

EXHIBIT H

**ADDENDUM
LOTUS RANCH
FINAL ENVIRONMENTAL IMPACT REPORT
FOR THE ANNEXATION TO
THE CITY OF EL CENTRO,
PRE-ZONE (Change of Zone #05-07), AND
TENTATIVE SUBDIVISION MAP**

Prepared for:

Imperial County Local Agency Formation Commission
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Prepared at the request of:

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Attachment A – Lotus Ranch Traffic Study Update

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SECTION 1 INTRODUCTION

1.1 Introduction

As the Lead Agency, the City of El Centro (“City”) prepared an environmental impact report (EIR) for the Lotus Ranch development project (as defined in that EIR) The City certified the Lotus Ranch Final EIR (FEIR) for the Annexation to the City of El Centro, Pre Zone Change of Zone #05-07 & Tentative Subdivision Map (referred to herein as “FEIR”) (State Clearinghouse No. 2014111045) on September 6, 2016. The City filed a Notice of Determination on September 8, 2016. Lotus Ranch had filed an application for annexation to the Local Agency Formation Commission (LAFCO) on March 29, 2005 as set out on the LAFCO website.

LAFCO acts as a responsible agency in approving an annexation and may prepare an additional environmental document to address changed circumstances (14 CCR Section 15164(e)). The LAFCO Executive Officer requested that the applicant (Lotus Ranch) address the changed circumstance of the Miller-Burson developer filing an application with LAFCO for annexation to the City on October 16, 2016 as set out on the LAFCO website. Specifically, the LAFCO Executive Officer directed preparation of an update traffic study and addendum (or other appropriate CEQA documentation) on the limited issue of whether or not the traffic impacts from the Miller-Burson development, as set out in the Miller-Burson EIR, could result in additional cumulative environmental impacts or mitigation measures for the Lotus Ranch development. No other additional analysis was requested.

Therefore, by agreement with LAFCO (as confirmed in the February 9, 2017 email with the LAFCO General Counsel), the City as lead agency prepared an updated traffic study to address the specific question asked by the LAFCO Executive Officer: are there significant cumulative impacts when the traffic from the Miller-Burson development is added to the Lotus Ranch EIR.

The traffic consultant for the Lotus Ranch EIR prepared an updated traffic study to include the Miller-Burson development in the cumulative impact analysis of the Transportation/Traffic Environmental Analysis Section. As a result of that updated traffic study, it was determined that the addition of the Miller-Burson development did not change the Lotus Ranch EIR’s determination of no significant cumulative impact on traffic. Therefore, this Addendum has been prepared in order to confirm that the addition of a cumulative project does not result in new significant environmental effects or a substantial increase in the severity of previously identified significant effects compared to the impacts disclosed in the FEIR.

Lead Agency Contact Information

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1.2 Addendum Organization

This document is organized as follows pursuant to the requirements of the CEQA Guidelines:

- Chapter 1, Introduction: Describes the basis of this Addendum; explains the rationale for preparing an addendum to the EIR as the appropriate form of environmental review under CEQA; as well as the adoption and availability procedures for this Addendum.
- Chapter 2, Project Description: Describes the location and details of the project analyzed in the EIR.
- Chapter 3, Environmental Analysis: Evaluates whether the changes made to the cumulative impact section of the EIR result in new or substantially more significant environmental impacts compared to the impacts analyzed in the FEIR.
- Chapter 4, List of Preparers: Lists the persons involved in drafting the Addendum.
- Chapter 5, References and Attachments: Identifies the documents and persons consulted in preparing this Addendum.

1.3 Addendum Scope of Environmental Review

This Addendum evaluates whether the inclusion of an additional project within the “Cumulative Project” list of the FEIR would result in new or substantially more significant cumulative environmental impacts as compared to the cumulative environmental impacts analyzed in the FEIR.

The FEIR assessed the environmental impacts of a 609-unit, 213-acre housing development in the City of El Centro, CA and an Environmentally-Preferred Project Alternative of 574 units and a kindergarten through 6th grade (K-6) school site. Other components of the project (both the original proposed project and the Alternative) included the creation of three storm water detention basins that would serve as public open space, a park of approximately 10.8 acres, as well as on and offsite infrastructure improvements to serve the project area.

As discussed in the FEIR, the following environmental areas were determined to have no impact from the proposed project and were therefore not analyzed:

- Aesthetics
- Cultural Resources
- Hazards and Hazardous Materials
- Land Use/Planning
- Mineral Resources
- Recreation
- Utilities/Service Systems

As discussed in the FEIR, the following environmental areas were determined to have less than significant environmental impacts, with mitigation, from the proposed project:

- Agricultural Resources (Project and Cumulative)
- Air Quality (Project and Cumulative)
- Biological Resources (Project and Cumulative)
- Geology and Soils (Project and Cumulative)
- Greenhouse Gas Emissions (Project)
- Hydrology and Water Quality (Project and Cumulative)
- Noise (Project and Cumulative)

- Public Services (Project and Cumulative)
- Transportation and Traffic (Project and Cumulative)

Pursuant to CEQA Guidelines Section 15130, a list of past, present, and reasonably anticipated future projects was prepared, in order to allow for the assessment and determining of cumulative impacts. The FEIR contained a list of twenty-three (23) projects to be included in the cumulative impact analysis, of which 10 are under construction or are approved but a completion date is unknown; past projects that have already been built were already included in the baseline existing conditions.

This Addendum has been prepared in order to address the addition of one project to the cumulative project impact list, and will analyze whether additional cumulative impacts to Traffic and Circulation would occur.

1.4 Basis for and EIR Addendum

An agency may prepare an addendum to a prior EIR pursuant to CEQA Guidelines Section 15164 that states, in part, that “The lead agency [...] shall prepare an addendum to a previously certified FEIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred.”

15164. ADDENDUM TO AN EIR OR NEGATIVE DECLARATION

- (a) The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred.
- (b) An addendum to an adopted negative declaration may be prepared if only minor technical changes or additions are necessary or none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR or negative declaration have occurred.
- (c) An addendum need not be circulated for public review but can be included in or attached to the final EIR or adopted negative declaration.
- (d) The decision making body shall consider the addendum with the final EIR or adopted negative declaration prior to making a decision on the project.
- (e) A brief explanation of the decision not to prepare a subsequent EIR pursuant to Section 15162 should be included in an addendum to an EIR, the lead agency’s findings on the project, or elsewhere in the record. The explanation must be supported by substantial evidence.

Note: Authority cited: Section 21083, Public Resources Code; Reference: Section 21166

Section 15162(a) states that a subsequent EIR would be required if the lead agency determines, on the basis of substantial evidence in light of the whole record, any of the following conditions exist:

- (1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or Negative Declaration, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- (2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions to the previous EIR or Negative

Declaration, due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the Negative Declaration was adopted, shows any of the following:

(a) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(b) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(d) Mitigation measures or alternative which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based on the evaluation provided in this Addendum, no new significant impacts would occur as a result of the inclusion of an additional cumulative project into the cumulative impact analysis, nor are there any substantial increases in the severity of any previously-identified adverse environmental impacts. Therefore, none of the conditions described in Section 15162 of the CEQA Guidelines has occurred. For this reason, an addendum is the appropriate document to comply with CEQA requirements.

1.5 Adoption and Availability of Addendum

In accordance with CEQA Guidelines Section 15164(c), an addendum to an EIR need not be circulated for public review but can be included in or attached to the FEIR. The decision-making body must consider the Addendum with the FEIR prior to making a decision on the project (CEQA Guidelines Section 15164(d)). The consideration of this Addendum and certification of the EIR documents the determination that a subsequent or supplemental EIR is not required.

SECTION 2 PROJECT DESCRIPTION

2.1 Project Description

The Lotus Ranch project as discussed in the FEIR proposes annexation of an approximately 213-acre area from the County to the City, subdivision of the existing lots, and construction and occupation on those lots of a 574-unit single-family residential development, one park consisting of ±10.8 acres, and an 8-acre K-6 school site. Other components of the project include the creation of three storm water detention basins that would serve as public open space, and onsite/offsite infrastructure improvements to serve the project area. G-MAC Development has prepared a tentative subdivision map. Detailed descriptions of these aspects of the project are provided below.

Project implementation requires the following agency approvals: 1) approval by LAFCO for annexation of the site from the County of Imperial to the City; 2) establishment of a pre-zone of R1 Residential under the City Zoning Ordinance (which has been completed); and 3) City approval of a tentative subdivision map to allow the construction of 574 single-family residential lots, a K-6 school site, and public park on the approximately 213-acre site (which has been completed with the final map pending). Annexation and pre-zone to R1 residential of the two “out parcels” adjacent to La Brucherie Avenue is included as part of the project.

To prepare the site for development, all structures existing within the site’s boundaries would be demolished. There are two additional inhabited single-family residences and accessory structures located along the site’s eastern boundary and south of an existing east-west dirt road (future alignment of Danenberg Drive). The residences are not within the project boundaries and would not be demolished as part of the project. Grading would be conducted to create building pads for the residential lots and the park; however, grading is anticipated to be minimal due to the site’s flat topography.

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SECTION 3 ENVIRONMENTAL ANALYSIS

3.1 Cumulative Projects

The following list contains a description of the Cumulative Projects included in the Cumulative environmental analysis section of the Lotus Ranch FEIR, as well as the inclusion of the Miller-Burson project, which has been added to this list in this Addendum. Figure 1 of this Addendum identifies the locations of the past, present, and probable activities producing related or cumulative impacts associated with the proposed projects identified below:

Miller-Burson is a proposed project involving the creation of 485 single-family residential lots, two detention basins, a school site and a 4.62-acre park site, north of I-8, south of Ross Road, east of Austin Road, and west of Lotus Road on 160 acres. The project requires an Annexation and Change of Zone. The Miller-Burson FEIR was certified on May 6, 2009. The project has an approved tentative subdivision map and the land is presently farmed.

McCabe Ranch has been completed and consists of 428 residential units that include of 301 single-family, 85 multi-family, and 42 units designated for senior residents. The site is located on the west side of Dogwood Road, south of McCabe Road in Imperial County. Site access is proposed via Correll Road and Dogwood Road. A total of four access points to the surrounding street system are planned, three to the proposed Correll Road and one (Black Hills Road) to Dogwood Road. The three residential access points to Correll Road will be at Lone Star Way, Palm Avenue, and Maple Avenue. Black Hills Road will provide access to Dogwood Road. The project would generate 3,550 ADTs, with 76 inbound and 206 outbound trips during the AM peak hour, and 243 inbound and 143 outbound trips during the PM peak hour.

The Wildflower/Santa Rosa/Desert Estates II Residential Development has been completed and consists of a 325-unit residential subdivision located north of Ross Avenue and South of Main Street. The project would generate about 3,110 ADTs, with 60 inbound trips and 180 outbound trips during the AM peak hour and 210 inbound/115 outbound trips during the PM peak hour.

Countryside Subdivision North/South has been completed and consists of 330-unit residential subdivision located south of I-8 and east of SR 86. The project would generate 3,300 ADTs, with 53 inbound trips and 211 outbound trips during the AM peak hour and 231 inbound trips and 99 outbound trips during the PM peak hour.

Imperial Valley Mall was completed in 2005 and consists of a regional indoor shopping center mall on a 160-acre site located within the City's adopted Sphere of Influence. The project site is along the east side of Dogwood Road and south of Chick Road/Danenberg Drive. The project has two separate and distinct phases. Phase I opened in March 2005 while Phase II establishes general land use categories for the parcels surrounding the retail mall. The regional indoor retail mall consists of four anchor tenants, a cinema, auto service facility, and supporting retail stores on approximately 80 acres. Phase II is programmed for commercial and residential uses.

El Centro Town Center is a completed commercial development to be located on the east side of SR 86 in the City of El Centro between Cruickshank Drive and Bradshaw Road. The development will consist of 235,200 square feet of discount retail stores, a 3,500 square foot fast food restaurant, and a six-pump gas station. The project was calculated to generate 14,789 ADT, with 307 inbound and 124 outbound trips during the AM peak hour, and 802 inbound and 802 outbound trips during the PM Peak hour.

Imperial Center is a proposed project to be built in three phases, consisting of 722,000 square feet of commercial space including a gas station and convenience store, a hotel and a shopping center. It is located to the east of SR 111 just north of Heber Road. The project will generate 25,397 ADT, with 421 inbound and 302 outbound trips during the AM peak hour, and 1,131 inbound and 1,203 outbound trips during the PM peak hour. This project is partially completed.

Buena Vista is a completed 465-unit detached residential development located south of I-8, west of Clark Road, and east of the Imperial Avenue extension. The project is calculated to generate 4,450 ADT.

The Linda Vista Subdivision is a proposed 173-unit residential subdivision located south of I-8 and west of SR 86. The project also includes 4.6 acres of commercial land use and a school site. The project would generate 7,970 ADTs, with 270 inbound trips and 246 outbound trips during the AM peak hour and 411 inbound trips and 419 outbound trips during the PM peak hour. The project was approved by City Council.

Wake Avenue Auto Park has been completed and consists of a commercial development project covering 34.62 net acres consisting of an auto dealership, strip commercial, and an apartment complex. The site is located on the east side of 8th Street, just south of I-8, in Imperial County. It is calculated that this approved project will generate 11,040 ADT, with 215 inbound and 227 outbound trips during the AM peak hour, and 505 inbound and 435 outbound trips during the PM peak hour.

Farmer Estates is a completed 190-unit detached residential development located south of I-8 Freeway and east of La Brucherie Avenue. It was calculated to generate 934 ADT, with 18 inbound and 61 outbound trips during the AM peak hour, and 61 inbound and 36 outbound trips during the PM peak hour.

Heber Meadows is a project that proposes to construct a combination of single-family and multi-family residential units. The development would consist of 222 single-family homes residential and a 476-unit apartment complex directly north of the single-family residential subdivision. The site is located on the southwest corner of the future Correll Road/Pitzer Road intersection. It is calculated that the proposed project would generate 5,270 ADT, with 87 inbound and 304 outbound trips during the AM peak hour, and 325 inbound and 175 outbound trips during the PM peak hour.

Dogwood Elementary School is a completed 600-student elementary school project. The site is located on the north of Correll Road and east of Dogwood Road. It was calculated to generate 1,740 ADT, with 323 inbound and 216 outbound trips during the AM peak hour, and 132 inbound and 190 outbound trips during the PM peak hour.

Heberwood Estates consists of 425 residential units. The project is located west of Dogwood Avenue and north of SR 86.

Imperial Plaza is completed and consists of 341,516 square feet of General Commercial development. The project site is located 330 feet east of Imperial Avenue (SR 86), between the Central Drain and North 12th Street (extended). It is estimated that the project generates a total of 15,088 ADT primary trips, with 677 inbound/733 outbound trips during the PM peak hour.

8th Street consists of a proposed General Plan Amendment from low-density residential to medium-density residential and general industrial. The project site is located east of SR 86 along the east side of 8th Street on the southwest corner of 8th Street and Bradshaw Road extension. The project proposes 6.9 acres of multi-family units, which would include a maximum 172 dwelling units and 14.82 acres of General Manufacturing. The project is expected to generate approximately 2,000 ADT with 240 PM peak hour trips.

Citrus Grove is a proposed project involving the residential development of approximately 50 acres of land east of SR 86 and north of McCabe Road. The project consists of 120 single family lots and a 2.23-acre park.

Courtyard Villas is a proposed project involving 54 single-family units and a park on 21.5 acres, east of Austin Road and South of Orange Avenue.

Imperial Valley Commons is a partially completed commercial/retail center. The project is located in the southeastern portion of the City south of I-8, north of Danenberg Drive, and east of Dogwood Avenue. The project site consists of approximately 780,000 square feet of commercial / retail space divided into individual retail stores varying in size.

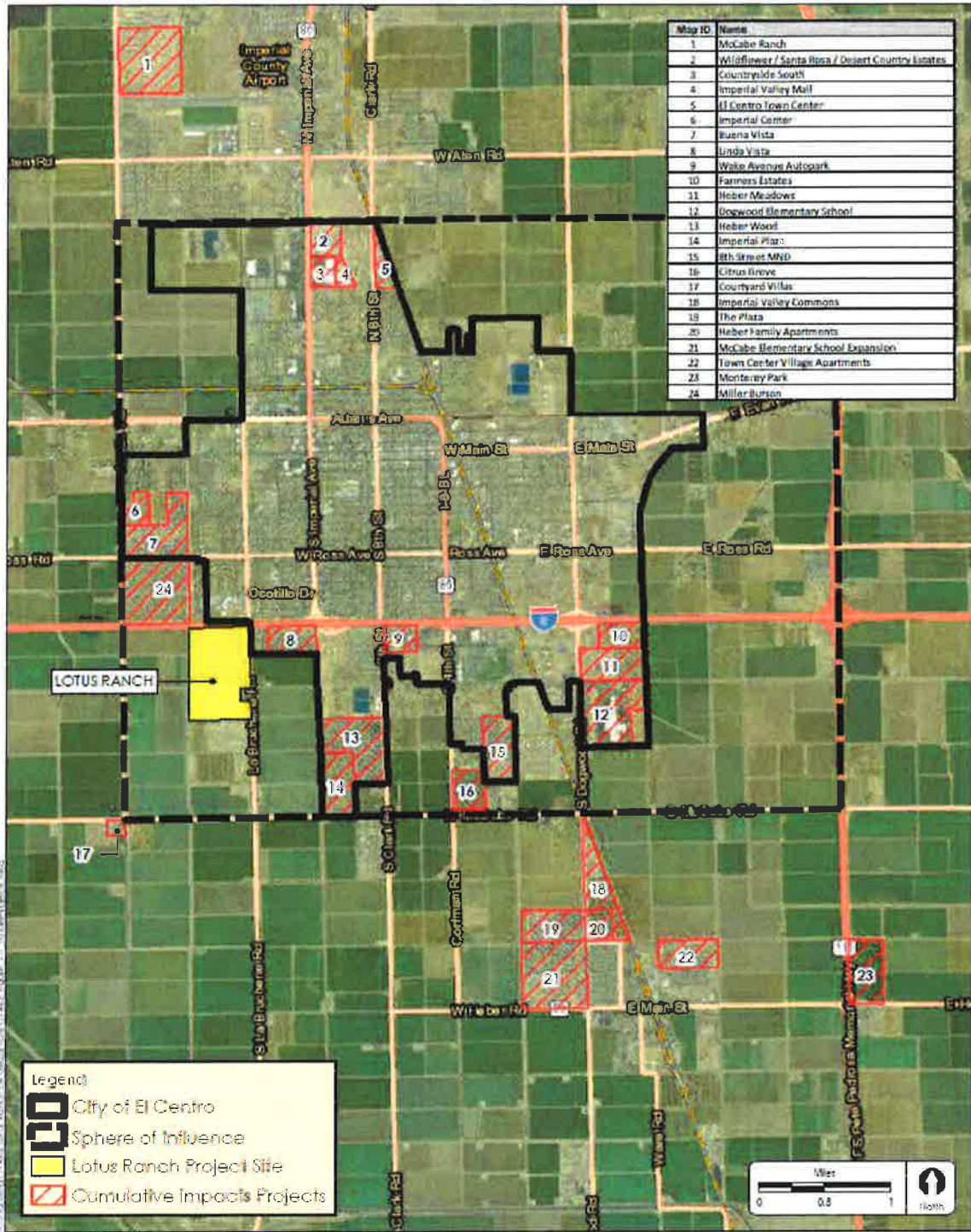
Plaza at Imperial is a completed commercial/retail center. The project is located in the southeastern portion of the City south of I-8, north of Danenberg Drive, and east of Dogwood Avenue. The project site consists of approximately 350,102 square feet of commercial/retail space divided into individual retail stores varying in size.

Heber Family Apartments is a residential project located west of Dogwood Road and north of Heber Road. The project was estimated to generate 269 ADT, with 4 inbound and 16 outbound trips during the AM peak hour, and 16 inbound and 9 outbound trips during the PM peak hour.

McCabe Elementary Expansion is a completed project that increased capacity of the existing McCabe Elementary School located on the southwest corner of the McCabe Road/Austin Road intersection.

Town Center Village Apartments is a project currently under construction and located approximately 1,000 feet east of North Imperial Avenue situated between Cruickshank drive and Bradshaw Drive. The project consists of 256 multi-family residential units on 12.75 acres of land.

Monterey Park is a partially completed 152-acre residential subdivision including 589 units. The proposed project is located on the southeast corner of Austin Road and Brewer Road in the City of Imperial.



Date of Exhibit: 2/17/2017
 Source: ESRI Aerial BaseMap (Microsoft 5/29/2011)
 City of El Centro Cumulative Projects: 01/2014



Cumulative Impact Activities

Figure 1

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3.2 Cumulative Impact Analysis

3.2.1 Traffic and Transportation

FEIR Direct and Cumulative Impact Findings

The FEIR contained a review of the surrounding area and the list of cumulative projects which could potentially add traffic to the roadways and intersections. Based on this review, it was determined that nine future cumulative development projects should be included in the traffic analysis, in order to determine cumulative impacts to roadways and intersections.

Significant cumulative impacts were identified for several intersections and roadway segments where the Lotus Ranch project would contribute a substantial amount of traffic to facilities anticipated to operate with poor future conditions. The project would result in the following cumulative traffic impacts:

Intersections

C-T 1 Project traffic would cause a significant increase in delay at the Imperial Avenue / Ocotillo Drive intersection.

C-T 2 Project traffic would cause a significant increase in delay at the La Brucherie Avenue / McCabe Road intersection.

Roadway Segments

C-T 3 Project traffic would cause a significant increase in volume/capacity ratio at the segment of Wake Avenue from La Brucherie Avenue to Imperial Avenue.

Access-Related Impacts

C-T 4 The project could result in significant operational impacts if proper site access is not provided.

The FEIR contained the following Mitigation Measures addressing transportation and traffic impacts:

Cumulative Impact Mitigation Measures

MM C-T 1 The project applicant shall contribute a fair share (2.3%) towards the provision of an eastbound right-turn overlap phase (RTOL) at the intersection of Imperial Avenue / Ocotillo Drive.

MM C-T 2 The project applicant shall contribute a fair share (4.3%) towards signaling the intersection of La Brucherie Avenue / McCabe Road and providing a dedicated left-turn lane at each approach.

MM C-T 3 The applicant shall contribute a fair share (36.6%) towards improving the currently constructed portion of Wake Avenue between La Brucherie Avenue and the future

extension of Imperial Avenue to City two-lane arterial standards and a fair share (12.4%) towards the construction of Imperial Avenue between I-8 and Wake Avenue.

MMC-T 4 The applicant shall provide dedicated northbound left-turn lanes and dedicated southbound right-turn lanes at the three proposed access points along La Brucherie Avenue and a dedicated eastbound left-turn lane and a dedicated eastbound right-turn lane on Danenberg Drive at La Brucherie Avenue.

The FEIR concluded that with the above mentioned mitigation measures, the project's cumulative impacts to transportation and traffic would be less than significant.

Addendum Findings

Pursuant to comments made regarding the Traffic Study completed on April 26, 2016 for the Lotus Ranch FEIR, an updated cumulative traffic analysis was completed on February 16, 2017, in order to include the Miller-Burson project as a cumulative project in the Lotus Ranch Traffic Study. The Miller-Burson project proposes a maximum of 485 single family units, a park, and a school site. The project is located north of I-8, on the south side of Ross Avenue between Austin Road and Lotus Road, generally located northwest of the project site.

The basis for determining the amount of traffic the Miller-Burson project would add to the street system is a traffic study prepared for the project in April 2007 by Katz, Okitsu, & Associates. This project is expected to generate 5,868 Average Daily Trips (ADT). Trip generation data utilized in the April 2007 traffic study is still relevant since ITE and SANDAG trip rates are virtually unchanged since 2007. In addition, the traffic study's cumulative impact analysis evaluated future growth scenarios that go out to 2025, which cover the current time frame of the Lotus Ranch project and contained an increased 10% volume of traffic to account for later projects such as Miller-Burson.

Table A- Near-Term Intersection Operations and **Table B- Near Term Street Segment Operations** show the results of the intersection and segment analysis with the Miller-Burson traffic added.

The traffic analysis in the Lotus Ranch FEIR showed that, significant cumulative impacts would occur at the intersection of Ocotillo Drive / Imperial Avenue – LOS F (C-T 1 above) and at the intersection of La Brucherie Avenue / McCabe Road – LOS F (C-T 2 above). A significant cumulative impact would also occur along the roadway segment of Wake Avenue, between La Brucherie Avenue and Imperial Avenue – LOS D (C-T 3 above). Those traffic impacts are mitigated to a level of insignificance by the traffic mitigation measures listed in the FEIR and summarized in Section 3.2.1 above.

The Updated Traffic Study makes the same findings, and confirms that no additional traffic impacts would occur as a result of adding the Miller-Burson traffic to the cumulative traffic analysis. Thus the conclusions made in the FEIR would remain unchanged, no new mitigation measures are required, and the Mitigation Measures identified in the FEIR would be sufficient to reduce all significant cumulative impacts to less than significant levels. For these reasons, an Addendum is appropriate here.

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**TABLE A
NEAR-TERM INTERSECTION OPERATIONS**

Intersection	Control Type	Peak Hour	Existing		Existing + Phase I Project		Existing + Phase I + Phase II Project		Existing + Total Project		Existing + Total Project + Cumulative	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. La Brocherie Ave / W. Main St	Signal	AM	35.3	D	24.9	C	25.0	C	25.0	C	30.6	C
		PM	36.6	D	22.4	C	22.5	C	22.5	C	23.9	C
2. La Brocherie Ave / Ross Ave	Signal	AM	27.5	C	28.0	C	30.1	C	30.3	C	35.1	C
		PM	28.7	C	30.7	C	32.8	C	32.8	C	33.2	C
3. La Brocherie Ave / Ocotillo Dr	Signal	AM	35.8	D	36.0	D	36.4	D	36.2	D	75.6	E
		PM	29.2	C	30.1	C	30.3	C	27.8	C	35.6	D
4. Ocotillo Dr / Waterman Ave	AWSC ^c	AM	17.2	C	18.4	C	20.3	C	17.2	C	47.3	E
		PM	10.2	B	10.5	B	11.0	B	10.2	B	12.9	B
5. Ocotillo Dr / Imperial Ave	Signal	AM	42.2	D	44.2	D	48.0	D	44.1	D	>100	F
		PM	25.8	C	27.2	C	29.3	C	27.3	C	>100	F
6. La Brocherie Ave / Wake Ave	OWSC ^d / TWSC ^e	AM	21.5	C	38.5	E	58.6	F	>100	F	>100	F
		PM	12.9	B	17.9	C	21.8	C	>100	F	>100	F
7. 8th Street / Wake Ave	Signal	AM	20.7	C	20.7	C	20.7	C	21.3	C	24.7	C
		PM	22.0	C	22.0	C	22.0	C	22.6	C	25.8	C
8. La Brocherie Ave / McCabe Rd	AWSC ^c	AM	26.7	D	34.6	D	51.7	F	32.7	D	>100	F
		PM	12.5	B	14.8	B	21.2	C	13.8	B	39.8	C
9. SR 86 / McCabe Rd	Signal	AM	18.0	B	18.5	B	18.9	B	20.1	C	23.4	C
		PM	20.7	C	20.7	C	20.8	C	20.8	C	30.0	C

Footnotes:

- a. Average delay expressed in seconds per vehicle
 - b. Level of Service
 - c. AWSC - All-Way Stop Controlled Intersection
 - d. TWSC - Two-Way Stop Controlled Intersection. Minor street left turn delay is reported.
 - e. OWSC - One-Way Stop Controlled Intersection. Minor street left turn delay is reported.
- General Notes:**
- 1. Bold and shaded represents a potential significant impact

SIGNALIZED		UN SIGNALIZED	
DELAY/LOS THERSHOLDS		DELAY/LOS THERSHOLDS	
Delay	LOS	Delay	LOS
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

LLG Ref 3-14-2392
Lotus Ranch

N. 2392, Title Manual 2392, Lotus Ranch, rev. Feb 2017. Additional Cumulative Project Data.

LINSCOTT, LAW & GREENSPAN, engineers

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**TABLE B
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a		Existing		Existing + Phase 1 Project		Existing + Phase 1 and Phase 2 Project		Existing + Total Project		Existing + Cumulative Projects + Project					
	ADT ^b	V/C ^c	ADT	LOS ^d	ADT	V/C	ADT	LOS	ADT	V/C	ADT	V/C	LOS			
La Brucherie Avenue																
Ross Avenue to Ocotillo Drive	18,000	6.983	0.388	A	7,444	0.414	A	8,140	0.452	A	8,283	0.460	A	9,782	0.543	A
Ocotillo Drive to Wake Avenue	18,000	5.130	0.285	A	6,053	0.336	A	7,445	0.414	A	6,430	0.357	A	7,143	0.397	A
Wake Avenue to McCabe Road	18,000	3.512	0.195	A	4,180	0.232	A	5,188	0.288	A	4,007	0.223	A	4,559	0.253	A
Ross Avenue																
La Brucherie Avenue to Imperial Avenue	27,000	7.061	0.262	A	7,093	0.263	A	7,141	0.264	A	7,185	0.266	A	9,092	0.337	A
Ocotillo Drive																
La Brucherie Avenue to Imperial Avenue	27,000	6.888	0.255	A	7,349	0.272	A	8,045	0.298	A	6,888	0.255	A	7,577	0.281	A
8th Street Bridge / Clark Road																
Aurora Drive to Wake Avenue	18,000	10,360	0.576	A	10,360	0.576	A	10,360	0.576	A	10,360	0.576	A	11,979	0.666	B
Wake Avenue to McCabe Road	27,000	8,239	0.305	A	8,239	0.305	A	8,239	0.305	A	8,363	0.310	A	9,770	0.362	A
McCabe Road																
La Brucherie Road to Clark Road	16,200 ^b	4,415	0.273	C	4,829	0.298	C	5,453	0.337	C	4,725	0.292	C	5,484	0.339	C
Clark Road to SR 86	16,200 ^b	3,849	0.238	B	4,247	0.262	C	4,847	0.299	C	4,221	0.261	C	5,406	0.334	C
Imperial Avenue																
I-8 to Wake Avenue	27,000	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	6,916	0.256	A	7,274	0.269	A
Wake Avenue to McCabe Road	27,000	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	3,634	0.135	A	3,992	0.148	A

**Table B (Cont'd)
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Phase 1 Project			Existing + Phase 1 and Phase 2 Project			Existing + Total Project			Existing + Cumulative Projects + Project				
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS		
Wake Avenue La Brucherie Avenue to Imperial Avenue	9,600 ^f	DNE	DNE	DNE		DNE	DNE	DNE		DNE	DNE	DNE	7,346	0.765	D	7,641	0.796	D

Footnotes:

- a) Capacities based on City of El Centro Roadway Classification Table (See Appendix C).
- b) Capacities based on County of Imperial Roadway Classification Table (See Appendix C).
- c) Average Daily Traffic
- d) Volume to Capacity ratio
- e) Level of Service
- f) 80% of the capacity for a 2-lane collector street based on the City of El Centro Roadway Classification Table was used since Wake Avenue is not currently built to two-lane collector standards.

General Notes:

- 1. DNE = Does not exist
- 2. Bold and shaded represents a potential significant impact

SECTION 4
LIST OF PREPARERS

Norma Villicaña, AICP – City of El Centro, Community Development Director

Brian Mooney, FAICP – RICK Community Planning & Sustainable Development, Principal

Marcus Bush – RICK Community Planning & Sustainable Development, Community Planner

Andrew Capobianco, JD – RICK Community Planning & Sustainable Development,
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Mario Flores, EIT - Linscott, Law & Greenspan, Engineers, Transportation Engineer

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SECTION 5
REFERENCES AND ATTACHMENTS

City of El Centro

2016 Final Lotus Ranch Environmental Impact Report

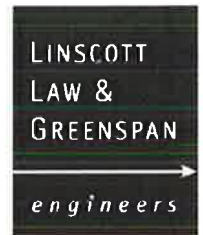
Linscott, Law, & Greenspan

2017 Lotus Ranch Traffic Study Update

2015 Lotus Ranch Traffic Impact Analysis

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Attachment A
Lotus Ranch Traffic Study Update



Engineers & Planners
Traffic
Transportation
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February 16, 2017

Ms. Norma Villicana
City of El Centro
1275 Main Street
El Centro, CA 92243

LLG Reference: 3-14-2392

Subject: **Lotus Ranch Traffic Study Update**

Dear Ms. Villicana:

Linscott, Law & Greenspan, Engineers (LLG) completed a traffic study for the Lotus Ranch project, dated April 26, 2016. One of the comments received on the study was to include the Miller Burson project as a cumulative project in the traffic study. The 2016 study included nine (9) cumulative projects and a 10% growth factor but did not include the Miller Burson project, since it was not a “reasonably foreseeable” project in the context of CEQA. This project proposed 494 single family units and is located north of I-8 on the south side of Ross Avenue between Austin Road and Lotus Avenue. The Miller Burson project trips were assigned to the street system based on an April 2007 traffic study conducted by KOA. **Appendix A** contains excerpts from this traffic study.

Tables A and B show the results of the intersection and segment analysis with Miller Burson traffic added. These tables show that no additional traffic impacts would occur as a result of adding Miller Burson traffic. The additional Miller Burson traffic is less than the 10% growth factor added traffic that was included in the 2016 traffic study for intersections and segments south of I-8. The conclusions of the 2016 traffic study would be unchanged.

Sincerely,

Linscott, Law & Greenspan, Engineers

John Boarman, P.E.
Principal

cc: File

Philip M. Linscott, PE (1924-2000)
Jack M. Greenspan, PE (Ret.)
William A. Law, PE (Ret.)
Paul W. Wilkinson, PE
John P. Keating, PE
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TABLE A
NEAR-TERM INTERSECTION OPERATIONS

Intersection	Control Type	Peak Hour	Existing		Existing + Phase I Project		Existing + Phase I + Phase II Project		Existing + Total Project		Existing + Total Project + Cumulative	
			Delay ^a	LOS ^b	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1. La Brucherie Ave / W. Main St	Signal	AM	35.3	D	24.9	C	25.0	C	25.0	C	30.6	C
		PM	36.6	D	22.4	C	22.5	C	22.5	C	23.9	C
2. La Brucherie Ave / Ross Ave	Signal	AM	27.5	C	28.0	C	30.1	C	30.3	C	35.1	C
		PM	28.7	C	30.7	C	32.8	C	32.8	C	33.2	C
3. La Brucherie Ave / Ocotillo Dr	Signal	AM	35.8	D	36.0	D	36.4	D	36.2	D	75.6	E
		PM	29.2	C	30.1	C	30.3	C	27.8	C	35.6	D
4. Ocotillo Dr/ Waterman Ave	AWSC ^c	AM	17.2	C	18.4	C	20.3	C	17.2	C	47.3	E
		PM	10.2	B	10.5	B	11.0	B	10.2	B	12.9	B
5. Ocotillo Dr/ Imperial Ave	Signal	AM	42.2	D	44.2	D	48.0	D	44.1	D	>100	F
		PM	25.8	C	27.2	C	29.3	C	27.3	C	>100	F
6. La Brucherie Ave / Wake Ave	OWSC ^d / TWSC ^e	AM	21.5	C	38.5	E	58.6	F	>100	F	>100	F
		PM	12.9	B	17.9	C	21.8	C	>100	F	>100	F
7. 8th Street / Wake Ave	Signal	AM	20.7	C	20.7	C	20.7	C	21.3	C	24.7	C
		PM	22.0	C	22.0	C	22.0	C	22.6	C	25.8	C
8. La Brucherie Ave / McCabe Rd	AWSC ^c	AM	26.7	D	34.6	D	51.7	F	32.7	D	>100	F
		PM	12.5	B	14.8	B	21.2	C	13.8	B	39.8	C
9. SR 86 / McCabe Rd	Signal	AM	18.0	B	18.5	B	18.9	B	20.1	C	23.4	C
		PM	20.7	C	20.7	C	20.8	C	20.8	C	30.0	C

Footnotes:

- a. Average delay expressed in seconds per vehicle.
- b. Level of Service.
- c. AWSC- All-Way Stop Controlled intersection.
- d. TWSC - Two-Way Stop Controlled intersection. Minor street left turn delay is reported.
- e. OWSC- One-Way Stop Controlled intersection. Minor street left turn delay is reported.

General Notes:

- 1. Bold and shaded represents a potential significant impact

SIGNALIZED		UNSIGNALIZED	
DELAY/LOS THRESHOLDS	LOS	DELAY/LOS THRESHOLDS	LOS
Delay		Delay	
0.0 ≤ 10.0	A	0.0 ≤ 10.0	A
10.1 to 20.0	B	10.1 to 15.0	B
20.1 to 35.0	C	15.1 to 25.0	C
35.1 to 55.0	D	25.1 to 35.0	D
55.1 to 80.0	E	35.1 to 50.0	E
≥ 80.1	F	≥ 50.1	F

**TABLE B
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Phase 1 Project			Existing + Phase 1 and Phase 2 Project			Existing + Total Project			Existing + Cumulative Projects + Project		
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS
La Brucherie Avenue																
Ross Avenue to Ocotillo Drive	18,000	6,983	0.388	A	7,444	0.414	A	8,140	0.452	A	8,283	0.460	A	9,782	0.543	A
Ocotillo Drive to Wake Avenue	18,000	5,130	0.285	A	6,053	0.336	A	7,445	0.414	A	6,430	0.357	A	7,143	0.397	A
Wake Avenue to McCabe Road	18,000	3,512	0.195	A	4,180	0.232	A	5,188	0.288	A	4,007	0.223	A	4,559	0.253	A
Ross Avenue																
La Brucherie Avenue to Imperial Avenue	27,000	7,061	0.262	A	7,093	0.263	A	7,141	0.264	A	7,185	0.266	A	9,092	0.337	A
Ocotillo Drive																
La Brucherie Avenue to Imperial Avenue	27,000	6,888	0.255	A	7,349	0.272	A	8,045	0.298	A	6,888	0.255	A	7,577	0.281	A
8th Street Bridge / Clark Road																
Aurora Drive to Wake Avenue	18,000	10,360	0.576	A	10,360	0.576	A	10,360	0.576	A	10,360	0.576	A	11,979	0.666	B
Wake Avenue to McCabe Road	27,000	8,239	0.305	A	8,239	0.305	A	8,239	0.305	A	8,363	0.310	A	9,770	0.362	A
McCabe Road																
La Brucherie Road to Clark Road	16,200 ^b	4,415	0.273	C	4,829	0.298	C	5,453	0.337	C	4,725	0.292	C	5,484	0.339	C
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Imperial Avenue																
I-8 to Wake Avenue	27,000	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	6,916	0.256	A	7,274	0.269	A
Wake Avenue to McCabe Road	27,000	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	3,634	0.135	A	3,992	0.148	A

**TABLE 9-2 (CONTINUED)
NEAR-TERM STREET SEGMENT OPERATIONS**

Street Segment	Existing Capacity (LOS E) ^a	Existing			Existing + Phase 1 Project			Existing + Phase 1 and Phase 2 Project			Existing + Total Project			Existing + Cumulative Projects + Project				
		ADT ^b	V/C ^c	LOS ^d	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS	ADT	V/C	LOS		
Wake Avenue La Brucherie Avenue to Imperial Avenue	9,600 ^f	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	DNE	7,346	0.765	D	7,641	0.796	D

Footnotes:

- a) Capacities based on City of El Centro Roadway Classification Table (See *Appendix C*).
- b) Capacities based on County of Imperial Roadway Classification Table (See *Appendix C*).
- c) Average Daily Traffic
- d) Volume to Capacity ratio
- e) Level of Service
- f) 80% of the capacity for a 2-lane collector street based on the City of El Centro Roadway Classification Table was used since Wake Avenue is not currently built to two-lane collector standards.

General Notes:

- 1. DNE = Does not exist
- 2. Bold and shaded represents a potential significant impact

ATTACHMENT A

**Miller Burson
Traffic Impact Study**

April 2007

Prepared for:
Michael Brandman Associates
220 Commerce, Suite 200
Irvine, California, 92602

Prepared by:
Katz, Okitsu & Associates
2251 San Diego Avenue, Suite A270
San Diego, CA 92110
(619) 683-2933
Fax: (619) 683-7982

Job No.: JA5519

Project Trip Generation

Trip generation is a measure or forecast of the number of trips that begin or end at the project site. The traffic generated is a function of the extent and type of development proposed for the site. These trips will result in some traffic increases on the streets where they occur. Vehicular traffic generation characteristics for projects are estimated based on established rates. These rates identify the probable traffic generation of various land uses based studies of developments in comparable settings. The rates used in this analysis were determined based on rates contained in the *ITE Trip Generation 7th Edition* (2003) and the SANDAG (*Not So*) *Brief Guide of Vehicular Traffic Generation Rates for the San Diego Region* (2002). These publications provide standards and recommendations for the probable traffic generation of various land uses based upon local, regional and nationwide studies of existing developments in comparable settings. Two sources were utilized to obtain the project trip generation since the ITE publication does not include a trip generation rate by acre for elementary schools. In addition, the ITE park rate is much lower than the SANDAG rate and also does not account for peak hour park traffic. For these reasons the SANDAG trip generation rates were used for the school and park sites, while the ITE rates were chosen for the single-family dwelling units. Appendix C contains excerpts from these publications.

**Table 1-1
Project Trip Generation**

Land Use	Amount	Daily Trips	AM Peak Hour	AM In	AM Out	PM Peak Hour	PM In	PM Out
Trip Generation Rate								
<i>Single Family Dwelling Unit (SFDU)</i>	<i>1 SFDU</i>	<i>1</i>	<i>2</i>	<i>25%³</i>	<i>75%³</i>	<i>4</i>	<i>63%³</i>	<i>37%³</i>
<i>Elementary School</i>	<i>1 Acre</i>	<i>90</i>	<i>0.32</i>	<i>60%</i>	<i>40%</i>	<i>0.09</i>	<i>40%</i>	<i>60%</i>
<i>Park – City (developed)</i>	<i>1 Acre</i>	<i>50</i>	<i>0.13</i>	<i>50%</i>	<i>50%</i>	<i>0.09</i>	<i>50%</i>	<i>50%</i>
Project Generated Trips								
<i>Single Family Dwelling Unit (SFDU)</i>	<i>494 SFDU</i>	<i>4,520</i>	<i>355</i>	<i>89</i>	<i>266</i>	<i>451</i>	<i>284</i>	<i>167</i>
<i>Elementary School</i>	<i>11.77 Acres</i>	<i>1059</i>	<i>339</i>	<i>203</i>	<i>136</i>	<i>95</i>	<i>38</i>	<i>57</i>
<i>Park – City (developed)</i>	<i>5.76 Acres</i>	<i>288</i>	<i>37</i>	<i>19</i>	<i>19</i>	<i>26</i>	<i>13</i>	<i>13</i>
Total	-	5868	732	311	421	573	335	237

$$^1 \text{Ln}(T) = 0.92 \text{Ln}(x) + 2.71$$

$$^2 T = 0.70(x) + 9.43$$

³ Percent of Peak Hour Trips

$$^4 \text{Ln}(T) = 0.90 \text{Ln}(x) + 0.53$$

Trip Distribution and Assignment

Trip distribution and assignment is the process of identifying the probable destinations, directions and traffic routes that project related traffic will likely affect. Trip distribution and assignment information can be estimated from observed traffic patterns, experience or through

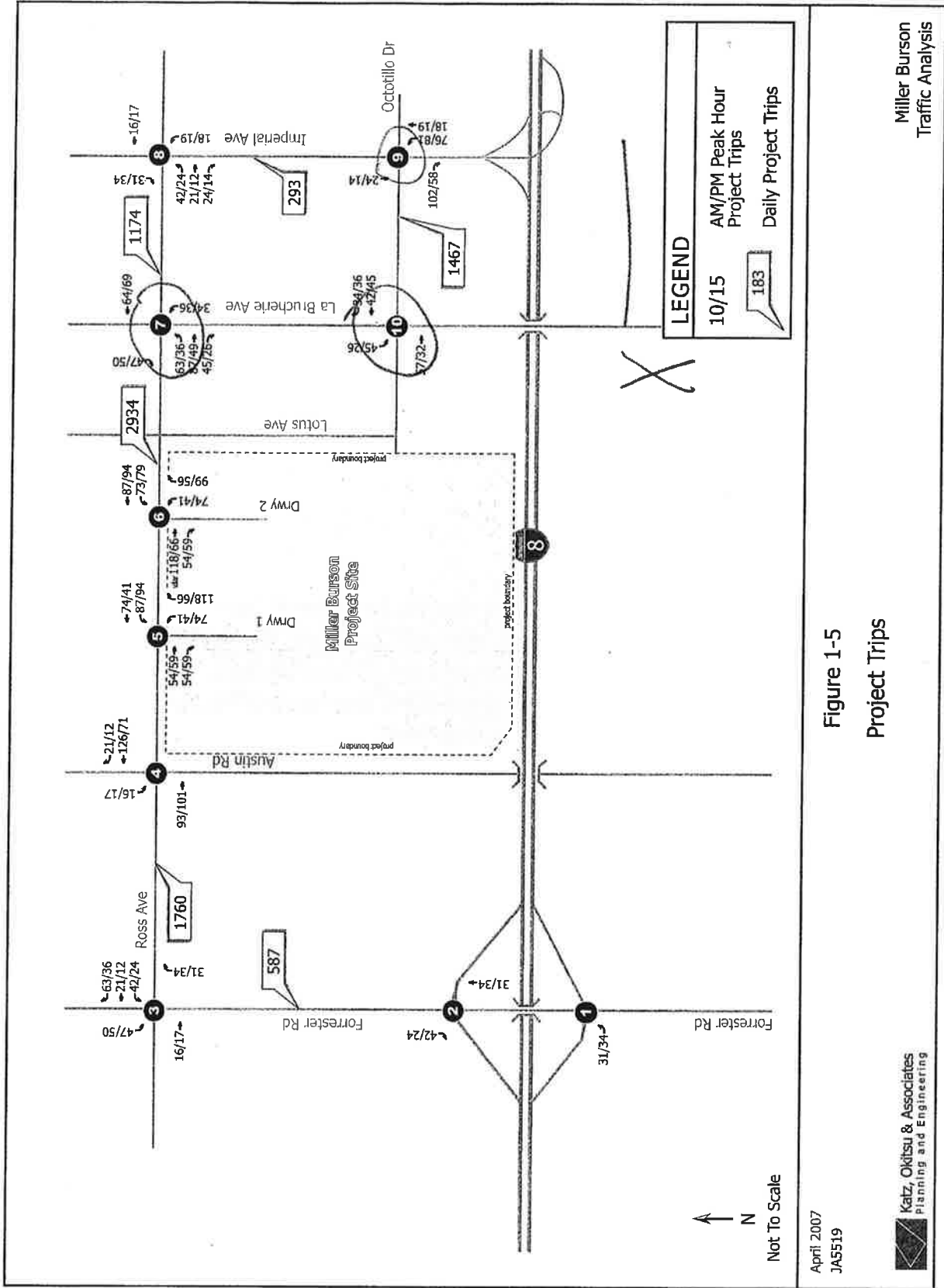


Figure 1-5
Project Trips