

February 6, 2020

Mr. Dan York
City of Wildomar
23873 Clinton Keith Road, Suite 201
Wildomar, CA 92595

SUBJECT: BAXTER VILLAGE TRAFFIC IMPACT ANALYSIS RESPONSE TO COMMENTS

Dear Mr. Dan York:

This Response to Comments letter has been prepared for the Baxter Village Traffic Impact Analysis (dated July 29, 2019), which is located north of Baxter Road and west of the I-15 Freeway in the City of Wildomar. A copy of the City's comments is provided in Attachment A.

COMMENT #1

Methodologies: Please add VMT analysis Section to this report.

RESPONSE #1

A VMT analysis has been prepared for the Project under separate cover.

COMMENT #2

Comparison to 2015 Traffic Impact Analysis: 1.2.1 Intersection Analysis Comparison, Please also fully address/clarify Table 1-1 in terms of new LOS deficiencies at Intersection #1, Intersection #5 and Intersection #6.

RESPONSE #2

The text in Section 1.2.1 *Intersection Analysis Comparison* has been updated to identify the 3 intersections with new peak hour deficiencies as compared to the 2015 Traffic Study.

COMMENT #3

Summary of Improvements by Analysis Scenario: Table 1-5 (page 13), Please add a similar Comparative Table from the 2015 Study. Please add Industry Standard Cost Estimate to either this Table or to Table 8-1.

RESPONSE #3

Table 1-5 has been updated to include new columns indicating improvements for Opening Year Cumulative and Horizon Year traffic conditions are consistent with the improvements from the 2015

Traffic Study for the same analysis scenarios. Table 1-5 has also been updated to include rough order of magnitude cost estimates for the applicable improvements. Rough order of magnitude costs has been estimated for only the fair share improvements. As such, fair share costs have not been calculated for improvements that are included in a pre-existing fee program (as the Project would pay their fees) or for the improvements that the Project will construct (as the Project would assume 100% of these costs). Text has been also added to Section 1.6 Recommendation of the report to discuss the Project's fair share contribution based on the rough order of magnitude cost estimates included in Table 1-5.

COMMENT #4

Trip Distribution (page 43): The PM Peak Hour (combined for all uses) shown on Trip Generation Table 4-1 (page 44) indicates that the peak hour traffic may exceed the study intersection criteria threshold of 50 or more trips beyond Study Intersection #1. Please verify/clarify. If no new study intersections added; please state so in report.

RESPONSE #4

The Project trips have been calculated at the intersection of Palomar St. and Central St. (Intersection #1) below. Only the PM peak hour is calculated as it is the higher of the two peak hours. Although there are more than 50 peak hour trips that are anticipated to travel north and south on Palomar Street, the proposed medical office use is anticipated to interact with the existing residential uses along Palomar Street such that there would be fewer than 50 peak hour trips at Gruwell Street (Orange Street) and Clinton Keith Road. Gruwell Street is the first General Plan roadway to the north on Palomar Street and Clinton Keith Road is the first General Plan roadway to the south. For this reason, additional study area intersections have not been evaluated for the purposes of this TIA. Additional text has been added to Section 1.4 *Study Area* of the revised traffic study.

Palomar St., north of Central St.:

- Residential (7%): 11
- Office (15%): 44
- Hotel (2%): 1
- **Total: 56**

Palomar St., south of Central St.

- Residential (7%): 11
- Office (15%): 44
- Hotel (2%): 1
- **Total: 56**

Central St., west of Palomar St.

- Residential (1%): 2
- Office (10%): 29
- Hotel (1%): 1
- **Total: 32**

COMMENT #5

General Plan Build-Out: 7.8.1 Recommended Improvements to Address Deficiencies at Intersections (page 93), Driveway 2 & Baxter Road (Study Intersection #4). Please verify that the Project footprint and right-of-way dedications support this analysis roadway widening for Baxter Road.

RESPONSE #5

The Project Applicant has confirmed that the Project intends to construct its ultimate half-section of Baxter Road along its frontage as an Arterial. An Arterial has a 128-foot right-of-way and includes two lanes of travel in each direction. The recommendations at Driveway 2 on Baxter Road are consistent with the ultimate cross-section for Baxter Road.

If you have any questions, please contact me directly at (949) 336-5982.

Respectfully submitted,
URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

ATTACHMENT A
CITY OF WILDOMAR COMMENTS, JANUARY 30, 2020



Engineers/Surveyors

Traffic Impact Analysis

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TO: City of Wildomar:
Matthew Bassi;
Dan York
Mark Teague
Eric Flodine, Strata Equity
Urban Crossroads

Cc: Terry Renner, TKE

FROM: Monae Pugh
Traffic Engineering

SUBMITTAL NO.	1	DATE:	1/30/2020
PROJECT NO:	Traffic Impact Analysis: Baxter Village Report dated July 29, 2019		
LOCATION	Baxter Road, west of I-15 in Wildomar		
SUBJECT	Traffic Impact Analysis report; 1 st PC		

The following Comments are being offered for the Traffic Impact Analysis (TIA) dated July 29, 2019:

On behalf of the City of Wildomar, TKE Engineering has completed the first (1st) review of the Traffic Impact Analysis (TIA) for the Project known as Baxter Village.

Project Background:

The proposed mixed-use project consists of 66 SFR dwelling units, 204 units Multi-Family Housing, 102 Room Hotel, and 84,000 SF medical-dental office space. The results of this TIA have been compared to the results in the Baxter Village Traffic Impact Analysis of March 2015. Land Use for this project has been revised. For purposes of this analysis, it is assumed that the Project will be constructed within a single phase and be fully occupied by Year 2021.

Report Comments:

Methodologies

Please add VMT analysis Section to this report.

Comparison to 2015 Traffic Impact Analysis

1.2.1 Intersection Analysis Comparison

Please also fully address/clarify Table 1-1 in terms of new LOS deficiencies

- Intersection #1
- Intersection #5
- Intersection 6

TKE ENGINEERING

Summary of Improvements by Analysis Scenario

Table 1-5 (page 13)

- Please add a similar Comparative Table from the 2015 Study.
- Please add Industry Standard Cost Estimate to either this Table, or to Table Section 8-1.

Trip Distribution (page 43)

The PM Peak Hour (combined for all uses) shown on Trip Generation Table 4-1 (page 44) indicates that the peak hour traffic may exceed the study intersection criteria threshold of 50 or more trips beyond Study Intersection #1.

- Please verify/clarify.
- If no new Study Intersections added; please state so in report.

General Plan Build-Out

7.8.1 Recommended Improvements to Address Deficiencies at Intersections (page 93)

Driveway 2 & Baxter Road (Study Intersection #4)

- Please verify that the Project footprint and Right of Way Dedications support this analysis road widening for Baxter Road.
- Please comment in Response to Comments.

This concludes the comments from this review. Thank you for your submittal. Diligent effort is made to provide comprehensive comments. The City reserves the right to include additional comments as deemed necessary and appropriate throughout the review process.

Please provide Response to Comments with re-submittal.