Appendix B: Traffic Scoping Memo
September 9, 2020

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1275 W. Main Street
El Centro, CA 92243

Subject: Town Center Village Traffic Scope of Work

Michael Baker International (Michael Baker) will be preparing the Transportation Impact Analysis (TIA) for the proposed Town Center Village project. The project site is located at the northeast corner of Bradshaw Avenue and N. 10th Street in the City of El Centro. The project proposes a rezone of the property from CG-General Commercial to R3-Multiple Family Residential. The applicant is requesting the rezoning to allow for development of a 180-unit apartment complex. A General Plan Amendment is required to change the existing General Plan land use designation from General Commercial to High Density Residential. It is our understanding the City is currently developing new traffic study guidelines to comply with SB-743 and to be consistent with the new California Environmental Quality Act (CEQA) requirements for evaluating transportation impacts using vehicle miles traveled (VMT) rather than level of service (LOS). Therefore, Michael Baker will work with City staff to determine an appropriate VMT threshold that is consistent with the Governor’s Office of Planning and Research (OPR) latest Technical Advisory dated December 2018. For evaluating traffic operations within the study area, Michael Baker will comply with the County of Imperial Traffic Study and Report Policy revised June 29, 2007 which the City of El Centro currently uses. The purpose of this traffic study scope of work is to outline the methodology and contents to be included in the traffic report.

PROJECT DESCRIPTION

The project site is currently vacant and undeveloped. The project plans to construct 180 multi-family dwelling units on a 20-acre site. The proposed site plan is shown in Exhibit 1. Exhibit 2 shows the project location east of 10th Street between Cruickshank Drive to the north and Bradshaw Avenue to the south. Vehicular access will be provided via one primary full access driveway on 8th Street and a secondary access on 10th Street.

TRIP GENERATION RATES

Michael Baker calculated the project trip generation to estimate the net new trips associated with the project. Trip rates from the Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition (ITE Trip Generation Manual) were utilized. Table 1 provides a summary of the daily and peak hour trip rates during a weekday.

<table>
<thead>
<tr>
<th>Land Use</th>
<th>ITE Code</th>
<th>Daily Trip Rate</th>
<th>AM Peak Hour Rate</th>
<th>PM Peak Hour Rate</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td>Total</td>
<td>In : Out</td>
</tr>
<tr>
<td>Multifamily Housing (Low Rise)</td>
<td>220 (1)</td>
<td>7.33 /DU</td>
<td>0.46 /DU</td>
<td>0.56 /DU</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>23%</td>
<td>63%</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>77%</td>
<td>37%</td>
</tr>
</tbody>
</table>

Source: ITE Trip Generation Manual, 10th Edition

(1) Rates shown are based on fitted curve equation.
**FORECAST PROJECT TRIPS**

Table 2 provides a summary of the expected trips generated on a weekday for the 180 multi-family dwelling units using the trip rates previously shown in Table 1. As shown in Table 2, the project is expected to generate approximately 1,320 daily trips with 83 AM (19 inbound and 64 outbound) peak hour trips and 101 PM (64 inbound and 37 outbound) peak hour trips.

<table>
<thead>
<tr>
<th>Proposed Land Use</th>
<th>Intensity</th>
<th>Daily Trips</th>
<th>AM Peak Hour Trips</th>
<th>PM Peak Hour Trips</th>
</tr>
</thead>
<tbody>
<tr>
<td>Multi-Family Residential</td>
<td>180 DU</td>
<td>1,320</td>
<td>83 : 64</td>
<td>101 : 37</td>
</tr>
</tbody>
</table>

Notes:
DU = Dwelling Unit

**VEHICLE MILES TRAVELED (VMT) SCOPE**

The City of El Centro is currently undergoing a General Plan update at which time VMT thresholds and City-wide average VMT per capita will be established. Michael Baker will coordinate with City staff and Chen Ryan to obtain the information needed to prepare the VMT analysis. For the purposes of this traffic study, Michael Baker will use VMT per resident metric to compare the project VMT per capita to the City-wide average VMT per capita. If the City is not able to establish VMT thresholds during the preparation of this transportation study, Michael Baker will use the VMT thresholds established by OPR’s Technical Advisory (December 2018).

**LOCAL MOBILITY ANALYSIS (LMA) SCOPE AND KEY ASSUMPTIONS**

In accordance with the County of Imperial Traffic Study and Report Policy, a Local Mobility Analysis (LMA) will be prepared for this project. According to this policy, projects that generate more than 400 daily residential trips are required to prepare a full LMA. The proposed project is forecast to generate 1,320 daily trips, therefore a full LMA is required. A General Plan Amendment is required to change the existing General Plan land use designation from General Commercial to High Density Residential. The following discusses the approach to preparing the traffic operations analysis and the key assumptions related to study area, traffic counts, trip distribution and study scenarios.

**Trip Distribution**

Trip distribution assumptions for the proposed project are based on a previous traffic study prepared for the same site. The project distribution is shown in Exhibit 3. As shown, 35% of project traffic is expected to travel south of SR-86 (Imperial Avenue), 28% south of 8th Street and 2% on 12th Street. To the north, 10% of project traffic is shown on SR-86 and an additional 10% is on 8th Street. Within the study area, 5%
of project traffic is captured locally by nearby retail businesses and an additional 10% travels west to other retail/commercial destinations.

Study Area
The extents of the proposed study area are consistent with the previous traffic study prepared for the same site.

As shown in Exhibit 2, the following ten (10) intersections will be analyzed in the LMA:

1.) Cruickshank Drive / Imperial Avenue (SR-86)
2.) Cruickshank Drive / 12th Street
3.) Cruickshank Drive / 10th Street
4.) Cruickshank Drive / 8th Street
5.) Bradshaw Road / Imperial Avenue (SR-86)
6.) Bradshaw Road / 12th Street
7.) Bradshaw Road / 10th Street
8.) Bradshaw Road / 8th Street
9.) 10th Street / Project Driveway
10.) 8th Street / Project Driveway

In addition, the following nine (9) roadway segments will be analyzed in the LMA:

A. Cruickshank Drive – between 12th St and 10th St
B. Cruickshank Drive – between 10th St and 8th St
C. Bradshaw Avenue – between 12th St and 10th St
D. Bradshaw Avenue – between 10th St and 8th St
E. Imperial Avenue – between Cruickshank Dr and Bradshaw Rd
F. Imperial Avenue – South of Bradshaw Rd
G. 8th Street – between Cruickshank Drive and Project Driveway
H. 8th Street – between Project Driveway and Bradshaw Rd
I. 8th Street – South of Bradshaw Rd

Study Scenarios
The following scenarios will be evaluated in the LMA:

- Existing Conditions
- Existing Plus Project
- Opening Year 2022 Without Project Conditions (Existing + Cumulative Projects)
- Opening Year 2022 Plus Project Conditions (Existing + Cumulative Projects + Project)
- Horizon Year 2040 Without Project Conditions
- Horizon Year 2040 Plus Project Conditions
Analysis Methodology and Project Improvements
Traffic operational impacts at study intersections will be analyzed in accordance with the County of Imperial Traffic Study and Report Policy revised June 29, 2007 which the City of El Centro currently uses. Study intersections will be analyzed using the Highway Capacity Manual 6th Edition (HCM 6) methodology and Synchro Version 10. Roadway segment analysis will be based on a ratio of daily volumes to LOS thresholds according to the City’s roadway classifications found in the City of El Centro’s General Plan Circulation Element. Based on the results of the analysis, project improvements will be identified and summarized in the LMA.

In addition to the operational analysis for study intersections, the following will also be evaluated:

Active Transportation
Existing and planned pedestrian and bicycle facilities will be documented within the LMA section of the report. In addition, the closest transit routes and stops will be documented as well as any planned trails or pathways near the project site.

Site Access and On-Site Circulation
The project site plan will be reviewed to determine the adequacy and operations of the proposed project’s access points. Michael Baker will address potential circulation issues on-site, operational analysis, pedestrian and bicycle access and access to nearby transit facilities.

Data Collection
Due to COVID-19, Michael Baker will not collect new traffic counts at the study locations. A Traffic Impact Analysis was completed for this site by Linscott, Law & Green (LLG) in October 2016 which includes traffic volumes at the same study locations assumed in this scoping agreement. Therefore, traffic volume data from the LLG TIA collected on Tuesday, August 30, 2016 can be factored up and utilized for this study. After initial review of the LLG TIA, all cumulative projects that were assumed in the 2016 TIA have subsequently been constructed and are fully occupied. In order to estimate Existing 2020 traffic volumes, cumulative projects assumed in the LLG study will be added to the 2016 traffic counts and a growth rate of 1% per year for four years (total of 4%) will be applied to the combined 2016 existing volumes and cumulative traffic volumes. This will provide the most conservative estimate of current traffic volumes within the study area. It may be noted this methodology for estimating 2020 traffic counts was used in recent traffic studies (El Centro Library) within the City of El Centro.

Cumulative Projects
Michael Baker will work closely with the City to obtain a list of approved or pending projects that are forecast to contribute traffic to the study area. The study will identify the number of daily and peak hour trips forecast to be generated by cumulative projects using trip generation rates contained in the ITE Trip Generation Manual or other sources as directed by city staff. Approved and pending project trips will be assigned to the study intersections and roadway segments based on information provided in traffic
studies for these projects. If a traffic study is not available, then Michael Baker will manually distribute the approved/pending project trips on the roadway network using sound engineering principles.

**Horizon Year Analysis**

Michael Baker will work closely with the City to obtain the most appropriate source for background long-range traffic projections for the study area. If a traffic model is not available, Michael Baker will work with City staff to determine an appropriate growth rate for development of the Horizon Year base traffic growth.

**SUMMARY**

The project consists of a 180-unit apartment complex on a vacant site east of 10th Street bounded by Cruickshank Drive and Bradshaw Road. A General Plan Amendment is required to change the existing General Plan land use designation from General Commercial to High Density Residential. The project is forecast to generated 1,320 daily trips with 83 AM (19 inbound and 64 outbound) peak hour trips and 101 PM (64 inbound and 37 outbound) peak hour trips.

In addition to a VMT analysis required for CEQA, a Local Mobility Analysis will be prepared for the project. It is our understanding the City is currently developing new traffic study guidelines to comply with SB-743 and to be consistent with the new California Environmental Quality Act (CEQA) requirements for evaluating transportation impacts. Therefore, Michael Baker will work with City staff to determine an appropriate VMT threshold that is consistent with the Governor’s Office of Planning and Research (OPR) latest Technical Advisory dated December 2018. In accordance with the County’s policy, the findings of the VMT analysis and LMA analysis will be summarized in a comprehensive technical report.

If you have any questions related to this transportation scoping letter and Scoping Agreement, please contact me at (619) 456-1410 or jacob.swim@mbakerintl.com.

Sincerely,

Jacob Swim, TE
Transportation Planning Department
Michael Baker International