan; refer to [Exhibit 3-4, Site Plan](#). TTM 17300 involves the 99.5-acre northern portion of the project site, while TTM 15353 involves the 95.5-acre southern portion of the project site. According to the Development Agreement, Exhibit F, Section A.2.a, “as a part of the First Tentative Map(s), [the Applicant] shall identify a park site location within Portola Center (“Portola Center Park Site”), which shall consist of 13 contiguous net useable acres, consisting of an eight (8) acre sports park site component (the “Sports Park Site Component”), which acreage may be reduced by up to one (1) acre ... and a five (5) acre neighborhood park site component (the “Five-Acre Neighborhood Park Site Component”)...”⁶

⁶ All defined terms used in this section “Tentative Tract Map No. 15353 and 17300” of Section 2.4 of the Modified Initial Study shall have the same meaning given to the term in the Development Agreement.



Source: Hunsaker and Associates.

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PORTOLA CENTER PROJECT
SUBSEQUENT ENVIRONMENTAL IMPACT REPORT
Site Plan

Exhibit 3-4



3.4 GOALS AND OBJECTIVES

Pursuant to Section 15124(b) of the *CEQA Guidelines*, the EIR project description must include “[a] statement of objectives sought by the proposed project The statement of objectives should include the underlying purpose of the project.”

The following are the project’s goals and objectives, which were developed by the project Applicant team, in consultation with community feedback, and the City of Lake Forest.

- To implement the General Plan land use designations established for the property by the Opportunities Study Area project, consisting of a variety of housing types including single-family detached, multi-family, and affordable units, distributed across approximately 146 acres of net development area, including approximately 57 affordable units in a mixed-use site.
- To develop in accordance with the provisions of the Portola Center Development Agreement to ensure the orderly and economically viable build out of the project site.
- To create a balanced and integrated community by providing linkages to other segments of the City through trail systems, public amenities, and carefully planned residential neighborhoods.
- To implement the funding provisions set forth in the Portola Center Development Agreement which ensure that fees are paid as development proceeds to fund public facilities which provide community- and City-wide benefits.
- To benefit the entire community by providing adequate public open space (public parks and trail connections to existing regional trails), including the dedication of minimum 5-acre Neighborhood Park to the City.
- Ensure adequate internal circulation through street designs consistent with City standards.

3.5 AGREEMENTS, PERMITS, AND APPROVALS

The City, as Lead Agency for the project, has discretionary authority over the proposed Area Plan and Tentative Tract Maps, the Final Tract Maps, and the Site Plan/Site Development permits. Pursuant to the Development Agreement, the City Council is the approval body for these discretionary actions. In addition, grading permits, building permits, and encroachment permits (which are non-discretionary actions) would be necessary for project implementation. Table 3-1, Agency Approvals, identifies the agencies and other entities that may use this SEIR in their decision-making process or for informational purposes.



**Table 3-1
 Agency Approvals**

| Agency | Approval |
|------------------------------------------------|-----------------------------------------------------------------------------------------------------------------------------|
| City of Lake Forest | Certification of the Subsequent Environmental Impact Report (SCH#2012061063) and adopt a Mitigation Monitoring Program |
| | Approval of Area Plan |
| | Approval of Tentative Tract Maps 17300 and 15353 |
| | Issuance of Grading Permits |
| | Approval of future discretionary entitlements, including Site Development Permits, Use Permits, Planned Sign Programs, etc. |
| | Issuance of Building Permits |
| | Issuance of Encroachment Permits |
| San Diego Regional Water Quality Control Board | 401 Water Quality Certification |
| | National Pollutant Discharge Elimination System Permit |
| South Coast Air Quality Management District | Review Only |
| Southern California Association of Governments | Review Only |
| California Department of Fish and Wildlife | 1602 Streambed Alternation Agreement |
| California Department of Transportation | Review Only |
| State Water Resources Control Board | Review Only |
| U.S. Army Corps of Engineers | 404 Clean Water Act Permit |
| U.S. Fish and Wildlife Service | Review Only |
| Irvine Ranch Water District | SB 221 Water Supply Verification |
| Nature Reserve of Orange County | NCCP Compliance |
| Orange County Fire Authority | Fuel Modification Plan Review |
| | Secured Fire Protection Agreement |



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