

DEPARTMENT OF TRANSPORTATION

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July 16, 2012

Ron Santos
City of Lake Forest
25550 Commercentre Drive, Suite 100
Lake Forest, CA 92630

File: IGR/CEQA
SCH#: 2012061063
Log #: 3016
SR-241, I-5

Subject: Portola Center Project

Dear Mr. Santos,

Thank you for the opportunity to review and comment on the **Initial Study and Notice of Preparation (IS/NOP) for the Portola Center Project**. The proposal is to construct a residential neighborhood on a 195 acre foot property including a variety of housing types (multi- and single-family, senior housing), a small mixed-use (residential and commercial), parks and open space. The project is located at the intersection of Glenn Ranch Road and Saddleback Ranch Road in the City of Lake Forest. The nearest State routes to the project site are State Route 241 and Interstate 5.

The Department of Transportation (Department) is a responsible agency on this project and we have the following comments:

1. This project will impact the SR-241 and I-5 mainline and the El Toro Road interchanges, ramps and intersections. Impacts of development causing operating conditions to deteriorate past the Level of Service D/E cusp, or impacts adding to an existing deficient level of service condition require mitigation.
2. Due to the large size of the project (up to 930 residential units), the Environmental Impact Report (EIR) should analyze the ramp intersections of SR-241 at Portola Parkway and Los Alisos Boulevard, as well as the I-5 on and off-ramps at El Toro Road. These intersections should be analyzed to properly determine the impact of the project on these intersections for present (year 2012) and future (year 2035) conditions. The analysis included in the EIR should also include potential mitigation measures for impacted locations.
3. The Department's Traffic Operations Branch requests an analysis of SR-241 on and off-ramps at Portola Parkway and Los Alisos Boulevard, as well as the I-5 on and off-ramps at El Toro Road using the method outlined in the latest version of the **Highway Capacity Manual (HCM)** when analyzing traffic impacts on State Transportation Facilities. The use of HCM is the standard methodology of the Department because it is an operational analysis as opposed to the Intersection Capacity Utilization (ICU) method, which is a planning analysis. In the case of projects that have direct impacts on State Facilities, the Department recommends that the Traffic Impact Analysis be based on HCM method. Should the project require an encroachment permit, Traffic Operations may find the Traffic Impact Analysis based on ICU methodology inadequate

resulting in possible delay or denial of a permit by the Department. All input sheets, assumptions and volumes on State Facilities including ramps and intersection analysis should be submitted to the Department for review and approval. The analysis should include appropriate mitigation measures to offset any potential impacts. The traffic impact on the State transportation system should be evaluated based on the Department's Guide for the Preparation of Traffic Impact Studies, which is available at:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>.

4. The Department has interest in working cooperatively to establish a Traffic Impact Fee (TIF) program with the City of Lake Forest to mitigate such impacts on a "fair share" basis. Local development project applicants would pay their "fair share" to an established fund for future transportation improvements on the State highway system. Similar to the City's Lake Forest Traffic Mitigation program (LFTM), it can be amended to include mitigation for the State highway system or a new TIF program may be considered. The Department requests the opportunity to participate in the City's fair share mitigation process.
5. The Department requests to participate in the City's LFTM program to establish and implement "fair share" mitigation for any State highway related project impacts. The Department has an established methodology standard used to properly calculate equitable project share contribution. This can be found in Appendix B of the Department's Guide for the Preparation of Traffic Impact Studies.

Please continue to keep us informed of this project and any future developments, which could potentially impact the State Transportation Facilities. If you have any questions or need to contact us, please do not hesitate to call Marlon Regisford at (949) 724-2241.

Sincerely,



Christopher Herre, Branch Chief
Local Development/Intergovernmental Review

C: Scott Morgan, Office of Planning and Research