

Appendix D
OSA Traffic Memo



Appendices

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Memo regarding Traffic Analysis for projects within the Opportunities Study Area (OSA)

Introduction

This clarification is intended to address questions regarding the relationship of the SBRA Project traffic analysis with the Opportunities Study Area Program Environmental Impact Report (PEIR) traffic analysis.

OSA PEIR Background

The OSA PEIR assumed 2,815 residential dwelling units and 320,000 square feet of non-residential development for Site 1, which is the Shea / Baker Ranch Site.

The OSA analyzed the project's effects on the Interstate 5 and SR-241 and concluded that the OSA (inclusive of the proposed project) and cumulative development would cause five segments (I-5 north of El Toro Road [a.m. and p.m. peak hour], I-5 north of Alicia Parkway [a.m. and p.m. peak hour], and SR-241 north of Los Alisos Boulevard [a.m. peak hour]) to operate below standards. However, no freeway mainline segments were forecast to be significantly impacted by the OSA (inclusive of the proposed project) under the year 2030 conditions compared to the 2030 [then] General Plan Scenario. (Refer to page 3.14-53, Table 3.14-16, *2030 Proposed Project Freeway/Tollway Ramp LOS Summary*, of the OSA PEIR.) The OSA PEIR also analyzed off-ramps and found that no freeway ramps would be negatively impacted as compared to the 2030 [then] General Plan Scenario.

As requested by the City of Irvine, traffic studies for the OSA PEIR incorporated the North Irvine Transportation Mitigation Program (NITM) approved land uses and phased circulation improvements, extension of the project area to include Sand Canyon Avenue, and A.M. and P.M. peak hour intersection analyses for Jeffrey Road / Portola Parkway, and at Irvine Boulevard. The study also included evaluation of existing year, 2030 future, and post-2030 future conditions, evaluation of the Portola Parkway Connection, and evaluation of the project impact on the Foothill Circulation Phasing Plan Fee Program (FCCP). The analysis indicated that the Lake Forest Transportation Mitigation (LFTM) Program, which was a project component of the OSA, accounted for intersection



improvements to serve the OSA development. The OSA PEIR concluded that impacts to transportation and traffic would be less than significant.

Project-Level Analysis

The proposed SBRA Project consists of a maximum 2,379 residential dwelling units and up to 25,000 of non-residential development for Site 1, which is less than what the OSA PEIR analyzed.

The Draft Supplemental Environmental Impact Report (DSEIR) for the Shea/Baker Ranch project tiers off of the Opportunities Study Area Program EIR (OSA PEIR). Under CEQA, the OSA PEIR is considered a first tier document and the analysis for the proposed project is considered a second tier document. (See State CEQA Guidelines, section 15130(d) [explaining that a pertinent discussion of cumulative impacts contained in a previously certified EIR may be incorporated by reference pursuant to the provisions for tiering and program EIRs; no further cumulative impacts analysis is required when a project is consistent with the plan and impacts have been adequately addressed].) While a second tier analysis can rely on a first tier analysis, it has the obligation to discuss any changed circumstances or new information that might alter the first tier analysis. Accordingly, the Modified Initial Study and the Traffic Analysis focus the traffic impact analyses on the changes to the project or the surrounding circumstances that may have occurred since the City certified the OSA PEIR. In the case of the SBRA Project, there are no impacts beyond those previously analyzed in the OSA PEIR, as the development intensity is lower than what was previously proposed, and there are no substantial changes or new information that have created new significant impacts not previously analyzed. Consequently, the City has made a determination, pursuant to State CEQA Guidelines section 15152(f)(3)(B), that the traffic impacts associated with the OSA program, including the SBRA project site, have been adequately addressed because they have been examined at a sufficient level of detail in the OSA PEIR to enable the traffic impacts of the OSA to be mitigated or avoided through site specific revisions, the imposition of conditions, and the implementation of the LFTM and NITM programs.

The project traffic analysis contained in Appendix H of the Modified Initial Study utilizes the buildout year of 2030 for consistency purposes with the OSA PEIR in which the project was originally analyzed and of which this environmental document is tiering from. Additionally, 2030 was originally utilized as this is the City's General Plan buildout year, and 2030 is the latest year of available model data at this time for a future timeframe year.

The project-level traffic analysis includes both an existing plus project scenario (both with and without the Alton extension constructed), and a project buildout year scenario (2015).

State Highway Facilities

The proposed SBRA Project is less than the average daily trip (ADT) limit set forth in the OSA PEIR. Therefore, the Modified Initial Study / Traffic Analysis did not include an analysis of Interstate 5 (I-5) or Interstate 405 (I-405) as the project-level impacts would be the same as those analyzed in the OSA PEIR. The OSA PEIR concluded that a less than significant impact would result in this regard. As the proposed project is consistent with that analyzed under the OSA PEIR, impacts to freeway mainlines are less than significant.

Based on the peak-hour ramp performance criteria and impact thresholds discussed within the OSA PEIR, no freeway ramps or queuing are forecast to be significantly impacted by the development envisioned under the OSA based on year 2030 conditions when compared to either existing conditions or to the General Plan Scenario. In fact, implementation of the OSA (of which the SBRA Project is a component of) would eliminate impacts to five ramps which would occur under the 2030 General Plan Scenario.

City of Irvine

As mentioned above, the traffic analysis for the OSA PEIR included an extended study area that encompassed intersections in Irvine. In addition to this, the March 24, 2011 Memo (Appendix B of the Traffic Study, which is Appendix H of the Initial Study) summarizes the manner in which the most recent data for the OSA per the approved Alternative 7 conditions (including the Shea/Baker Ranch project information) and Irvine locations in the extended study area were verified with the most recent Irvine Transportation Analysis Model (ITAM), Version 8.4-10. The intersection analyses in the extended study area, as evaluated by using the Irvine Transportation Model (ITAM) Version 8.4-10. The ITAM accounts for the OSA developments. The March 24, 2011 Memo also summarizes a technical memorandum dated March 2, 2011 (attached) in which the LFTM and the ITAM are compared for projects in their respective cities. The Great Park Neighborhoods were assumed in the socio-economic data for the Irvine Transportation Model and therefore, the recently-approved Great Park neighborhoods have been taken into account in this analysis.

Per Page 162 of the Modified Initial Study (Appendix A) the proposed project is not forecast to have any significant impact on non-LFTM intersections. As such, intersections within the City of Irvine (which are not within the LFTM area) have not been included in Table 3.16-4. While the intersections mentioned (Bake / Trabuco and Bake / Jeronimo) are both NITM and LFTM intersections, the full cost for the improvements is listed in the City's LFTM Ordinance and required to be funded by project developers. Reimbursements for fair share, or future cost adjustments due to availability of funds from other sources, may be pursued separately, but will otherwise not impede the intersection improvements.

As indicated in the Page 5 of the Traffic Study (Appendix H of the Initial Study), the project buildout year is 2015. The timing of intersection improvements is commensurate with development. However, because the timing of the development depends on many factors, the completion of the intersection improvements can only occur from funding from the development.

The timing for the project widening of Alton Parkway (between Commercentre Drive and Towne Centre Drive) from 4 to 6 lanes relies on a Development Agreement timing provision, which specifies that it must take place prior to the 901st building permit for the SBRA Project.

Conclusion

The OSA PEIR concluded that, with the LFTM Program improvements, traffic impacts of the OSA project would be less than significant. Because the SBRA project proposes a less intense development scenario than that previously analyzed by the OSA PEIR, traffic impacts will be fewer than previously disclosed. This SBRA project is within the parameters of the OSA PEIR traffic analysis and no new or more severe significant impacts would result of the project. The comment letters received did not identify any substantial changes in the circumstances under which the project is undertaken, or any new information of substantial importance which was not known or could not have been known that identifies new significant impacts requiring consideration in the DSEIR. Because impacts to traffic were demonstrated to be fully evaluated and mitigated in the OSA PEIR, no further environmental review of traffic is required and this topic has not been included within the DSEIR. Any other questions relating to specific details in the project-level traffic study or the implementation of the LFTM Program can be directed to the City Public Works Department or the applicant.