

April 24, 2020

Mr. Russell Brady
Riverside County Planning Department
P.O. Box 1409
Riverside, CA 92502

SUBJECT: CANTERWOOD (TTM No. 37439) TRAFFIC IMPACT ANALYSIS RESPONSE TO COMMENTS

Dear Mr. Russell Brady:

The following Response to Comments letter has been prepared for the proposed Canterwood (TTM No. 37439) development ("Project"), which is located on the northeast corner of Leon Road and Craig Road in the County of Riverside, to address the comments prepared by the City of Menifee, dated March 23, 2020. The City on Menifee comments are provided in Attachment A of this letter.

RESPONSE #4.4

- a. Although the I-215 Freeway/Scott Road interchange is currently under construction, at the time this traffic study was prepared, the interchange was not yet under construction. Additionally, Table 1-4 denotes which improvements are interchange improvements and which improvements are additional improvements beyond the I-215 Freeway/Scott Road interchange project. Since the recommended intersection improvements at these locations are included in the Western Riverside Council of Governments (WRCOG) Transportation Uniform Mitigation Fee (TUMF) program, the Project will contribute towards these improvements through participation/payment of fees.
- b. Consistent with the recommendations in the Traffic Study, the Project will construct a 2nd southbound left turn lane and modify the traffic signal to implement overlap phasing on the westbound right turn lane at the intersection of Haun Road/Zeiders Road & Scott Road. It should be noted that the aforementioned improvements have been conditioned on other nearby development and are to be constructed by others.
- c. Since the addition of Project traffic to existing traffic volumes causes the intersection to operate at an unacceptable LOS, the Project will construct the traffic signal at the intersection of Leon Road & Scott Road.

RESPONSE #4.5

See Response 4.4b; the Project will contribute fair share towards the identified intersection improvements.

RESPONSE #4.6

Comment discusses formatting changes only to a table in the Traffic Study; however, no findings or recommendations will change based on the comment. Affected pages are attached to this response to comments letter.

RESPONSE #4.7

All summary of LOS exhibits has been reviewed and updated to be consistent with the intersection LOS tables. The typo occurs on the LOS summary of exhibits only. However, the intersection improvement recommendations are based on the intersection analysis tables not the exhibits, therefore no findings would change in the Traffic Study. The corrections to the affected summary of LOS exhibits are attached to this response to comments letter.

RESPONSE #4.8

Pursuant to the request of City of Menifee staff, the intersection traffic signal timing and lane geometric assumptions have been revised for the intersection of Briggs Road & Scott Road as part of a supplemental traffic assessment memo (April 2020). Updated operations analysis and new findings/recommendations are summarized in the April 2020 supplemental traffic assessment memo.

RESPONSE #4.9

See Response 4.4b; the intersection improvements at this location does assume modification to the traffic signal to implement protected left-turn phasing on the northbound and southbound approaches.

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

Respectfully submitted,

URBAN CROSSROADS, INC.



Charlene So, PE
Associate Principal

5.5 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the northbound and southbound off-ramps at the I-215 Freeway at Scott Road interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 5-2 for E+P traffic conditions. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline.

As shown on Table 5-2 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for E+P traffic conditions. Worksheets for E+P (Phase 1) conditions off-ramp queuing analysis are provided in Appendix 5.3, and worksheets for E+P (Project Buildout) conditions off-ramp queuing analysis are provided in Appendix 5.4.

5.6 TRAFFIC SIGNAL WARRANTS ANALYSIS

For E+P conditions, there are no additional study area intersections anticipated to warrant a traffic signal beyond those previously warranted under Existing conditions (see Appendix 5.5 and Appendix 5.6).

#	Intersection	Existing 2018	E+P Phase 1	E+P Phase 2
5	Menifee Rd. / Holland Rd.	PH	PH	PH
7	Briggs Rd. / Holland Rd.	WNM	WNM	WNM
9	Leon Rd. / Holland Rd.	WNM	WNM	WNM
10	Leon Rd. / Canterwood Dr.	DNE	WNM	WNM
11	Leon Rd. / Craig Av.	WNM	WNM	WNM
12	Leon Rd. / Garbani Rd.	WNM	WNM	WNM
13	Leon Rd. / Scott Rd.	PH	PH	PH
14	St. A / Craig Av.	DNE	DNE	WNM
15	St. B / Holland Rd.	DNE	WNM	WNM
16	Canterwood Dr. / Holland Rd.	DNE	WNM	WNM
17	St. C / Craig Av.	DNE	DNE	WNM
18	Eucalyptus Rd. / Holland Rd.	DNE	WNM	WNM
19	Eucalyptus Rd. / St. D	DNE	WNM	WNM

PH = Peak Hour Warrant Met; X = Daily Volume Warrant Met;
 DNE = Does Not Exist; WNM = Warrant Not Met

6.5 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the northbound and southbound off-ramps at the I-215 Freeway at Scott Road interchange to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 6-2 for EAP traffic conditions. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline.

As shown on Table 6-2 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for EAP traffic conditions. Worksheets for EAP (Phase 1 2021) and EAP (Phase 2 Project Buildout 2025) traffic conditions off-ramp queuing analysis are provided in Appendix 6.3 and Appendix 6.4, respectively.

6.6 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed on unsignalized intersections that have not warranted a signal under Existing conditions for EAP traffic conditions. There are no additional study area intersections anticipated to warrant a traffic signal for EAP (Phase 1 2021) or EAP (Phase 2 Project Buildout 2025) traffic conditions in addition to those previously warranted under Existing (2018) traffic conditions (see Appendix 6.5 and Appendix 6.6).

#	Intersection	Existing 2018	EAP Phase 1 2021	EAP Phase 2 Project Buildout 2025
5	Menifee Rd. / Holland Rd.	PH	PH	PH
7	Briggs Rd. / Holland Rd.	WNM	WNM	WNM
9	Leon Rd. / Holland Rd.	WNM	WNM	WNM
10	Leon Rd. / Canterwood Dr.	DNE	WNM	WNM
11	Leon Rd. / Craig Av.	WNM	WNM	WNM
12	Leon Rd. / Garbani Rd.	WNM	WNM	WNM
13	Leon Rd. / Scott Rd.	PH	PH	PH
14	St. A / Craig Av.	DNE	DNE	WNM
15	St. B / Holland Rd.	DNE	WNM	WNM
16	Canterwood Dr. / Holland Rd.	DNE	WNM	WNM
17	St. C / Craig Av.	DNE	DNE	WNM
18	Eucalyptus Rd. / Holland Rd.	DNE	WNM	WNM
19	Eucalyptus Rd. / St. D	DNE	WNM	WNM

PH = Peak Hour Warrant Met; X = Daily Volume Warrant Met;
 DNE = Does Not Exist; WNM = Warrant Not Met

6.7 BASIC FREEWAY SEGMENT ANALYSIS

EAP (Phase 1 2021)

EAP (Phase 1 2021) peak hour mainline directional volumes are provided on Exhibit 6-5. As shown on Table 6-3, the following additional freeway mainline segment is anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) under EAP (Phase 1 2021) traffic conditions:

- I-215 Freeway Southbound – North of Scott Road (#1) – LOS F AM peak hour; LOS E PM peak hour
- I-215 Freeway Southbound – South of Scott Road (#2) – LOS F AM peak hour; LOS E PM peak hour
- I-215 Freeway Northbound – South of Scott Road (#4) – LOS E PM peak hour only

7.5 OFF-RAMP QUEUING ANALYSIS

A queuing analysis was performed for the northbound and southbound off-ramps at the I-215 Freeway at Scott Road interchanges to assess vehicle queues for the off ramps that may potentially result in deficient peak hour operations at the ramp-to-arterial intersections and may potentially “spill back” onto the I-215 Freeway mainline. Queuing analysis findings are presented in Table 7-2 for EAPC traffic conditions. Off-ramp lengths are consistent with the measured distance between the intersection and the freeway mainline. As shown on Table 7-2 and consistent with Existing traffic conditions, there are no potential queuing issues anticipated during the weekday AM or PM peak 95th percentile traffic flows for EAPC traffic conditions. Worksheets for EAPC (Phase 1 2021) and EAPC (Phase 2 Project Buildout 2025) traffic conditions off-ramp queuing analysis are provided in Appendix 7.3 and Appendix 7.4, respectively.

7.6 TRAFFIC SIGNAL WARRANTS ANALYSIS

Traffic signal warrants have been performed on unsignalized intersections that have not warranted a signal under Existing traffic conditions. For EAPC (Phase 1 2021) and EAPC (Phase 2 Project Buildout 2025) traffic conditions, there are no unsignalized study area intersections anticipated to warrant a traffic signal in addition to those previously warranted under Existing traffic conditions (see Appendix 7.5 and Appendix 7.6).

#	Intersection	Existing 2018	EAPC Phase 1 2021	EAPC Phase 2 Project Buildout 2025
5	Menifee Rd. / Holland Rd.	PH	PH	PH
7	Briggs Rd. / Holland Rd.	WNM	WNM	WNM
9	Leon Rd. / Holland Rd.	WNM	WNM	WNM
10	Leon Rd. / Canterwood Dr.	DNE	WNM	WNM
11	Leon Rd. / Craig Av.	WNM	WNM	WNM
12	Leon Rd. / Garbani Rd.	WNM	WNM	WNM
13	Leon Rd. / Scott Rd.	PH	PH	PH
14	St. A / Craig Av.	DNE	DNE	WNM
15	St. B / Holland Rd.	DNE	WNM	WNM
16	Canterwood Dr. / Holland Rd.	DNE	WNM	WNM
17	St. C / Craig Av.	DNE	DNE	WNM
18	Eucalyptus Rd. / Holland Rd.	DNE	WNM	WNM
19	Eucalyptus Rd. / St. D	DNE	WNM	WNM

PH = Peak Hour Warrant Met; X = Daily Volume Warrant Met; DNE = Does Not Exist;
WNM = Warrant Not Met

7.7 BASIC FREEWAY SEGMENT ANALYSIS

EAPC (Phase 1 2021)

EAPC (Phase 1 2021) peak hour mainline directional volumes are provided on Exhibit 7-6. As shown on Table 7-3, the following additional freeway mainline segment is anticipated to operate at an unacceptable LOS (i.e., LOS E or worse) under EAPC (Phase 1 2021) traffic conditions:

- I-215 Freeway Southbound – North of Scott Road (#1) – LOS F AM peak hour; LOS E PM peak hour
- I-215 Freeway Southbound – South of Scott Road (#2) – LOS F AM peak hour; LOS E PM peak hour
- I-215 Freeway Northbound – North of Scott Road (#3) – LOS E PM peak hour only
- I-215 Freeway Northbound – South of Scott Road (#4) – LOS E PM peak hour only

EXHIBIT 3-13: EXISTING (2018) SUMMARY OF LOS

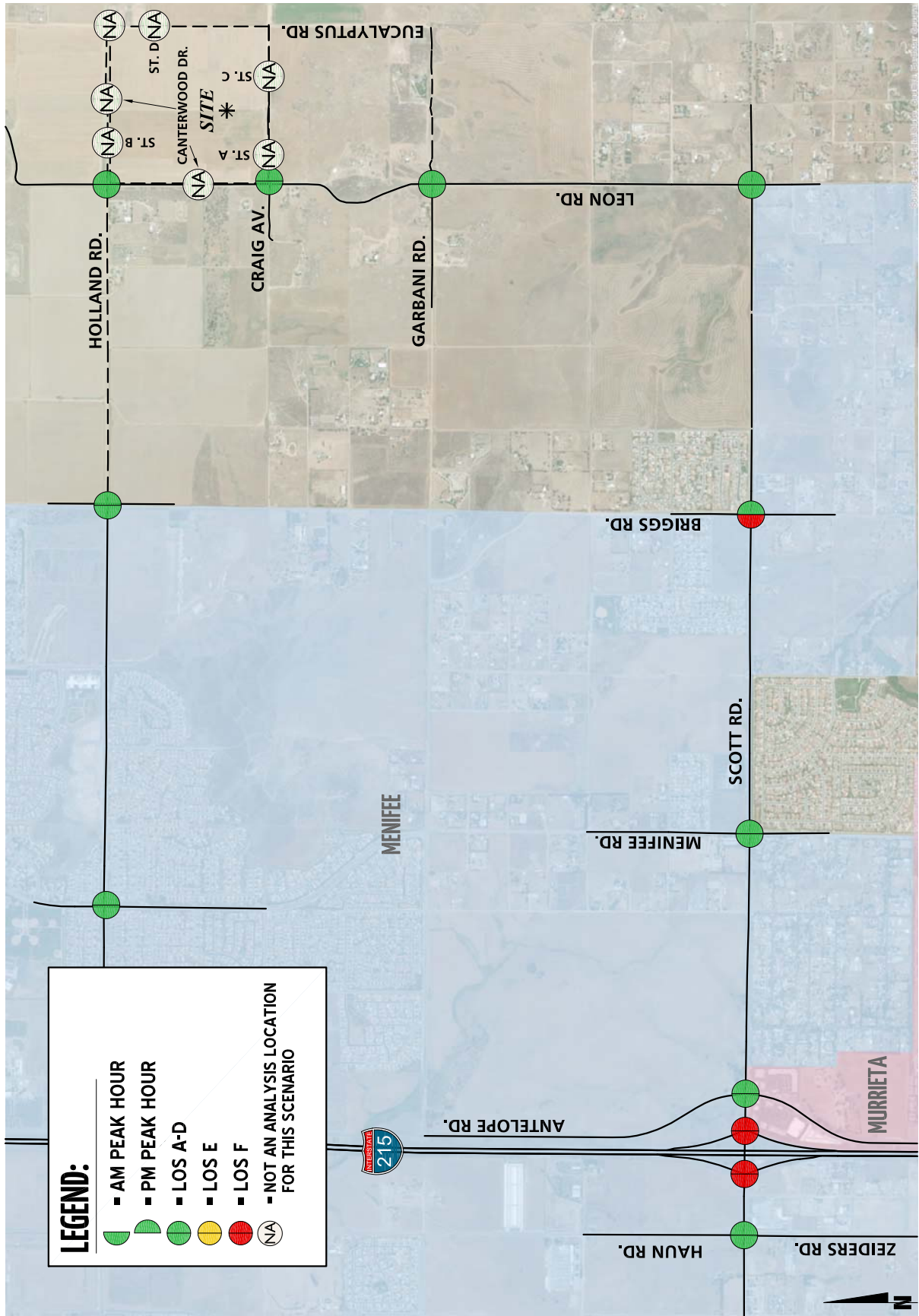


EXHIBIT 5-5: E+P (PHASE 1) SUMMARY OF LOS

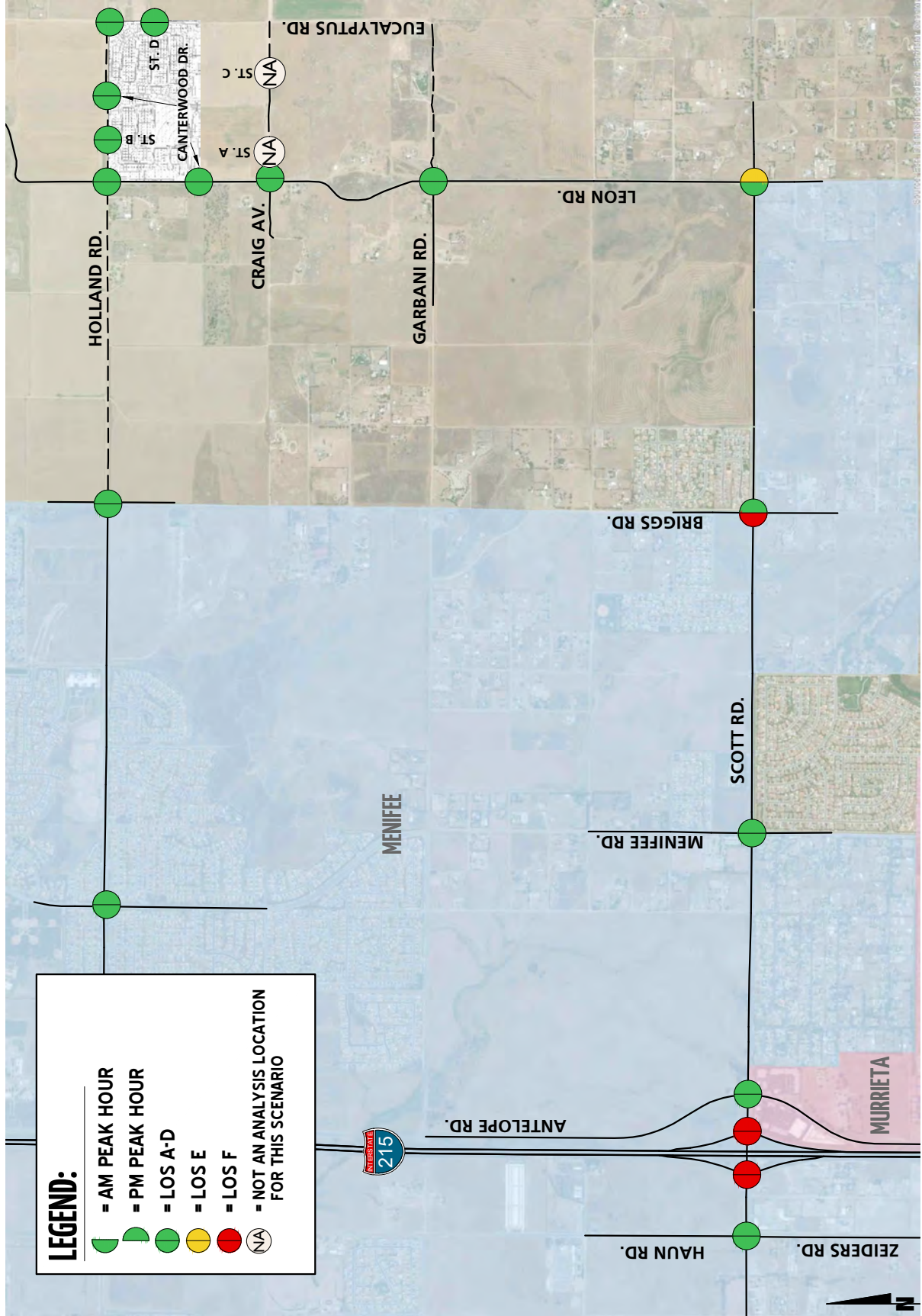


EXHIBIT 5-6: E+P (PROJECT BUILDOUT) SUMMARY OF LOS

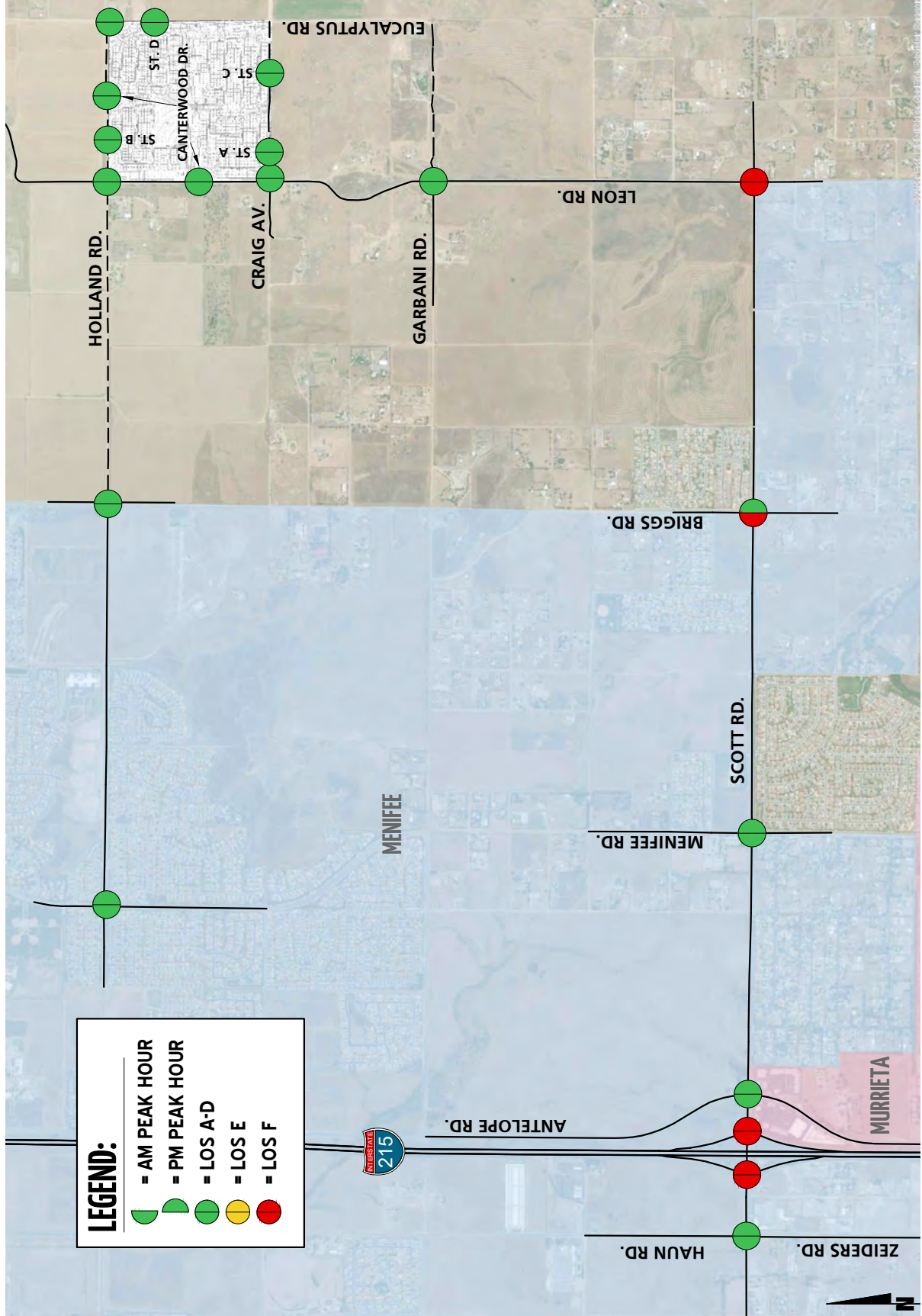


EXHIBIT 6-5: EAP (PHASE 1 2021) SUMMARY OF LOS

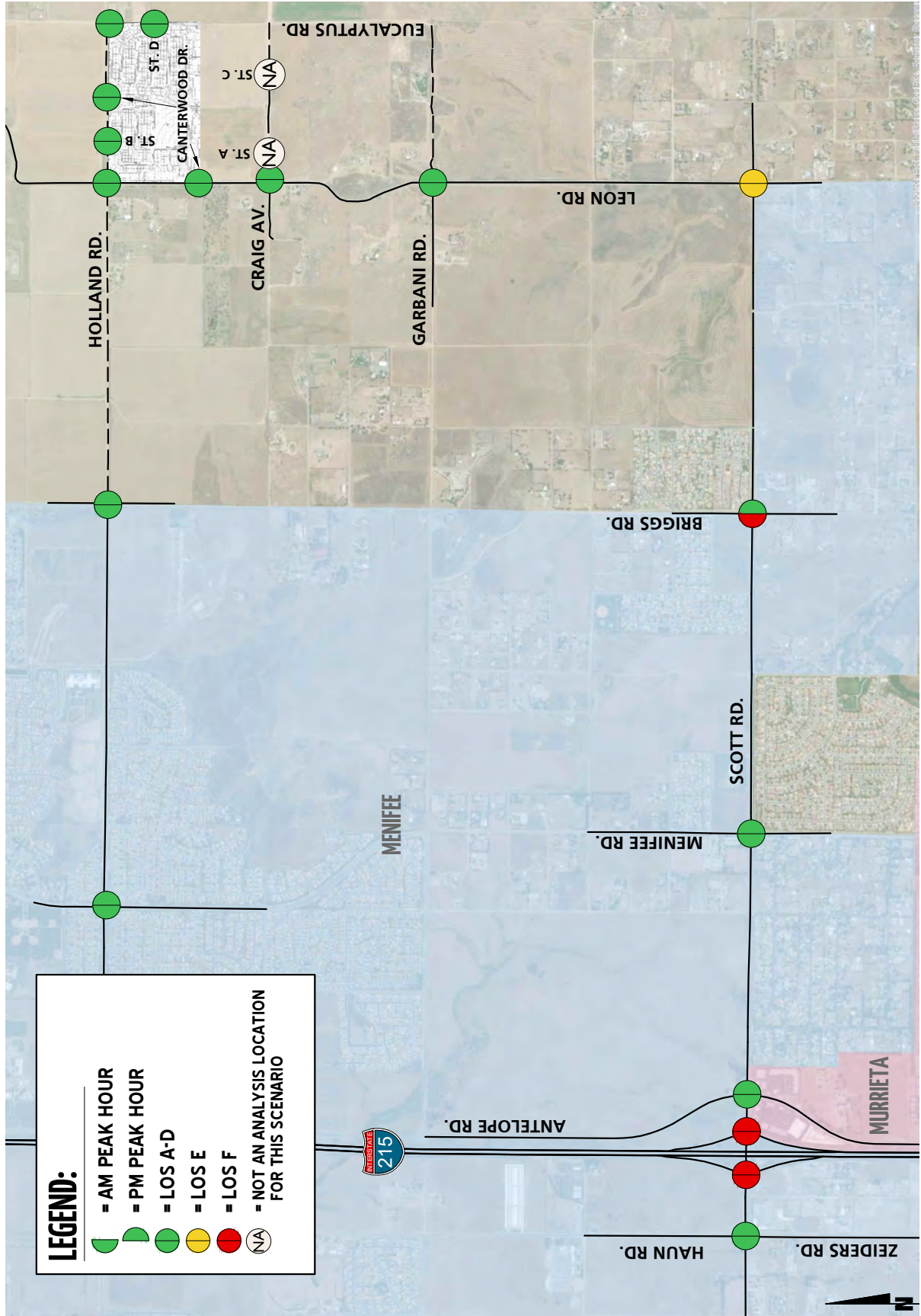


EXHIBIT 6-6: EAP (PHASE 2 PROJECT BUILDOUT 2025) SUMMARY OF LOS

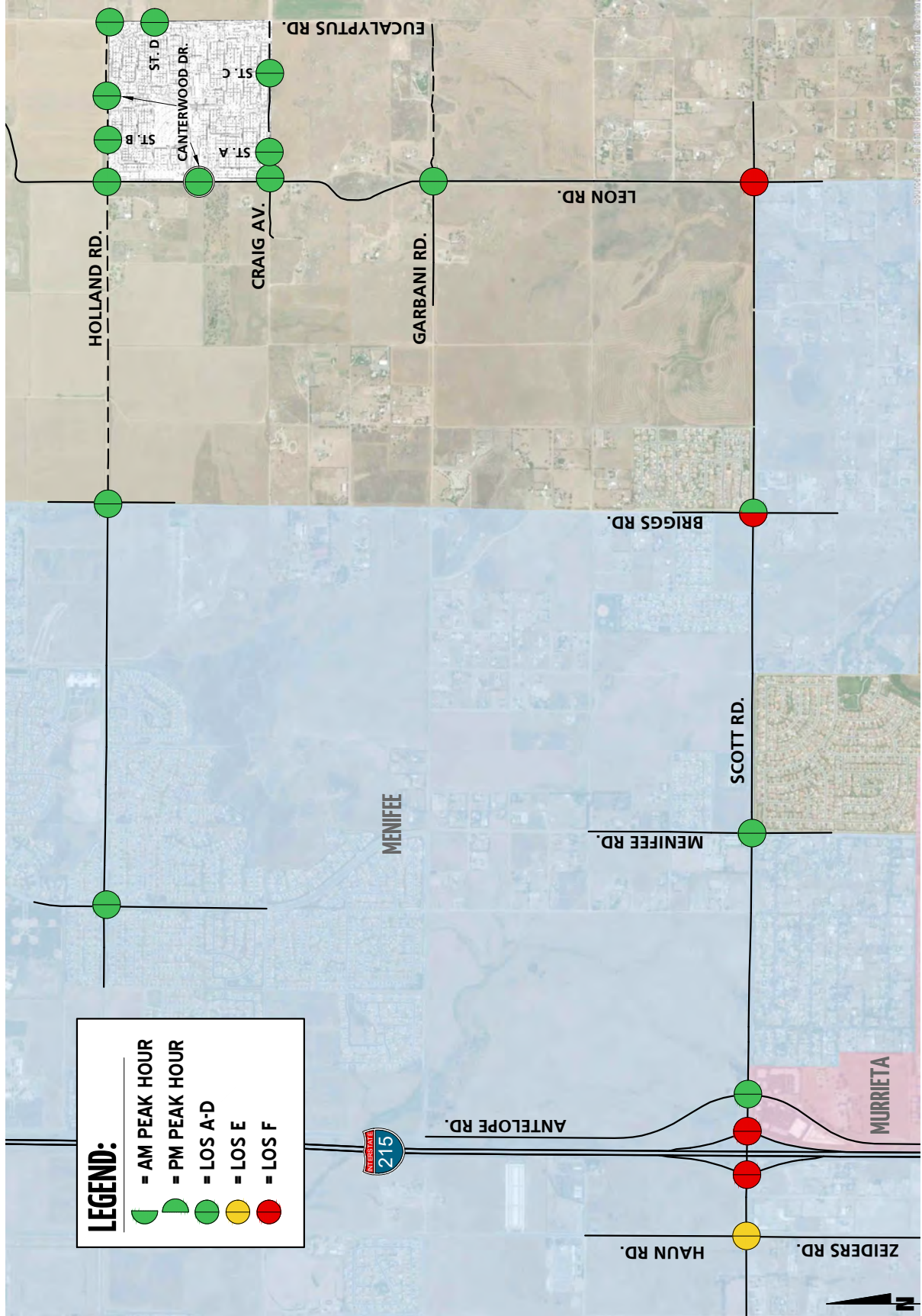


EXHIBIT 7-6: EAPC (PHASE 1 2021) SUMMARY OF LOS

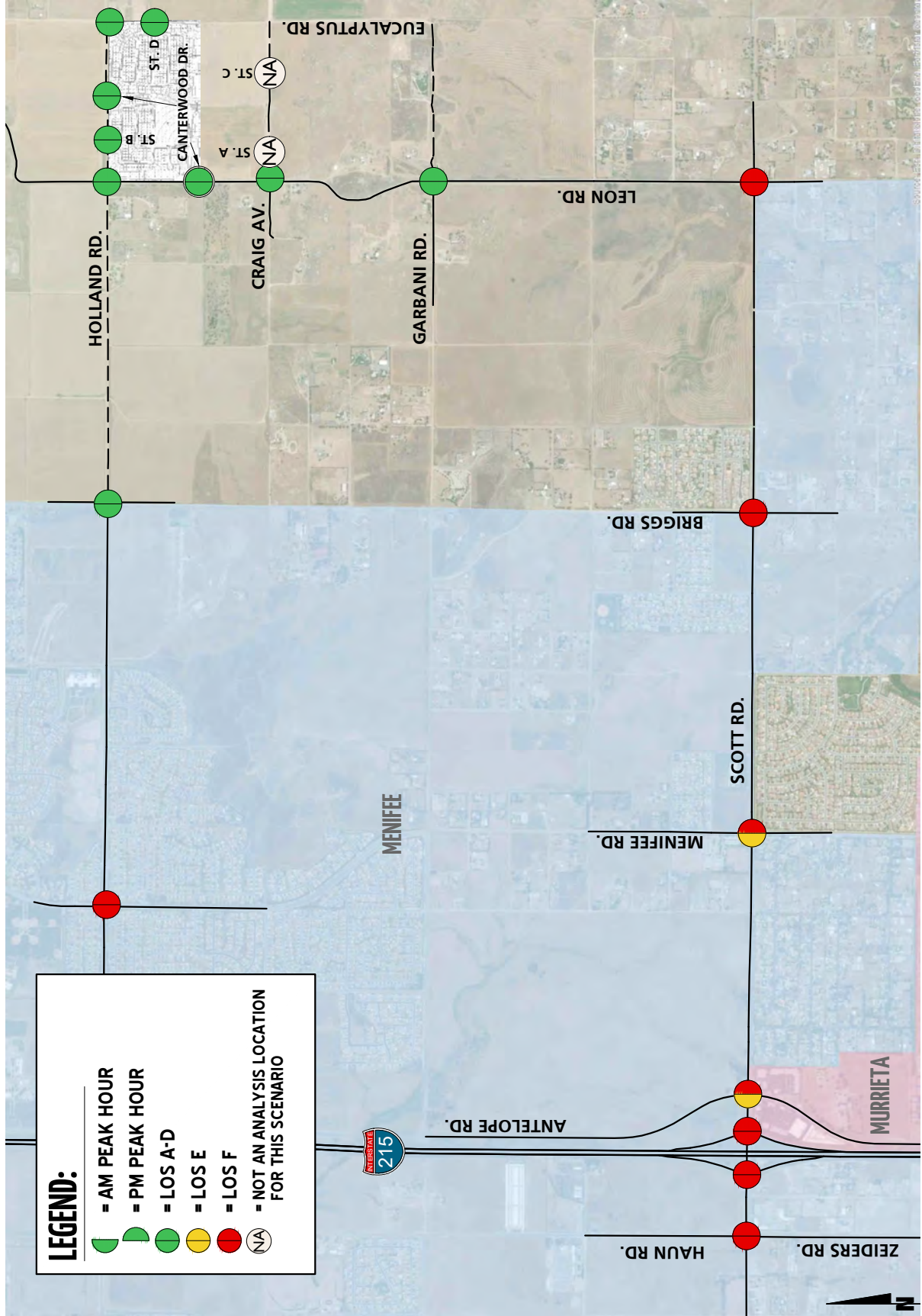
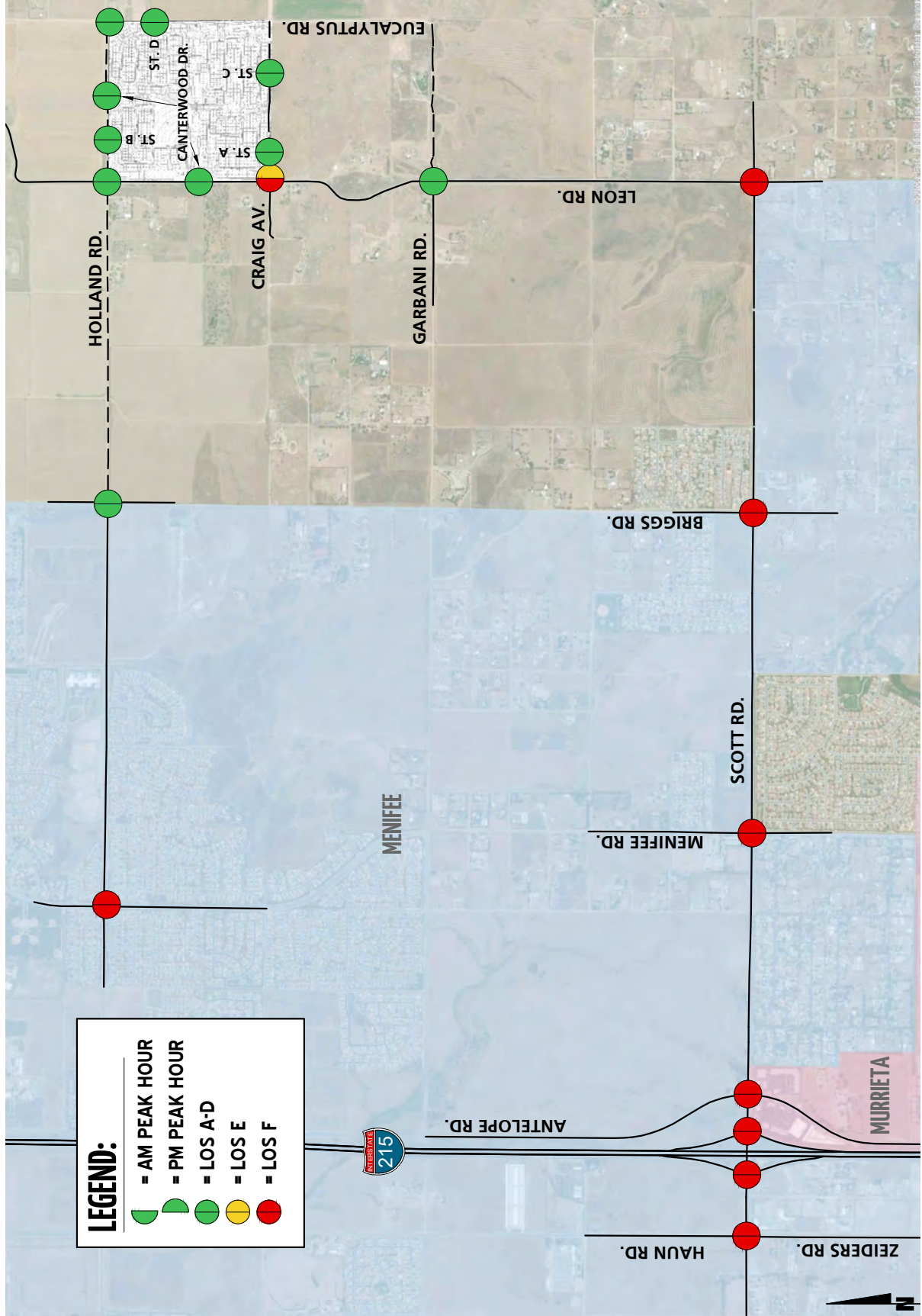


EXHIBIT 7-7: EAPC (PHASE 2 PROJECT BUILDOUT 2025) SUMMARY OF LOS



ATTACHMENT A
CITY OF MENIFEE COMMENTS, MARCH 23, 2020

March 23, 2020

Russell Brady
Project Planner
Riverside County Planning Department
4080 Lemon Street, 12th Floor
Riverside, CA 92502-1409

RE: Notice of Availability (NOA) of a Draft Environmental Impact Report (DEIR) for the Canterwood project: Change of Zone No. 1800007, Tentative Tract Map No. 37439, Plot Plan 180024, and Tentative Parcel Map 37864

Dear Mr. Brady,

Thank you for the opportunity for the City of Menifee to review the DEIR for the proposed Canterwood project consisting of a maximum of 574 units on 158.8 acres located east of the City of Menifee, bounded by Eucalyptus Road to the east, Craig Avenue to the south, Leon Road to the west, and Holland Road to the north.

The DEIR, describes the project as a Change of Zone from R-1, One Family Dwellings to R4, Planned Residential, a Tentative Tract Map and Plot Plan to subdivide 158.18 acres into 574 single-family residential lots (lot sizes between 6,500 and 4,700 square feet), 25 open space lots including a 8.96-acre community park, 9 drainage basin lots, and 45.6 acres of project roadways. The project also includes:

- A tentative parcel map/Schedule J subdivision of the project site into 9 lots for financing/conveyance purposes;
- An offsite trapezoidal earthen drainage channel (Holland Channel) extending 1.5 miles from Eucalyptus Avenue to the east to Southshore Drive to the west in the City of Menifee; and
- Water - The project will tie into an existing 48-inch Eastern Municipal Water District (EMWD) water line in Leon Road, and an existing 30-inch EMWD water line in Craig Avenue.
- Sewer - Off-site sewer to be installed in the Holland Road, Briggs Road, and Tres Lagos Road rights of way (ROW). 10,850 linear feet of sewer line will extend from Leon Road on the western boundary of the residential project site, proceed 5,780 feet westerly within an EMWD easement to the intersection of Holland and Briggs Roads, then proceed 2,690 feet northerly within the Briggs Road ROW, finally proceeding 2,380 feet westerly within the Tres Lagos Drive ROW where it will terminate into a proposed sewer lift station

4.1

located on the south side of Tres Lagos Drive at the northwesterly corner of the Wilderness Lakes RV Resort in the City of Menifee. The EMWD sewer easement will be within the proposed Holland Channel and will require shared access within the future Riverside County Flood Control & Water Conservation District right-of-way.

4.1
cont.

The City has reviewed the project environmental documents and has the following comments:

Project Description: The Notice of Availability (NOA) describes the project as proposing “a maximum of 574 units on a 158.18-acre area”, yet further describes it as “a subdivision of 158.18 gross acres into 446 units (a reduced amount from what the Project and analysis of the EIR covers)”. The DEIR further clarifies that, the proposed tentative map was amended to 446 residential lots and one remainder 25.3-acre parcel. As such, the project appears to contemplate 128 additional units with a future subdivision of the remainder 25.3-acre parcel. As stated in the DEIR, “the purpose of the amended map is to be consistent with County Policy SCMVAP 6.1 which is currently under consideration for change as part of the Harvest Valley/Winchester Community Plan update.” As stated in the DEIR, the Policy “monitors overall trip generation from residential development to ensure that, overall, within the Highway 79 Policy Area, development projects produce traffic generation at a level that is 9 percent less than the trips projected by the General Plan traffic model trip generation level...” However, the policy is still currently in effect, and the 574-unit project described in the DEIR is not consistent with the 9 percent reduction requirement of the Policy. Given these facts, City staff has the following concerns:

4.2

- While the amended the map serves as a means to state the project is consistent with Policy SCMVAP 6.1, it appears that the appropriate application of the Policy should be for the whole project considered under the DEIR.
- The DEIR needs to appropriately analyze and mitigate the full impacts of the whole of the project (i.e., 574 units) in compliance with CEQA.
- It appears that Certification of the EIR and approval of the project prior to the approval of and certification of the EIR for the Community Plan Amendment update would be in conflict with Policy SCMVAP 6.1. If so, this would be a premature approval that inappropriately assumes the Policy will change to a “no project conflict” with the Community Plan update.

Transportation/Traffic: The City’s primary concern is related to the inadequacy of the analysis of traffic impacts and mitigation of potentially significant traffic impacts to the City of Menifee. The Transportation/Traffic Analysis section of the DEIR concludes that project traffic impacts will be significant and unavoidable, and includes standard conditions and mitigation measures generally consisting of payment of TUMF and DIF fees. The City’s Public Works Department, Traffic Engineering reviewed the Project Traffic Impact Analysis, prepared June 5, 2018, and has identified deficiencies with the traffic impact analysis as follows:

4.3

1. Table 1-4 Summary of Intersection Improvements:

4.4

- Since Scott Road interchange improvement is approved and under construction, only additional improvements at Haun Rd, Antelope Rd and I-215 Ramp intersections at Scott Rd should be listed.
- Haun Rd-Zeiders Rd/Scott Rd – This improvement should also include northbound/southbound phasing change from split phase to a protected left turn phase. The impact is a project specific impact and the project is 100% responsible for this improvement to mitigate impacts.
- The project shall construct the signal at Leon/Scott at 100% the cost of the improvement. The project is causing a direct impact at this intersection and is 100% responsible for improvements at this location to mitigate project impacts even though it is a DIF Facility.

4.4
cont.

2. Table 1-5 Project Fair Share Calculations:

- Haun Rd/Scott Rd – The impact at this location is project specific (direct impact) and hence the project is 100% responsible for the improvements to mitigate project impacts instead of fair share contribution.

4.5

3. Traffic Signal Warrant Analysis Table (all scenarios): If the warrant was met for consecutive scenarios, indicate warrant type that was met rather than showing a hatch. Instead of leaving the cells as blank where the warrant does not meet, indicate with “WNM-Warrant Not Met” or something along the same line.

4.6

4. Summary of LOS Exhibit (all scenarios): On some of the exhibits for some intersections, the condition shown on the exhibit is not consistent with what is reported in the intersection conditions table. For example, on Exhibit 6-6 for Scott Rd/Leon Rd, the PM condition is shown as green, but should be red. Please check all the exhibits to match the intersection conditions table.

4.7

5. Briggs Rd / Scott Road analysis (all scenarios): The existing AM intersection conditions analysis at the intersection shows failure which is not how the intersection operates in the field. A re-creation of the intersection in synchro determined that synchro reports LOS F if a Through/LT lane and a right turn lane was used. When a shared all way lane was used, synchro reported LOS B. Although a de facto right turn lane can be used in the northbound approach, to reflect the actual field conditions (better LOS), change the lane configuration in the northbound approach to an all way lane.

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6. Section 6.9 EAP Deficiencies and Recommended Improvements: Intersection improvements for the Haun Road-Zeiders Road/Scott Rd intersection should also include changing the north/south phasing to a protected left turn phasing.

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The City appreciates the County’s consideration of these comments, and in particular, traffic analysis and mitigation concerns indicated above. The City also requests that development

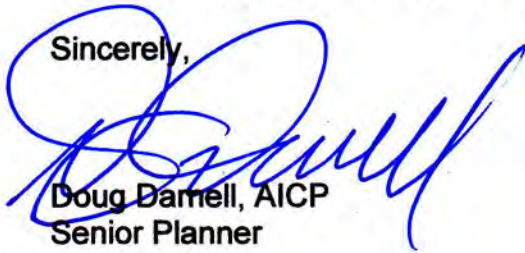
4.10

plans and any future notices regarding this project be sent to Doug Darnell, Senior Planner at 29844 Haun Road, Menifee, CA 92586.

The City is available, at your convenience, to meet to discuss these comments. If you have questions or to schedule a meeting, please contact me at 951-723-3744 or by e-mail at ddarnell@cityofmenifee.us

Thank you again for the opportunity to provide comments.

Sincerely,



Doug Darnell, AICP
Senior Planner

Cc: Charissa Leach, Assistant Director of TLMA
Keith Gardner, TLMA Administrative Services Manager
Cheryl Kitzerow, Community Development Director
Jonathan Smith, Public Works Director

4.10
cont.