APPENDIX G

- Responses to County Comments

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

DATE: June 15, 2006

TO: Mark Rael, Keystone Communities, FAX: 619-299-4845
Troy Burns, Lundstrom Associates FAX: 619-641-5910

FROM: Vicki S. Haskell, P.E. VSH

D&A Ref. No: 050702
RE: Fallbrook Oaks – Revised Responses to County Comments dated November 8, 2005.

Darnell & Associates, Inc. (D&A) has reviewed the County of San Diego's November 8, 2005 comment letter regarding our August 11, 2005 Traffic Study for Fallbrook Oaks. The following summarizes our responses to each of the County's comments on the traffic study and the General Plan Amendment (GPA) Report. These responses have been incorporated into our latest iteration of the report.

Response to the County's comments on the GPA Report:

Comment 1: The GPA Report (Pg. 18) and the traffic study (Pg. 20) have recommended that the project contribute to the County's TIF program in order to mitigate the project's cumulative traffic impacts. The applicant should coordinate with County staff in order to document that they agree to participate in the TIF program and to finalize the environmental documentation.

Response 1: So noted.

Comment 2: The GPA Report is an initial draft with no substantial discussion of traffic and transportation issues. Subsequent GPA Report submittals should include summary sections discussing the conclusions from the revised TIA.

Response 2: D&A will provide Lundstrom Associates with a copy of the traffic study such that it can be incorporated into the GPA Report.

Comment 3: The GPA Report (pg. 17, 18) should also discuss Public Facilities Element (PFE) Transportation Policy 1.2 and discuss how the proposed project complies / will comply with the stated policy.

Response 3: Public Facilities Element (PFE) Transportation Policy 1.2 states "General Plan Amendments and Rezones shall be reviewed to ensure that any proposed increases in density or intensity of use will not prevent the planned Circulation Element road system from operating at its planned Level of Service at buildout."

The traffic study shows that the proposed project does not have a direct impact on the roadway network analyzed in its vicinity. Further Section III of the revised traffic study identifies that the proposed General Plan Amendment and Rezone will actually result in a reduction in the allowable traffic generation to/from the site. Therefore, the proposed

1446 FRONT STREET • SUITE 300 • SAN DIEGO, CA 92101
PHONE: 619-233-9373 • FAX: 619-233-4034
E-mail: office@darnell-assoc.com G3

General Plan Amendment and Rezone will not prevent the Circulation Element road system in the project's vicinity from operating at its planned Level of Service at buildout.

Response to the County's comments on the TIA:

Comment 1: The traffic study states that the civil engineer for the project, Lundstrom Associates, will evaluate the adequacy of the sight distances at the project intersections. The GPA, prepared by Lundstrom Associates, does not discuss available sight distance at the project intersections. As a condition of approval, the engineer must certify that the available sight distances at all project intersections meet County standards.

Response 1: Figures 8 of the revised traffic study illustrates the sight distance clear zone requirements for the Reche Road/Valley Oaks Boulevard West intersection and Figure 9 illustrates the sight distance clear zone requirements for the Reche Road/Ranger Road and Valley Oaks Boulevard/ Keystone Oaks Road (Project Access) intersections. Lundstrum Associates will certify the adequacy of sight distance at these intersections on the project improvement plans.

Comment 2: Valley Oaks Blvd. West is shown to be improved along the project boundary to public residential collector road status. Address feasibility of connecting Valley Oaks Blvd. West to Yucca Rd., and adequate northerly terminus (cul-de-sac or interconnection).

Response 2: The project is not proposing to construct the extension of Valley Oaks Boulevard; however, the proposed project has been designed to not prevent Valley Oaks Boulevard West from being extended to the north to connect with Yucca Road if so desired in the future. As currently designed, the developer will construct a hammerhead at the terminus of Valley Oaks Boulevard West to provide turn-around capability.

Comment 3: A conceptual striping and signing plan should be provided for any proposed roadway and intersection improvements on Reche Road. Include recommended turn pocket widths and lengths. Address the angles of intersection and separation between intersections.

Response 3: As part of the proposed project, the developer plans to realign Valley Oaks Boulevard West on the north side of Reche Road to align with Valley Oaks Boulevard West on the south side of Reche Road, thus eliminating the existing intersection offset. No turn pockets are proposed to be added to the intersections along Reche Road, thus a conceptual striping plan for Reche Road has not been included in the traffic study.

Comment 4: Concerns have been received regarding need for left turn pocket from westbound Reche Road into southbound Valley Oaks Blvd. West. The traffic study should address this concern as part of the Reche Road / Valley Oaks Blvd. intersection requirements.

Response 4: Darnell & Associates, Inc. has evaluated the need for a left turn pocket at the Reche Road/Valley Oaks Boulevard West intersection. The existing traffic counts found that there are 180 southbound daily trips on Valley Oaks Boulevard West south of Reche Road. Based on the existing AM/PM peak hour turn counts at the intersection, approximately 66%, or 119 daily trips are currently turning left from westbound Reche Road. The County generally does not require that a left turn pocket be installed until either the daily left turn volume exceeds 300 vehicles and/or there is a LOS or safety concern. All critical movements at the Valley Oaks Boulevard West/Reche Road intersection will operate at LOS C or better without the addition of a westbound left turn lane. Therefore, the installation of a westbound left turn lane at the Valley Oaks Boulevard West/Reche Road intersection is not required. This discussion has been added to Section V of the revised traffic study.

If you have any questions regarding our responses, please feel free to contact the office.

Darnell & ASSOCIATES, INC.
TRANSPORTATION PLANNING & TRAFFIC ENGINEERING

MEMORANDUM

December 17, 2007

To: Mark Rail
Keystone Communities

FROM: Bill Darnell

D&A Ref. No: 050702

Subject: Fallbrook Oaks Project (TM 5445) Reponses to County of San Diego Comments dated December 14, 2007.

Darnell & Associates, Inc. (D&A) have reviewed the County's Comments and revised the report to respond to the comments. The following are our responses to the Comments dated December 14, 2007.

Comment 1.) *We find the traffic study to be acceptable provided that it discusses/incorporates the projects impacts to the I-15/East Mission Road ramp intersections. The proposed mitigation shall be changed to indicate that before the final maps approved, the developer will either: 1) pay the additional Transportation Impact Fee (TIF) associated with freeway ramps as adopted by the Board of Supervisors to include improvements to E. Mission Road/I-15 interchange to the satisfaction of the Director of Public Works. (The County's TIF program does not currently include I-15/ East Mission Road Interchange. There is no Guarantee when or if the Board of Supervisors will adopt these ramps into the TIF, so there is no guarantee paying into TIF will be an option for these freeway ramps. Also, if the I-15/East Mission Road improvements currently unknown and (could be very high); or 2) Construct Improvements to East Mission Road/I-15 interchange in proportion to TM 5449 impacts to these facilities to the satisfaction of the Director of Public Works and Caltrans.*

Response 1.) The report on pages 32, 33, and 34 have been revised to respond to the comments

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1446 FRONT STREET • SUITE 300 • SAN DIEGO, CA 92101
PHONE: 619-233-9373 • FAX: 619-233-4034
E-mail: office@darnell-assoc.com