

California Department of Transportation

DISTRICT 12
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January 16, 2025

Ms. Amy Stonich
Assistant Director of Community Development
City of Lake Forest
100 Civic Center Drive
Lake Forest, CA 92630

File: LDR/CEQA
SCH: 2024120646
12-ORA-2024-02709
SR 241, PM 23.131

Dear Ms. Stonich,

Thank you for including the California Department of Transportation (Caltrans) in the review of the Notice of Preparation for the Proposed Western RealCo Enterprise Way Industrial Project for City of Lake Forest. The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment.

The proposed project is comprised of two separate and independent projects involving Project 1 includes the demolition of the three existing two-story office buildings totaling approximately 150,000 sq ft. In its place, two 35-foot tall tilt-up concrete industrial buildings and one 50,000 sq ft building to be constructed and operated). Project 2 will involve the demolition of existing 76,978 sq ft, two-story office building. In its place, a new 35-foot tall, 77,000 sq. ft tilt up concrete industrial building would be constructed and operated. Regional access to the site is provided by State Route 241 (SR 241), Interstate 5 (I-5), and State Route 133 (SR 133). Caltrans is a commenting agency on this project and has the following comments:

1. Please include a Vehicle Miles Traveled (VMT) based Traffic Impact Study (TIS). Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.
2. The TIS may also need to identify the future project's near-term and long-term safety or operational issues, on or adjacent to any existing or proposed State facilities.
3. Caltrans encourages the design of Complete Streets that include high-quality pedestrian, bicycle, and transit facilities that are safe and comfortable for users of all ages and abilities. Improvements may include providing secure bicycle

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parking and comfortable connections to nearby active transportation and/or transit facilities. Complete Streets improvements also promote regional connectivity, improve air quality, reduce congestion, promote improved first-/last-mile connections, and increase safety for all modes of transportation.

Consider Complete Streets improvements, particularly on the five intersections identified as off-site improvement sites (Bake Parkway/Commercentre Drive, Bake Parkway/Dimension Drive, Dimension Drive/Commercentre Drive, Bake Parkway/Dimension Drive, and Lake Forest Drive/Rancho Parkway). Such improvements would align with the project goals of enhancing public safety.

Potential Complete Streets improvements that would improve safety include, but are not limited to, pedestrian-oriented LED lighting, high visibility crosswalks, curb extensions and bulb outs, leading pedestrian intervals on traffic signals, turn restrictions, and other improvements.

4. Caltrans looks forward to the City's discussion of the nearest existing transit route services for all such as local, intra-county, and/or interregional bus services within the proposed project location including the regional connectivity into the nearest rail services provided by Metrolink and Amtrak Pacific Surfliner.
5. Encourage the use of transit among future workers and associates of the development. Increasing multimodal transportation will lead to a reduction to congestion, Vehicle Miles Traveled, and improve air quality.
6. Non-motorized travel for workers should be accommodated (such as bike lockers, showers) or pedestrian access so that workers can choose alternative transportation.
7. The project is close to existing Class II bikeways on Bake Parkway, Lake Forest Drive, and Dimension Drive. Caltrans recommends the inclusion of secure and functional short-term bike parking. Installing bicycle parking for workers encourages active transportation, especially in areas supported by transit. Short-term bike parking at public locations should be placed in visible areas that are close to main destinations and should be installed at least 24" away from walls and other objects (e.g. trash cans, plants, etc.). With the increasing popularity of electric bikes and cargo/utility bikes, bike parking should also be designed to accommodate different styles, sizes, and weights of bikes (e.g. cargo bike, bike with trailer, adult tricycle, etc.).

For additional guidance on bicycle parking best practices, see the “Essentials of Bike Parking” guidance created by the Association of Pedestrian and Bicycle Professionals (link to online PDF: <https://www.apbp.org/Publications>).

8. Delivery areas need to be clearly marked so delivery drivers are easily seen by either on-street traffic or delivery yard employees, other truck drivers, or warehouse operations (such as forklifts).
9. Large operations should include emergency traffic management plans that prevents the local network from being overwhelmed, if feasible.

Creation of emergency plans that include emergency routes and paths, can alleviate congestion in the event of an emergency and allow EMS to easily access the site.

10. We understand the proposed Western RealCo Enterprise Way Industrial Project is also located within close proximity to the IPT Enterprise Business Center LLC Project. Please ensure that the cumulative traffic impacts to both projects are considered and that appropriate mitigation measures, if necessary, are addressed. In addition, please also coordinate construction timing of the two projects.

Please continue to coordinate with Caltrans for any future developments that could potentially impact State transportation facilities. If you have any questions, please do not hesitate to contact Joseph Jamoralin at Joseph.Jamoralin@dot.ca.gov.

Sincerely,



[Scott Shelley \(Jan 16, 2025 17:13 PST\)](#)

Scott Shelley
Branch Chief, Local Development Review-Climate Change-Transit Grants
Caltrans, District 12