ESPERANZA VILLAGE

MITIGATED NEGATIVE DECLARATION ADDENDUM

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1.0 INTRODUCTION

The original Esperanza Village project was approved by the El Monte City Council in November 2022 (referred to herein as 2022 Original Project or 2022 Project); a Mitigated Negative Declaration (2022 MND) was adopted in connection with the 2022 Project. (**Figure 2-1** shows the project location.) Since that time project plans have been revised to reduce the overall size and replace the building on the County-owned parcel adjacent to the park with surface parking (referred to herein as the 2024 Modified Project or 2024 Project). This section provides an overview of the changes and discretionary actions and approvals needed to implement the project as revised.

1.1 2024 MODIFIED PROJECT OVERVIEW

The 2022 Original Project involved the following (**Figure 2-2** shows the 2022 Original Project Site Plan):

- A General Plan Amendment, Zone Change, Tentative Tract Map, and Esperanza Village Specific Plan for the entire 13.79-acre MacLaren Hall property. These changes included a 5.6-acre portion of the property that was previously approved by the County of Los Angeles for development as a community park (the park is not part of the Esperanza Village project).
- Development of residential, non-residential mixed-use, and County-related uses on 8.19 acres of the 13.79-acre MacLaren Hall property (the area of the MacLaren Hall property has been refined and is now calculated to be 13.66 acres with proposed development on 8.06 acres).

Previously the Tentative Tract Map was approved as part of the 2022 Project, but it was never recorded. The 2022 Project Tentative Tract Map consolidated the existing two parcels (six lots) that make up the MacLaren Hall property to create eight new parcels (one for each of the four residential buildings, one for the mixed-use building, one for circulation around the mixed-use and residential buildings, one for the County-owned parcel that included a building and one for the park).

Based on the previous action approving the 2022 Project, the MacLaren Hall property now has the following:

- General Plan designation is Specific Plan (SP) for the entire MacLaren Hall property including the park.
- Zoning is Specific Plan (SP) for the entire MacLaren Hall property; the entire property, including the park, is in the Esperanza Village Specific Plan (SP-5) Zoning District.
- Specific Plan development standards including design guidelines for the entire MacLaren Hall property codified in the City's Zoning Code.

The 2024 Modified Project involves the following (**Figure 2-3** shows the 2024 Modified Project Site Plan):

- Tentative Tract Map to create six lots: one for each building (two residential and one mixed-use), one for circulation around the buildings and common open space, one for the County-owned surface parking (no building) and one for the park.
- Amendments to the Esperanza Village Specific Plan to provide for changes to the Project.
- Design Review for the construction of two new three-story residential buildings and one new two-story approximately 46,000 gross-square foot mixed-use building.

- Development of residential, non-residential mixed-use, and County-related uses on 8.06 acres of the 13.66-acre MacLaren Hall property.

Of the six parcels that would be created as part of the Tentative Tract Map, five parcels would be developed as part of the 2024 Modified Project. The parcel with the park continues to be separate. The five parcels are in the 8.06-acre proposed development area and would be developed as follows:

- Two parcels would be developed with two new affordable apartment buildings (202 units total – 102 units for families and 100 units for seniors, including one manager's unit in each building). In the 2022 Project there were four residential buildings, in the 2024 Project there would be two residential buildings each comprised of two parts connected by walkways at each level. In the 2022 Project, buildings were four stories with podium parking; in the 2024 Project residential buildings would be three stories with no podium parking.
- One parcel would be developed with a new two-story non-residential mixed-use building that would have a mix of government and community-serving uses (approximately 46,000 gross square feet total – including 20,500 square feet for County uses including a clinic and offices for family services, job training and youth services plus 20,000 square feet for a senior care center and community clinic).
- One parcel would be developed with private driveways, 216 surface parking spaces, and common open space for the residential and non-residential mixed-use parcels.
- One parcel (County-owned) would be developed with a 166-space surface parking lot.

The sixth parcel would continue to be developed with the previously approved community park (MacLaren Community Park). The Mitigated Negative Declaration (MND) for the community park was adopted and the community park project was approved by the County Board of Supervisors on October 19, 2021.

The 2024 Project would provide a total of 382 parking spaces, including 166 spaces on the County owned parcel and 216 spaces on the parcel that includes surface parking and circulation area. As part of the 2022 Project, diagonal parking spaces were proposed along Kerrwood Avenue and Gilman Road rights-of-way; these spaces are no longer being considered.

1.2 PURPOSE OF ADDENDUM AND CEQA REQUIREMENTS

The purpose of this Addendum is to analyze whether modifications to the Project could cause significant impacts on the environment. This Addendum evaluates whether the 2024 Modified Project would result in substantial changes that could result in one or more new significant impacts. This Addendum also evaluates whether there have been substantial changes to the circumstances under which the 2024 Project would be undertaken that could lead to new significant environmental impacts that were not identified in the 2022 MND.

An Addendum to an MND is the appropriate tool to evaluate the environmental effects associated with changes or additions consisting of *minor modifications* to previously approved projects. It is appropriate when modifications would not result in new significant adverse impacts.

California Environmental Quality Act (CEQA) Guidelines, section 15164, indicates that once an MND has been adopted for a project, no subsequent negative declaration [or environmental impact report] shall be prepared unless the lead agency determines that certain circumstances are present. These circumstances occur when there is or could be a new significant impact, a substantial increase in a previously identified impact, or new information concerning mitigation measures or alternatives that would substantially reduce a significant impact; mitigation measures cannot be added or deleted in an addendum (State CEQA Guidelines §15162). If the proposed changes do

not involve these specific circumstances, the lead agency may prepare an addendum to the adopted CEQA document -- in this case, the MND for the Project.

Section 15162 of the Guidelines lists the conditions that would require the preparation of a subsequent EIR or negative declaration rather than an addendum. These include the following:

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 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; 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 measures or alternative; or

    D. Mitigation measures or alternatives 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.

This document has been prepared in accordance with CEQA, specifically State CEQA Guidelines (Title 14, Cal. Code Regs., 15000 et seq.) Sections 15162 and 15164, and addresses changes between the 2022 Project and the 2024 Project (generally including reductions in size and minor changes to building locations).

As presented below, none of the conditions described in State CEQA Guidelines Section 15162 calling for the preparation of a subsequent environmental document have occurred. Consequently, an Addendum is the appropriate CEQA document for analysis and consideration of the 2024 Modified Project. Circulation of an Addendum for public review is not necessary (State CEQA Guidelines, Section 15164, subd. [c]); however, this Addendum must be considered in conjunction with the previous 2022 MND by the decision-making body (State CEQA Guidelines, Section 15164, subd. [d]), in taking action on the 2024 Modified Project.

1.3 PROJECT INFORMATION

Project information remains the same as in 2022:

Project Title/Location:	Esperanza Village 4024 Durfee Avenue El Monte, CA 91732
Lead Agency Name and Address:	City of El Monte Community and Economic Development Department Planning Division 11333 Valley Boulevard El Monte, CA 91731
Contact Person and Phone Number	Teresa Li, AICP, Contract Planner (626) 580-2057
Project Sponsor's Name and Address:	Fernando Vasquez Prima Development 12401 Woodruff Avenue, Suite 10 Downey, CA 90241

1.4 DISCRETIONARY ACTIONS AND APPROVALS

The City of El Monte requires the following discretionary actions for the Modified 2024 Project:

- Esperanza Village Specific Plan Amendment to establish development standards and design guidelines for the proposed development area (8.06 acres). The following amendments are requested:
  - Minimum units per acre required (revise from 40 units per acre to 25 units per acre)
  - Overall number of units (revise from 340 units to 202 units)
  - Minimum Residential Building Size (revise from 200,000 gross square feet to allow for 103,188 square feet for the multi-family building and 80,311 square feet for the senior building)
- Design Review for the construction of two new three-story residential buildings and one new two-story approximately 46,000-square-foot mixed-use building.
- Tentative Tract Map to consolidate two parcels (six lots) and create six new parcels on the entire MacLaren Hall property.

Development of the County-owned parcel adjacent to the MacLaren Community Park would include 166 surface parking spaces that would provide parking for the park and the residential and mixed-use buildings (Park – 61 spaces, Building 1 – 13 spaces, Building 2 – 13 spaces and Building 3 – 79 spaces). The 2022 Project included a County building of up to 40,000 square feet as well as surface parking on this parcel.

The 2024 Project mixed-use building would be slightly larger (approximately 46,000 gross square feet total) than in the 2022 Project (36,000 square feet). The 2024 Project mixed-use building would include 20,500 square feet of County uses: 8,400-square-foot Department of Health Services (DHS) clinic, 1,700-square-foot Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, 4,800-square-foot Alma Family Services, 5,100-square-foot Job Training Center, and 500-square-foot snack bar. In addition to government uses, the 2024 Project mixed-use building would include a 7,000-square-foot community clinic, and 13,000-square-foot senior care center.

1.5 ORGANIZATION OF UPDATED ANALYSIS

The content and format of this Addendum is designed to update the 2022 MND analysis to address the 2024 Modified Project and document that no new significant impacts have the potential to occur and, therefore, a new MND or Environmental Impact Report are not needed. This MND Addendum is organized into the following four sections:

1.0 Introduction. This section provides an overview of the 2024 Modified Project, describes the requirements for an Addendum, and identifies the discretionary actions and approvals needed for the 2024 Project.

2.0 Project Description Revisions. This section describes the 2024 Modified Project, identifies how it has changed compared to the 2022 Original Project, and provides an updated timeline for the construction and implementation of the 2024 Modified Project.

3.0 Analysis. This section follows the CEQA Guidelines Appendix G Initial Study Checklist order of issues and for each issue evaluates the potential for changes in the level of significance of each impact based on: 1) changes in the Project, 2) changes in circumstances, and 3) other new information.

4.0 List of Preparers and Sources Consulted. This section provides a list of the consultant team members that participated, and a list of sources and references used in the preparation of this Addendum.

2.0 PROJECT DESCRIPTION REVISIONS

This section identifies the location of the MacLaren hall property and revisions between the 2022 Original Project and the 2024 Modified Project, including an updated timeline for the construction and implementation of the 2024 Modified Project.

2.1 PROJECT LOCATION AND EXISTING SETTING

PROJECT LOCATION

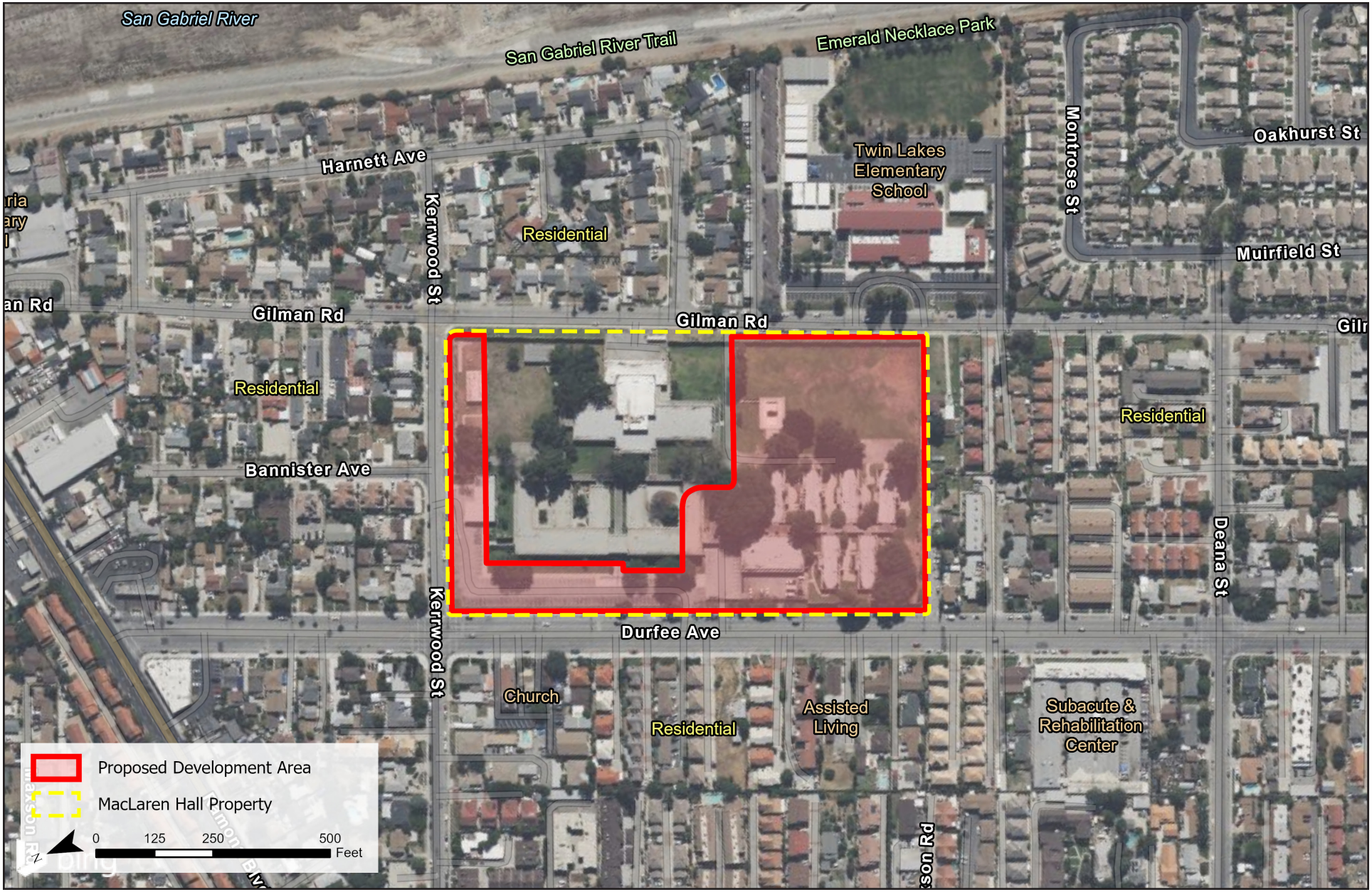
The MacLaren Hall property is located on the County-owned 13.66-acre MacLaren Hall property at 4024 Durfee Avenue in the City of El Monte, towards the eastern portion of the City. The MacLaren Hall property is rectangular in shape and includes two contiguous parcels (Assessor's Parcel numbers [APN] 8549-004-900 and 8549-005-900 [Lots 5, 6, 7, 8, and 9]). The MacLaren Hall property is bounded by Durfee Avenue to the west with single-family homes, a church, and an assisted living facility across the street (approximately 100 feet from the MacLaren Hall property), Kerrwood Street to the north with single-family homes across the street (approximately 50 feet from the MacLaren Hall property), Gilman Road to the east with single-family homes and Twin Lakes Elementary School across the street (approximately 50 feet from the MacLaren Hall property), and single-family homes to the south. Many of the residential properties in the neighborhood have several single-family homes on the same property.

The proposed development area continues to be roughly shaped in a "horseshoe" configuration and is generally bounded by Durfee Avenue to the west, Kerrwood Street to the north, Gilman Road to the east, and single-family residential homes to the south. The 5.6-acre community park project (not part of the proposed development but the park site was part of the previously approved General Plan amendment, zone change, tentative tract map, and the Esperanza Village Specific Plan) is generally situated in the inner bend of the proposed development area. The location of the MacLaren Hall property is shown in **Figure 2-1**.

Site Conditions

The MacLaren Children's Center operated the MacLaren Hall property as a county facility housing foster youth for short-term stays. Until recently, the facility closed in 2003. Parts of the MacLaren Hall property continued to be occupied by the Department of Children and Family Services (DCFS) administrative offices, Alma Family Services, and a Department of Health Services medical clinic.

The MacLaren Hall property included 12 structures (164,000 square feet in total) and open space areas that were designed and constructed in the mid-1970s for the MacLaren Children's Center. The property has several large mature trees in small clusters. The open space areas consist primarily of flat terrain covered with grass. The south side of the school/maintenance building has a cement deck, a small pool shed building, one small pool, and a larger rectangular swimming pool.



Source: TAHA, 2024.

taha environmental planners

TAHA 2024-041

Esperanza Village
Initial Study/Mitigated Negative Declaration

CITY OF EL MONTE

FIGURE 2-1

PROJECT LOCATION AND SURROUNDING LAND USE

SURROUNDING AREA

One- and two-story residences generally surround the MacLaren Hall property to the west, north, east, and south. Many of the residential properties in the neighborhood have several single-family homes on the same property. An assisted living facility (California Villa) and a church are located across the street from the MacLaren Hall property on Durfee Avenue. The Eastland Subacute and Rehabilitation Center is located on Durfee Avenue, approximately 260 feet southwest of the MacLaren Hall property. Twin Lakes Elementary School is located to the east, across the street on Gilman Road. The properties to the west, north, and south of the MacLaren Hall property are in the Medium-Density Multiple-Family Dwelling (R-3) Zoning District and has a General Plan land use designation of Medium Density Residential. The properties to the east of the MacLaren Hall property are in the One-Family Dwelling (R-1A) and R-3 Zoning Districts. These R-1A and R-3 Zoning Districts have corresponding General Plan land use designations of Low Density Residential and Medium Low Density Residential, respectively. Twin Lakes Elementary School is in the Public Facilities (PF) Zoning District and has a General Plan land use designation of PF. South of Twin Lakes Elementary School, the properties are in the Low-Density Multiple-Family Dwelling (R-2) Zoning District and has a General Plan land use designation of Medium Low Density Residential.

An aerial photograph depicting the MacLaren Hall property and the surrounding land uses is presented in **Figure 2-1**.

2.2 2024 MODIFIED PROJECT DESCRIPTION

The 2024 Modified Project involves the following:

- Tentative Tract Map to create six lots: one for each building (two residential and one mixed-use), one for circulation around the buildings and common open space, one for the County-owned surface parking (no building) and one for the park.
- Amendments to the Esperanza Village Specific Plan to provide for changes to the Project.
- Design Review for the construction of two new three-story residential buildings and one new two-story approximately 46,000-square foot mixed-use building.
- Development of residential, non-residential mixed-use, and County-related uses on 8.06 acres of the 13.66-acre MacLaren Hall property.

Of the six parcels that would be created as part of the Tentative Tract Map, five parcels would be developed as part of the 2024 Modified Project. The parcel with the park continues to be separate. The five parcels are in the 8.06-acre proposed development area (minor refinement in site area from 8.19 acres) and would be developed as follows:

- Two parcels would be developed with two new affordable apartment buildings (202 units total – 102 units for families and 100 units for seniors, including one manager's unit in each building). In the 2022 Project there were four residential buildings, in the 2024 Project there would be two residential buildings each comprised of two parts connected by walkways at each level. In the 2022 Project buildings were four stories with podium parking; in the 2024 Project residential buildings would be three stories with no podium parking.
- One parcel would be developed with a new two-story non-residential mixed-use building that would have a mix of government and community-serving uses (approximately 46,000 gross square feet total – including 20,500 square feet for County uses including a clinic and offices for family services, job training and youth services plus 20,000 square feet for a senior care center and community clinic).

- One parcel would be developed with private driveways, 216 surface parking, and common open space for the residential and non-residential mixed-use parcels.
- One parcel (County-owned) would be developed with a 166-space surface parking lot.

The sixth parcel would continue to be developed with the previously approved community park (MacLaren Community Park) and would continue to not be a part of the 2024 Project. The Mitigated Negative Declaration (MND) for the community park was adopted and the community park project was approved by the County Board of Supervisors on October 19, 2021. The community park project continues to not be a part of the 2024 Project for purposes of this document, but the community park project is a cumulative project analyzed in the 2022 MND and this Addendum.

The 2024 Project would provide a total of 382 parking spaces, including 166 spaces on the County owned parcel and 216 spaces on the parcel that includes surface parking and circulation area.

The following off-site improvements would continue to occur as part of the 2024 Modified Project:

- Off-site water improvements on the east side of Durfee Avenue adjacent to the MacLaren Hall property.
- Undergrounding of overhead utility lines on Durfee Avenue and Gilman Road adjacent to the MacLaren Hall property.
- Sewer improvements on Ferris Road between Durfee Avenue and Cogswell Road, approximately 0.3 mile from the project site.
- Enhanced pedestrian crossing on Gilman Road at Twin Lakes Elementary School and other potential traffic calming measures.
- A trail/path could be installed along the southerly end of Twin Lakes Elementary School to connect the MacLaren Hall property and the surrounding neighborhood to Emerald Necklace Park and the San Gabriel River Trail.

Table 2-1 provides a summary of the 2022 Original Project and 2024 Modified Project. **Figure 2-2** shows the 2022 Original Project Site Plan, **Figure 2-3** shows the 2024 Modified Project Site Plan, and **Figures 2-4** through **2-6** illustrate building elevations for the proposed structures under the 2024 Modified Project.

Residential Parcels. Under the 2024 Project the residential parcels would be 2.73 acres in size. Two buildings totaling 183,499 square feet would be constructed on the residential parcels. The residential structures would be three stories tall with a height of 36 feet 2 inches and the enclosed stairway would extend the height of the proposed structures up to 44 feet 2 inches. There would be no podium parking at the ground level. One of the residential structures (Building 1 – Affordable Family Housing) would front Gilman Road and would consist of affordable housing for low- and extremely low-income individuals/households, including transitional age youths and the homeless. This building would be divided into four segments, with each segment connected to each other by walkways at each level. The other residential structure (Building 2) would be situated towards the western portion of the MacLaren Hall property and would consist of affordable housing for low-, very-low- and extremely low-income seniors, including the homeless. This building would also be divided into four segments, with each segment connected by walkways at each level.

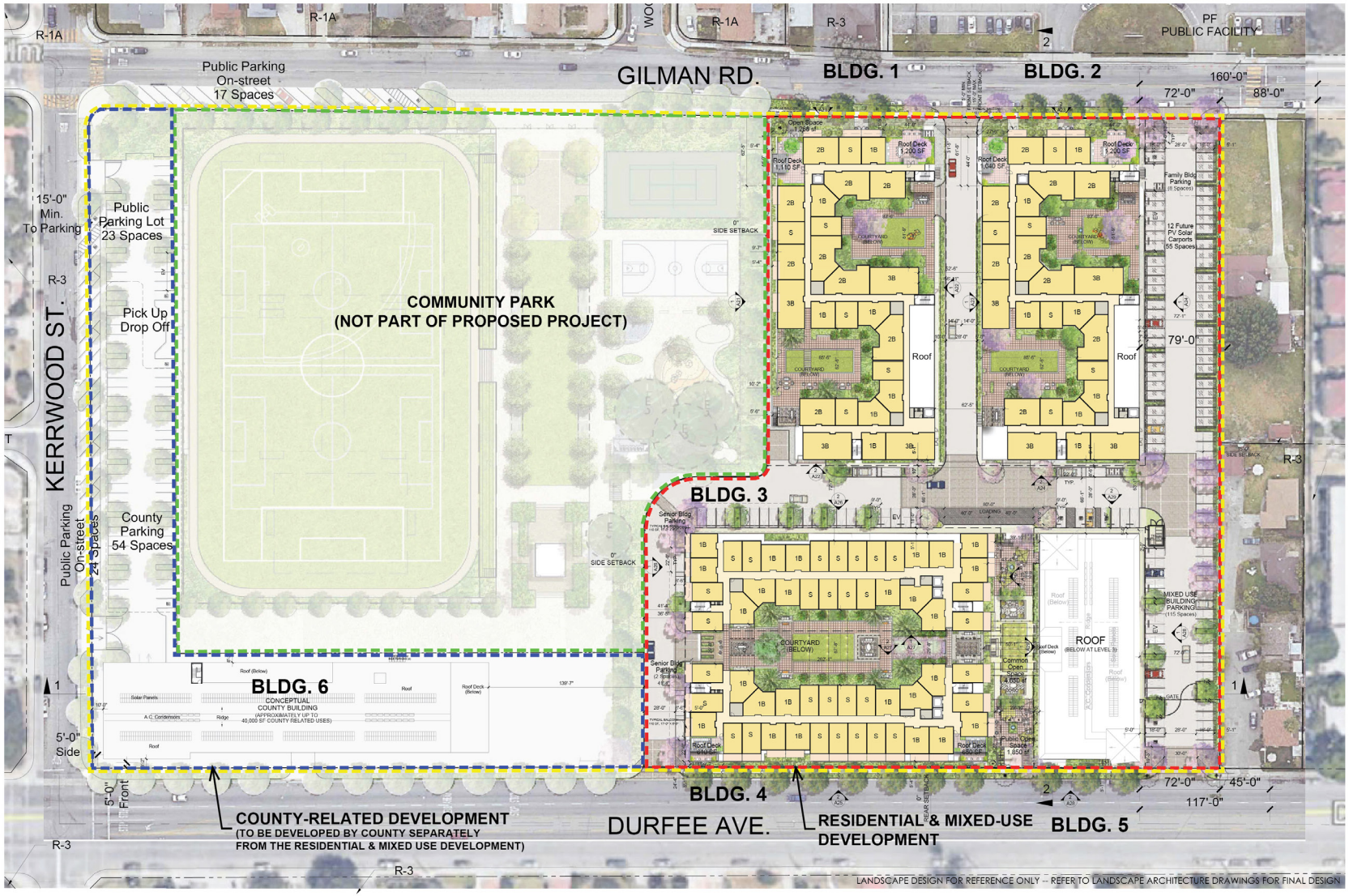
TABLE 2-1: 2024 MODIFIED PROJECT COMPARED TO 2022 ORIGINAL PROJECT SUMMARY

	2022 Project	2024 Project
Project Site Area (MacLaren Hall property) /a/	13.79 acres	13.66 acres
Proposed Development Area /b/	8.19 acres	8.06 acres
PROPOSED DEVELOPMENT		
Residential Development		
Total Parcel Area for Residential Development	3.64 acres	2.73 acres
Total Building Square Footage (not including podium parking)	292,230 sq. ft.	183,499 sq. ft.
Total Podium Parking Square Footage	113,905 sq. ft.	0 sq. ft.
Total Dwelling Units	340 units	202
Affordable Dwelling Units Low- and Extremely Low-income Individuals	170 units	102/b/
Affordable Dwelling Units Low- and Extremely Low-income Seniors	170 units	100/b/
Building Height - Feet	54 ft. 6 in. /c/	44 ft. 2 in. /c/
Building Height - Stories	Four	Three
Total Parking Spaces	333	181
Podium Parking Spaces	310	0
County Lot Surface Parking	0	26
Surface Parking Spaces (Circulation/Common Area Parcel)	23	155
Common Open Space (courtyards and roof decks) /d/	53,140 sq. ft.	38,868 sq. ft.
Private Open Space (balconies)	14,190 sq. ft.	0 sq. ft.
Mixed-Use Development		
Total Parcel Area for Mixed-Use Development	0.50 acres	0.62 acres
Total Building Square Footage	36,000 sq. ft.	46,000 sq. ft.
Building Height – Feet	49 ft 6 in /e/	50 ft. /e/
Building height - Stories	Two	Two
Total Parking	115	140
County Lot Surface Parking	0	79
Surface Parking Spaces (Circulation/Common Area Parcel)	115	61
Common Open Space (roof deck) /f/	640 sq. ft.	0 sq ft
Circulation/Common Area for Residential and Mixed-Use Development		
Total Parcel Area for Circulation/Common Area	1.97 acres	2.76 acres
Common Open Space /g/	4,650 sq. ft.	3,975 sq. ft.
Public Open Space /h/	1,850 sq. ft.	2,400 sq. ft.
Driveways and Surface Parking	79,170 sq. ft.	116,061 sq. ft.
County-Related Development /i/		
Total Parcel Area for County-Related Development	2.08 acres	1.95
Total Building Square Footage	Up to 40,000 sq. ft.	Not applicable
Building Height	Up to 50 feet/ 3 stories	Not applicable
Total Parking Spaces	145 spaces	166
Podium Parking Spaces	68 spaces	Not applicable
Surface Parking Spaces	77 spaces	166

/a/ A 5.6-acre portion of the MacLaren Hall property is separately being developed as MacLaren Community Park. The MacLaren Community Park project was approved by the County Board of Supervisors on October 19, 2021.

/b/ Including managers units in each building.
/c/ 2022 Project: Enclosed stairways extend to 54 feet 6 inches; building height 46 feet 6 inches. 2024 Project: Enclosed stairways extend to 44 feet 2 inches; building height 36 feet 2 inches.
/d/ 2022 Project: To be used by residents of Buildings 1 through 4. 2024 Project: To be used by residents of Buildings 1 and 2.
/e/ 2022 Project: Enclosed stairways extend to 49 feet 6 inches, but overall building height is 37 feet 6 inches. 2024 Project: Entrance at Durfee Avenue extends up to 50 feet, but overall building height is 37 feet 6 inches.
/f/ 2022 Project: To be used by employees and visitors of Building 5.
/g/ 2022 Project: To be used by residents of Buildings 1 through 4 and employees and patients of Building 5. 2024 Project: To be used by residents of Buildings 1 and 2 and employees and patients of Building 3.
/h/ To be used by all users of the MacLaren Hall property.
/i/ To be developed by the County of Los Angeles separately.

SOURCE: Prima Development 2022 and 2024, AC Martin 2022 and 2024, TAHA 2022 and 2024 and Sirius Environmental 2024



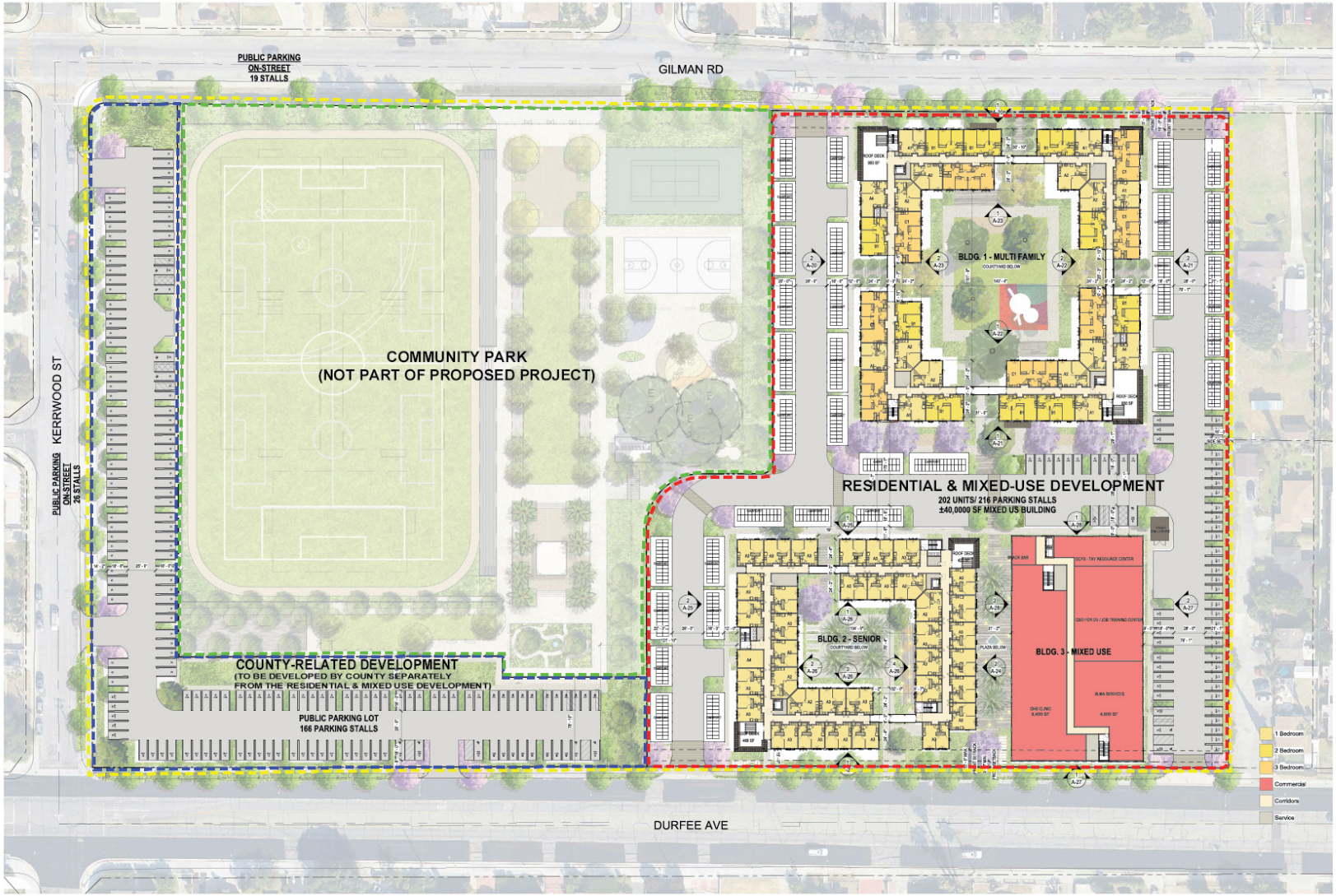
LEGEND

- MACLAREN HALL PROPERTY
- COUNTY-RELATED DEVELOPMENT (TO BE DEVELOPED BY COUNTY SEPARATELY FROM THE RESIDENTIAL & MIXED USE DEVELOPMENT)
- COMMUNITY PARK (NOT PART OF PROPOSED PROJECT)
- RESIDENTIAL & MIXED-USE DEVELOPMENT

Source: Prima Development, AC Martin, 2022. Edited by TAHA, 2022.

FIGURE 2-2

2022 ORIGINAL PROJECT SITE PLAN



LEGEND

- MACLAREN HALL PROPERTY
- COUNTY-RELATED DEVELOPMENT (TO BE DEVELOPED BY COUNTY SEPARATELY FROM THE RESIDENTIAL & MIXED USE DEVELOPMENT)
- COMMUNITY PARK (NOT PART OF PROPOSED PROJECT)
- RESIDENTIAL & MIXED-USE DEVELOPMENT

Source: Prima Development, AC Martin, 2024. Edited by TAHA, 2024.

FIGURE 2-3

2024 MODIFIED PROJECT SITE PLAN

GILMAN RD - ELEVATION EAST

PRIVATE DRIVE - ELEVATION NORTH

PRIVATE DRIVE - ELEVATION WEST

PRIVATE DRIVE - ELEVATION SOUTH

Source: Prima Development, AC Martin, 2024.

FIGURE 2-4
BUILDING 1 ELEVATIONS

Source: Prima Development, AC Martin, 2024.

DURFEE AVE - ELEVATION WEST

SCALE: 1/8" = 1'-0"

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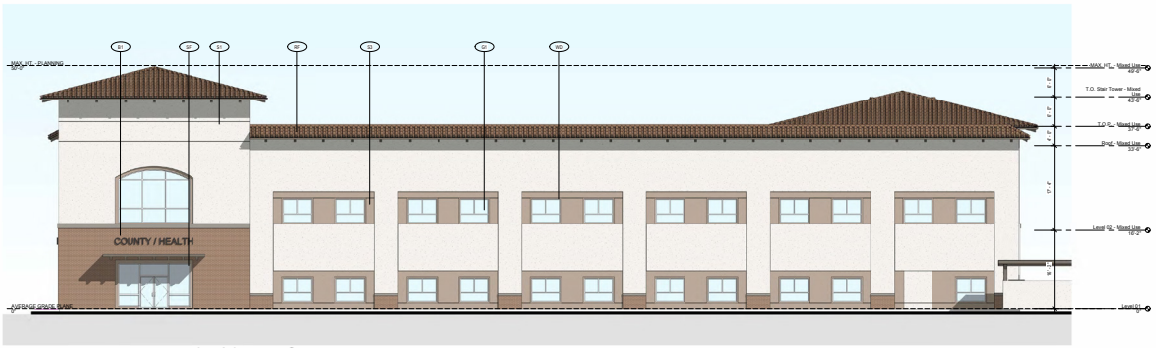


PRIVATE DRIVE - ELEVATION SOUTH

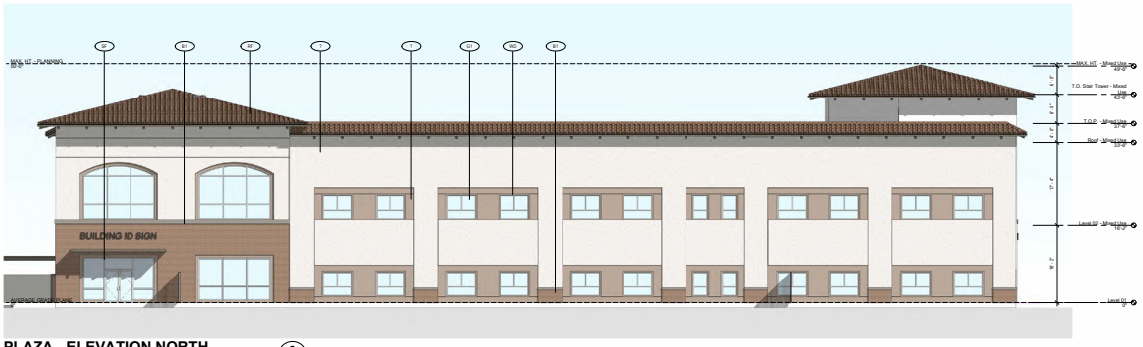
SCALE: 1/8" = 1'-0"

2 A-27

PRIVATE DRIVE - ELEVATION EAST

SCALE: 1/8" = 1'-0"

1 A-28



PLAZA - ELEVATION NORTH

SCALE: 1/8" = 1'-0"

2 A-28

Source: Prima Development, AC Martin, 2024.

The affordability of the units would be as follows:

98 units -- Extremely Low Income (ELI) 30% Area Medium Income (AMI)

20 units -- Very Low Income (VLI) 50% AMI

82 units -- Low Income (LI) 80% AMI

2 – manager's units

The units would be divided by size and affordability as follows:

98 -- one-bedroom units ELI

17 -- two-bedroom units VLI

3 -- three-bedroom units VLI

49 -- one-bedroom units LI

11 -- two-bedroom units LI

22 -- three-bedroom units LI

1 -- two-bedroom manager's unit

1 -- three-bedroom manager's unit

Building 1 would have 102 affordable (family) residential units and would be approximately 103,188 square feet in size. Building 1 would include 48 1-bedroom units, 28 2-bedroom units and 25 3-bedroom units, plus one 3-bedroom manager's unit. The size of each residential unit would range from approximately 576 square feet (1-bedroom) to 1,115 square feet (three-bedroom unit) in size. The building would surround a 25,660 square foot central courtyard with landscaping, a dining area, and a children's play area. The roof would include two decks totaling 1,900 square feet (950 square feet each). One deck would be located at the northeast corner of the building, and one would be located at the southwest corner. The ground floor of Building 1 would include a 1,712-square-foot office/community area at the eastern portion of the building and a 1,713-square-foot office/community area at the western portion of the building, as well as 216 square feet of laundry space next to each office/community area (totaling 432 square feet of laundry space). The roof deck would include landscape planters, trees, decorative and accent paving, fire pits, benches, lounge seating, barbecue areas, and/or tables and chairs for community dining. No private balconies are proposed in any units.

Building 2 would have 100 affordable (senior) residential units and would be approximately 80,311 square feet in size. Building 2 would include 99 1-bedroom units plus one 2-bedroom manager's unit. The size of each residential unit would range from approximately 577 square feet (1-bedroom) to 822 square feet (two-bedroom unit) in size. The ground floor of Building 2 would include a 6,965-square-foot office/community area, as well as a small area for laundry facilities. There would be no podium parking. The building would surround a 10,418-square-foot central courtyard and the roof would include two decks totaling 891 square feet, one at the southeast corner of the building (423 square feet) and one at the northwest corner (468 square feet). The courtyard would include landscaping, lounge seating, a dining area, community garden beds, and a water feature. The roof deck would include landscape planters, trees, decorative and accent paving, fire pits, benches, lounge seating, barbecue areas, and/or tables and chairs for community dining. No private balconies are proposed in any units.

Building 1 would be setback from Gilman Road by a minimum of 14 feet, and Buildings 2 would be set back from Durfee Avenue by a minimum of 14 feet 8 inches. The architectural style of the residential buildings would continue to be Spanish Mission as for the 2022 Project.

Mixed-Use Parcel. The mixed-use parcel would be 0.62 acres in size. The mixed-use parcel would be developed with one approximately 46,000-square-foot non-residential structure (Building 3) that would consist of a mix of community-serving facilities. Building 3 would be two stories tall and would have a maximum height of 50 feet. This building would be situated at the southwestern portion of the MacLaren Hall property and would front Durfee Avenue. The 2024 Project mixed-use building would be slightly larger (approximately 46,000 gross square feet total) than in the 2022 Project (36,000 square feet). The 2024 Project mixed-use building would include 20,500 square feet of County uses: 8,400 square foot Department of Health Services (DHS) clinic, 1,700 square foot Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, 4,800 square foot Alma Family Services and 5,100 square feet for Job Training Center, and 500 square foot snack bar as well as circulation area. In addition to government uses the 2024 Project mixed-use building would include a 7,000 square foot community clinic and 13,000 square foot senior care center as well as circulation area. Building 3 would be set back from Durfee Avenue by a minimum of 5 feet, and the architectural style would continue to be Spanish Mission as with the 2022 Project.

Circulation/Common Area Parcel. The circulation/common area parcels would be 2.76 acres in size. The parcel would have private driveways, surface parking areas, four loading/drop-off areas, and a common open space area. The private driveways would provide access from the public street rights-of-way, the surface parking areas, and loading/drop-off areas. Surface parking is proposed on the north and east sides of Building 2; on the north, south, and west sides Building 1; and on the east and south sides of Building 3.

Vehicular access to and from the public street rights-of-way to the residential buildings and non-residential mixed-use building in the proposed development area would be provided in this parcel. Two new driveway entrances would be located on Durfee Avenue, and two new driveways would be provided on Gilman Road.

The surface parking areas in this parcel would have a total of 216 parking spaces, of which 103 spaces would be allocated to Building 1 (with an additional 13 spaces allocated to Building 1 in the County parcel), 52 spaces would be allocated to Building 2 (with an additional 13 spaces allocated to Building 2 in the County parcel) and 61 spaces would be allocated to Building 3 (with an additional 79 spaces allocated to Building 3 in the County parcel). For non-senior housing, the Esperanza Village Specific Plan requires 0.5 parking space per unit for low-income studios, 1-bedroom and 2-or-more-bedroom units.

Photovoltaic (PV) solar panels are proposed above the parking spaces that are north, northwest and south of Building 1, as well as north and east of Building 2.

An approximately 3,975-square foot common open space area and 2,400 square feet of public open space area are proposed at the ground level between Buildings 2 and 3. The common open space area would be accessible to residents of Buildings 1 and 2, as well as employees and patients of Building 3. The common open space area would be accessible to all users and visitors of the proposed development area. The open space area would include landscaping, lounge area with seating, pavers, string lights, and/or a water feature. Pedestrian gates would be placed at the western and eastern end of this common open space area.

A pedestrian gate is proposed at the corner where the northernmost east/west driveway connects to the north/south driveway to allow residents of the MacLaren Hall property access to the adjacent MacLaren Community Park. This pedestrian gate is located northeast of Building 2.

County-Related Parcel. The County-related parcel would be 1.95 acres in size. Under the 2022 Original Project, the County-related parcel was to include a County building of 20,000 square feet to 40,000 square feet with 68 podium parking spaces and 77 surface parking spaces.

Under the 2024 Modified Project the County-related parcel would be developed with 166 surface parking spaces – including 61 spaces for use by the adjacent MacLaren Community Park, 13 spaces to be used by residents and visitors to Building 1, 13 spaces to be used by residents and visitors to Building 2, and 79 spaces to be used by employees and visitors of Building 3. The Community Park use would peak outside of the daily operational hours for Building 3, therefore surface parking in the County parcel would be shared between the two uses.

Vehicular access to the surface parking lot would continue to be provided via two driveways on Kerrwood Street and a driveway on Durfee Avenue. The driveway on Durfee Avenue that was proposed to access the County building in the 2022 Project would now provide access to the surface parking lot.

2.3 UPDATED CONSTRUCTION ACTIVITIES AND SCHEDULE

Construction of the 2022 Project would occur in one phase. Construction is anticipated to begin in October 2025 and end in October 2027. Occupancy for all the residential units is anticipated in December 2027. Construction of the residential buildings would take approximately 24 months; construction of the mixed-use building would take approximately 18 months.

Construction of the 2024 Project would involve site clearing/demolition, grading, building construction, architectural coating, paving, undergrounding of utility lines along Durfee Avenue and Gilman Road, off-site water improvements on the east side of Durfee Avenue adjacent to the MacLaren Hall property, and approximately 2,000 linear feet of off-site sewer improvements in Ferris Road (between Durfee Avenue and Cogswell Road).

While construction of the 2024 Modified Project would occur in one phase, it would involve similar daily construction activities as compared to the conservative assumptions modeled for the 2022 Project evaluated in the 2022 MND. The size of the area to be disturbed, depth of excavation and equipment used would be similar to that analyzed in the 2022 MND. Daily construction activities would also be similar to those evaluated in the 2022 MND, but because less building area overall would be developed, overall construction duration would be less. The area to be paved would be similar; the area to receive architectural coatings would be less.

As for the 2022 Project, the 2024 Project, construction activity would occur Mondays through Fridays for 8 hours per day, in accordance with the City of El Monte's permitted hours of construction. Construction of the proposed development is projected to be completed by October 2027.

2.4 CUMULATIVE PROJECTS

CEQA defines a cumulative impact as an effect that is created as a result of the combination of a 2022 Project together with other projects (past, present, or future) causing related impacts. CEQA Guidelines Section 15064 provides guidance on determining the significance of environmental effects caused by a project. CEQA Guidelines Section 15064(h)(1) provides guidance for determining significance of cumulative effects. If a cumulative impact may be significant and the project's incremental effect, though individually limited, is cumulatively considerable then an Environmental Impact Report must be prepared. "Cumulatively considerable" means that the incremental effects of an individual project are significant when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.

The 2022 MND identified six cumulative projects within one mile of the project site, but the only cumulative project with the potential to result in substantial overlapping impacts is the adjacent community park. This continues to be true for the 2024 Modified Project; while additional cumulative projects may occur, none are in close enough proximity to result in overlapping impacts.

Construction of the community park project is anticipated to start in the third quarter of 2025 with completion in the 4th quarter of 2026. Demolition and site preparation for the park and Esperanza Village would occur as one effort to minimize construction equipment on the sites.

2.5 TRIBAL CONSULTATION

As part of the 2022 MND the City of El Monte completed tribal consultation in accordance with Assembly Bill (AB) 52 and Senate Bill (SB) 18. The following tribes were contacted:

- Desert Cahuilla Indians
- Fernandeno Tataviam Band of Mission Indians
- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleño Tongva Indians of California Tribal Council
- Gabrieleño /Tongva Nation
- Gabrieleño -Tongva of the Los Angeles Basin Peo' Tskome Tribal Council
- Gabrieleño /Tongva San Gabriel Band of Mission Indians
- Gabrieleño /Tongva Tribal Council
- Gabrieleño Tongva Tribe
- San Manuel Band of Mission Indians
- Santa Rosa Band of Cahuilla Indians
- Sobaba Band of Luiseno Indians
- Tejon Indian Tribe

The City received a response from the Gabrieleño Band of Mission Indians – Kizh Nation. The Tribal representative expressed concerns that tribal cultural resources, including human remains associated with the Tribe, may be located in the soils on the MacLaren Hall property because the NAHC Sacred Lands File Search results were positive and the property is situated in proximity to the San Gabriel River. As a result of the consultation process, three mitigation measures were identified and were included in the 2022 MND (**TR-1** through **TR-3**); these measures continue to apply to the 2024 Modified Project. These measures would continue to reduce impacts on tribal cultural resources to a less than significant level.

3.0 ANALYSIS

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below were identified as potentially affected by the 2022 Project and would continue to be potentially affected by the 2024 Modified Project. The 2022 MND includes mitigation measures to address each of these issues and to ensure impacts would remain less than significant.

☐ Aesthetics	☐ Agriculture/Forestry Resources	☐ Air Quality
☒ Biological Resources	☒ Cultural Resources	☐ Energy
☒ Geology/Soils	☐ Greenhouse Gas Emissions	☒ Hazards & Hazardous Materials
☐ Hydrology/Water Quality	☐ Land Use/Planning	☐ Mineral Resources
☒ Noise	☐ Population/Housing	☐ Public Services
☐ Recreation	☒ Transportation	☒ Tribal Cultural Resources
☐ Utilities/Service Systems	☐ Wildfire	☐ Mandatory Findings of Significance

For each issue area, this Addendum summarizes the findings of the 2022 MND with respect to the 2022 Project and then evaluates how impacts of the 2024 Project would differ from those of the 2022 Project. For each of the CEQA Appendix G Checklist Questions this Addendum identifies:

1. Would the 2024 Modified Project include substantial changes that require major revisions of the previous MND and that could result in the identification of a new significant environmental effect.

2. Are there substantial changes with respect to the circumstances under which the 2024 Modified Project would be undertaken that require major revisions of the MND and that could result in the identification of new significant environmental effects?

3. Is there 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 MND was adopted, that shows either of the following:

    a. The 2024 Project could have one or more significant effects not discussed in the 2022 MND.

    b. Mitigation measures identified in the 2022 MND would not be feasible and/or new mitigation measures would be substantially different from those identified in the 2022 MND.

4. Would the level of significance change as a result of the analysis conducted in accordance with the above.

The answers to each of these four questions are summarized in the table at the beginning of the discussion of each issue. The following checklist and associated discussion, documents that for all issue areas, impacts would remain similar to or less than identified in the 2022 MND and therefore additional subsequent environmental review and documentation is not needed and an Addendum to the 2022 MND is the appropriate document/environmental determination.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.1 AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☐	☑
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☑
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	☐	☐	☐	☑
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The 2022 MND indicated that during construction temporary barriers would obstruct views of the MacLaren Hall property from the adjacent residential properties, similar to the existing walls, and are not expected to alter existing views of the San Gabriel Mountains and San Jose Hills from roadways adjacent to the MacLaren Hall property.

The 2022 MND indicated that once completed the 2022 Project would be comprised of two- to four-story buildings on the MacLaren Hall property (ranging in height from 37 feet 6 inches to 46 feet 6 inches tall with stairways extending up to 54 feet 6 inches but setback from the public street rights-of-way by at least 48 feet). The Specific Plan limits the height of structures to 50 feet and with roof structures for the housing of elevators and stairways allowed to exceed the building height limit by up to 10 feet. The 2022 Project structures were identified as taller than the existing one- and two-story structures on the MacLaren Hall property and in the surrounding area. However, the 2022 MND indicated that the 2022 Project was not expected to obstruct any scenic vistas since none are available on the property and its surrounding area. The 2022 MND indicated that intervening structures and trees would continue to limit views of the San Gabriel Mountains and San Jose Hills with implementation of the 2022 Project. The 2022 MND indicated that the 2022 Project would be visible in views from the south and could be visible in some private views and could impair some views of the mountains, but that the change in public views (from area roadways) would be minor. Therefore, the MND concluded the 2022 Project would have no impact.

2024 Modified Project

The 2024 Project would be similar to the 2022 Project except that now structures would be two to three stories rather than two to four stories (building heights up to 36 feet 2 inches and stairway enclosures extending eight feet above). Therefore, impacts would be similar to or less than for the 2022 Project and the level of significance would continue to be no impact.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

As noted in the 2022 MND, the MacLaren Hall property is not located on or within the vicinity of a scenic highway. The 2022 MND indicated that the 2022 Project would incorporate design features and landscaping to improve the visual character of the property and therefore would result in a less-than-significant impact on scenic resources.

2024 Modified Project

The 2024 Project would incorporate similar design features and landscaping and therefore would result in the same less-than-significant impact on scenic resources.

c) Level of Significance identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The Esperanza Village Specific Plan includes standards that address design and architecture including heigh, bulk, setbacks and landscaping. In addition, the City's Tree Protection and Preservation Ordinance (El Monte Municipal Code [EMMC] Chapter 4.03) and landscaping requirements (EMMC Chapter 17.72) address tree replacement and landscaping requirements. EMMC Section 14.03.090 requires that all protected trees that would be removed are replaced with a tree ratio of 2:1. County-owned parcels are not subject to City regulations but are required to comply with the County regulations including Los Angeles County Code (LACC) Chapter 22.126 (Tree Planting Requirements). In addition, the County plans to coordinate with the City of El Monte regarding compliance with City regulations as feasible and appropriate.

The 2022 Project removed approximately 38 trees on the MacLaren Hall property and proposed to install 172 new trees, of which 14 street trees would be installed along the parkway on Gilman Road and 14 street trees would be installed along the parkway on Durfee Avenue. The 2022 MND indicated that the tree removal and landscaping would not represent a significant impact on visual character or quality since the existing walls along the perimeter of the MacLaren Hall block most views of the trees and landscaping and new, visually compatible landscaping would replace existing vegetation on the MacLaren Hall property.

The 2022 MND indicated that although future structures would be taller than the existing one- and two-story structures on the MacLaren Hall property and in the surrounding area, the two- to four-story structures would gradually transition to the existing one- and two-story structures in the neighborhood. The 2022 MND indicated that the 2022 Project would alter the existing visual character of the MacLaren Hall property and would change views of the property from the surrounding public vantage points (i.e., Gilman Road, Kerrwood Street, and Durfee Avenue), but that the change would not be considered a degradation of the MacLaren Hall property or its surrounding area. The 2022 MND indicates that the 2022 Project would introduce new structures that would incorporate design features and landscaping to improve the visual character of the site, and therefore would result in a less-than-significant impact on visual character and quality.

2024 Modified Project

The 2024 Modified Project would comply with the design regulations in the same way as the 2022 Project. The 2024 Project would have buildings one story shorter than the

2022 Project and would incorporate design features and landscaping in a similar manner and therefore would have the same less-than-significant impact.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The El Monte Municipal Code (EMMC) and the now-adopted Esperanza Village Specific Plan regulate the types of light and lighting levels, as well as limit the amount of glare that could be created by building materials, on the MacLaren Hall property. The County would be required to comply with applicable County regulations and was anticipated to work with City staff to comply as feasible and appropriate with City regulations.

The 2022 MND indicates that no light or glare impacts would occur during construction, and that on completion of construction, lighting levels of the 2022 Project would be consistent with the nighttime lighting levels of the residential uses surrounding the MacLaren Hall property and that the 2022 Project would not be a major source of glare during the day and night. Therefore, the 2022 MND indicates that the 2022 Project would not create new sources of substantial light or glare that would adversely affect day or nighttime views in the area and a less-than-significant impact would occur.

2024 Modified Project

The 2024 Modified Project would include similar lighting (with lower building heights) to the 2022 Project and therefore would have the same less-than-significant impact on light and glare.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.2 AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☑
b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?	☐	☐	☐	☑
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☑
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☑
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☑

a-e) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

Due to its urban setting, the MacLaren Hall property and its surroundings are not included in the Farmland Mapping and Monitoring Program of the California Department of Conservation. In addition, the MacLaren Hall property is not located within (or in proximity to) a zone designated for agricultural use or an area that is designated as Williamson Act contract lands. No agricultural or forest land uses or associated zoning are located on the property or in the surrounding area. Therefore, no impact on farmland would occur.

2024 Modified Project

The MacLaren Hall property and surrounding area continues to be urban with no use or zoning related to agriculture or forest lands and therefore there would continue to be no impact related to agriculture and forestry resources.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.3 AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☐	☑
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is nonattainment under an applicable federal or state ambient air quality standard?	☐	☐	☐	☑
c) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☐	☑
d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☐	☑

The air quality analysis in the 2022 MND was conducted in accordance with guidance and methodologies propagated by the South Coast Air Quality Management District (SCAQMD), which is charged with regional air quality jurisdiction for the South Coast Air Basin (SCAB). The primary guidance is contained in the SCAQMD CEQA Air Quality Handbook, which was published in 1993. Updates to the SCAQMD CEQA guidance are posted on the SCAQMD website.[1] The air quality analysis is consistent with the methods described in the SCAQMD CEQA Air Quality Handbook (1993 edition) and the updates to the CEQA Air Quality Handbook.

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Construction Emissions. The air quality analysis in the 2022 MND included modeling of air emissions based on 1) daily construction activity associated with the 2022 Project; and 2) the size of the 2022 Project. The 2022 MND addressed two overlapping phases of construction (including construction activities associated with off-site utility improvements) as well as overlapping construction activities associated with the MacLaren Community Park; the analysis evaluated conservative assumptions for overlapping activities and simultaneous construction of buildings. The air quality modeling (CalEEMod, version 2022.1) for construction activities associated with the 2022 Project, offsite utilities and Community Park demonstrated that daily emissions associated with construction activities would be substantially less than applicable regional and localized significance thresholds.

Operational Emissions. The air quality modeling (CalEEMod, version 2022.1) was based on the size of the overall 2022 Project and anticipated daily activities including building energy needs (including for water delivery), and daily trips of occupants of the 2022 Project. The 2022 MND analysis demonstrated that daily emissions associated with operation of the 2022 Project would be substantially less than applicable regional and localized significance thresholds.

[1]SCAQMD, *Air Quality Analysis Guidance Handbook,* http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook, accessed April 2024.

AQMP Consistency. The 2022 MND indicated that the 2022 Project would not result in daily emissions that exceed the applicable SCAQMD thresholds, which were established to ensure that individual projects would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (Consistency Criterion 1). Additionally, the 2022 MND indicated that the 2022 Project would not have the potential to result in population and employment growth that would exceed the growth projections incorporated into the AQMP (Consistency Criterion 2). Therefore, the 2022 Project was found to be consistent with the AQMP and result in a less-than-significant impact.

2024 Modified Project

Construction Emissions. While construction of the 2024 Modified Project would occur in one phase, it would involve similar daily construction activities as compared to the conservative assumptions modeled for the 2022 Project evaluated in the 2022 MND. Demolition and site clearing activities result in the highest levels of criteria pollutant emissions (primarily NO_x, PM_{10} and $PM_{2.5}$) and would occur first over the entire MacLaren Hall property. The size of the area to be disturbed and equipment used would be similar to that analyzed in the 2022 MND and therefore emissions would be similar to those evaluated in the 2022 MND. Daily construction activities would also be similar to those evaluated in the 2022 MND, but because less building area overall would be developed, overall construction duration would be less. The area to be paved would be similar; the area to receive architectural coatings would be less. Daily emissions would be similar, but duration of these activities would be similar or less. Therefore, daily construction emissions would be similar to those evaluated in the MND and less than the thresholds of significance identified by SCAQMD.

Operational Emissions. The size of the residential and non-residential portions of the 2024 Project would be less than evaluated in the 2022 MND (see **Table 2-1** above). As a result of the reduced size of the buildings the 2024 Project would use less energy for operation and occupants would generate fewer trips (see discussion of Transportation below).

AQMP Consistency. Similar to the 2022 Project, the 2024 Project would not result in daily emissions that exceed the applicable SCAQMD thresholds and therefore would not result in an increase in the frequency or severity of existing air quality violations, cause or contribute to new violations, or delay timely attainment of air quality standards or the interim emission reductions specified in the AQMP (Consistency Criterion 1). Additionally, as with the 2022 Project the 2024 Project would not have the potential to result in population and employment growth that would exceed the growth projections incorporated into the AQMP (Consistency Criterion 2). Therefore, the 2024 Project would continue to have a less-than-significant impact with respect to AQMP consistency.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

As discussed in Response to Checklist Question 3.3a, air pollutant emissions associated with construction and operation of the 2022 Project were well below all applicable SCAQMD thresholds. Therefore, the 2022 MND indicates that the 2022 Project would not

result in a cumulatively considerable net increase of non-attainment pollutants, and a less-than-significant impact would occur.

2024 Modified Project

Similar to the 2022 Project, the 2024 Project would result in emissions well below all applicable SCAQMD thresholds. Therefore, 2024 Project would not result in a cumulatively considerable net increase of non-attainment pollutants and would continue to have a less-than-significant impact relative to a cumulatively considerable contribution to non-attainment pollutants.

c) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Construction. As discussed in Response to Checklist Question 3.3a. above the 2022 MND indicates that construction activities would result in daily emissions of localized pollutants (NO_X, CO, PM_{10}, and $PM_{2.5}$) below any applicable SCAQMD LST screening value. Therefore, construction of the 2022 Project would not have the potential to expose nearby air quality sensitive receptors to substantial pollutant concentrations resulting in a less-than-significant impact. Further the 2022 MND indicated that compliance with the CARB In-Use Off-Road Diesel Vehicle Regulation and the Air Toxics Control Measure, would ensure that substantial diesel PM concentrations at sensitive receptor locations would not be generated by on-site equipment activity. Therefore, the 2022 MND indicates that construction of the 2022 Project would not have the potential to expose nearby sensitive receptors to substantial TAC emissions and impacts would be less than significant.

Operation. Based on the traffic analysis of the 2022 Project, peak hour traffic activity at nearby intersections with the 2022 Project in operation would be well below the level that could result in a CO hot-spot and the 2022 Project would have no potential to generate a CO hotspot. Therefore, the 2022 MND indicates that operation of the 2022 Project would not have the potential to expose sensitive receptors to substantial pollutant concentrations resulting in a less-than-significant impact. Further, as the 2022 Project does not include an industrial component that would constitute a new substantial stationary source of operational air pollutant emissions and does not include a land use that would generate a substantial number of heavy-duty truck trips within the region, the 2022 MND indicates that the 2022 Project would not generate air toxic emissions that would expose sensitive receptors to substantial pollutant concentrations and impacts would be less than significant.

2024 Modified Project

The 2024 Project would have similar daily construction activities as compared to the 2022 Project and would have similar land uses but of a smaller size. Therefore, daily construction impacts would similar and continue to be less than significant and daily operational impacts would be similar or less and would also continue to be less than significant.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 MND indicates that the 2022 Project would involve construction activities typical of urban construction and could result in objectionable odors including equipment exhaust, application of asphalt and architectural coatings, and other interior and exterior finishes. The 2022 MND indicates these odors would be localized and generally confined to the immediate area surrounding the MacLaren Hall property, would be temporary in nature, and

would not persist beyond the termination of construction activities. As construction-related emissions dissipate away from the construction area, odors associated with these emissions would also decrease and would be quickly diluted. Therefore, the proposed 2022 MND indicates that the 2022 Project would not result in the generation of odors that would adversely affect a substantial number of people during construction.

The 2022 MND indicates that operations of a café/snack bar could produce odors associated with the preparation of food but that operations would comply with SCAQMD Rule 402, which prohibits any air quality discharge that would be a nuisance or pose any harm to individuals of the public. In addition, the 2022 MND indicates that on-site trash receptacles would also have the potential to create adverse odors. The 2022 MND indicates proper maintenance and compliance with the EMMC and County regulations would minimize odors and would result in a less-than-significant impact during construction and operations.

2024 Modified Project

As discussed under 3 a) above, the 2024 Modified Project would involve similar daily construction activities as were evaluated in the 2022 MND and therefore odors would be similar and would not affect a substantial number of people. Operation of the 2024 Project would involve similar uses and therefore operational odors would be similar. As for the 2022 Project, proper maintenance and compliance with the EMMC and County regulations would minimize odors and would continue to result in a less-than-significant impact during construction and operations.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.4 BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☐	☐	☑
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☐	☐	☑
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☑
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☑
e) Conflict with any local policies or ordinances protecting biological resources, such as tree preservation policy or ordinance (e.g., oak trees or California walnut woodlands)?	☐	☐	☐	☑
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 MND indicates that while the property includes trees and grassy areas, no natural habitats exist on the property and the property has no value as a habitat for special status species. The 2022 MND indicates that since no special-status species were identified or have high likelihood of occurring on the property, the 2022 Project would not result in the loss or destruction of individual candidate, sensitive, or special status species or the degradation of sensitive habitat. Therefore, the 2022 MND indicates that the 2022 Project would result in less-than-significant impacts on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS).

2024 Modified Project

The 2024 Project occurs on the same site as the 2022 Project and would have the same less-than-significant impacts related to candidate, sensitive, and special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (CDFW) or the U.S. Fish and Wildlife Service (USFWS).

b) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is located within an urbanized area and generally surrounded by residential uses, a church, and a public school. The San Gabriel River is approximately 570 feet east of the MacLaren Hall property. The MacLaren Hall property does not contain any riparian habitat or features necessary to support riparian habitat. Therefore, the 2022 MND indicates the 2022 Project would not have any effect on riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS, and no impact would occur.

2024 Modified Project

The 2024 Project occurs on the same site as the 2022 Project and would have the same less-than-significant impacts related to riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by CDFW or USFWS.

c) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property does not contain any state or federally protected wetlands. The San Gabriel River is approximately 570 feet east of the MacLaren Hall property. The 2022 Project does not involve any activities that would alter the San Gabriel River and would not have any effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project occurs on the same site as the 2022 Project and would have the same less-than-significant impacts related wetlands.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The 2022 MND indicates that removal of existing trees and other mature vegetation during construction could impact active nests, including those of migratory birds. While destruction of active nests or activities that cause an active nest to fail would be addressed by existing regulations (Migratory Bords Treaty Act [MBTA] and California Fish and Game Code [CFGC] Sections 3503, 3503.5, 3505, 3800, and 3801.6), the 2022 MND also included Mitigation Measure **BR-1** (see below) to ensure compliance with regulations and protection of active bird nests.

The 2022 MND indicates that although construction activities would result in the removal of existing trees and disturbance to existing species that live on or forage on the MacLaren Hall property, operation of the 2022 Project and new landscaping would result in new trees and new nesting opportunities, which would allow for the return of most, if not all, species that currently exist on the MacLaren Hall property.

The 2022 MND indicates that with Mitigation Measure **BR-1**, the 2022 Project would not interfere with wildlife movement or impede the use of native wildlife nursery sites and a less-than-significant impact with this measure incorporated would occur.

2024 Modified Project

The 2024 Project would result in the same removal and replacement of trees. Compliance with Mitigation Measure **BR-1** would continue to be required and therefore a less-than-significant impact would occur with this mitigation measure incorporated.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project would remove 38 trees at the residential, non-residential mixed-use, and circulation/common area parcels. A total of 172 trees was proposed to be installed. An existing tree inventory for these parcels identified 26 Protected Trees, as defined by EMMC Section 14.03.020 14 and, thus, a tree removal permit would be required. The proposed residential and non-residential mixed-use development are required to comply with the City's Tree Protection and Preservation Ordinance (EMMC Chapter 4.03). EMMC Section 14.03.090 requires that all protected trees that would be removed are replaced with a tree ratio of 2:1. The replacement trees are required to be 36-inch box trees that are at least 12 feet in height. If any trees cannot be planted on the MacLaren Hall property or the adjacent public right-of-way, an in-lieu fee may be paid into the City's tree mitigation and planting fund. The 2022 Project would comply with EMMC Section 14.03.090.

Development on the County-related parcel would be required to comply with LACC permit requirements for the removal of oak trees (LACC Chapter 22.174). While the proposed development on the County-related parcel is not required to comply with EMMC, the County indicated it would comply with the City's Tree Protection and Preservation Ordinance as feasible and appropriate. The City of El Monte would coordinate with the County regarding compliance with City regulations including the proposed Specific Plan. Therefore, the 2022 MND indicates that the 2022 Project would not conflict with any local policies or ordinances protecting biological resources, and a less-than-significant impact would occur.

2024 Modified Project

The 2024 Project would affect the same trees as the 2022 Project and would continue to comply with the EMMC on the residential, mixed-use, and circulation parcels. The City of El Monte would continue to coordinate with the County regarding compliance with City regulations including the Specific Plan. Therefore, the 2024 Project would not conflict with any local policies or ordinances protecting biological resources, and would continue to have a less-than-significant impact.

f) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is not located within or adjacent to the boundaries of any adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan. Therefore, the 2022 MND indicates no impact would occur.

2024 Modified Project

The 2024 Project occurs on the same site as the 2022 Project and would continue to have no impact with respect to an adopted habitat conservation plan, natural community conservation plan, or other approved local, regional, or state habitat conservation plan.

BIOLOGICAL RESOURCES MITGATION MEASURE

BR-1 Trees shall be removed outside of the nesting season. If tree removal during the nesting season (February 1 through August 31) cannot be avoided, a qualified avian biologist shall conduct pre-construction surveys for nesting and breeding birds in all landscaping and trees no more than one week prior to any construction activities (i.e., mobilization, staging, grading). If nests are found within these trees and contain eggs or young, no activities within a 300-foot buffer for nesting birds and/or a 500-foot buffer for nesting raptors shall occur until the young have fledged from the nest or the nest fails, as determined by the project avian biologist. If birds are found to be nesting in construction equipment and the nests contain eggs or young, buffers as described above shall be implemented. The prescribed buffers may be adjusted by a qualified avian biologist based on existing conditions around the nest, planned construction activities, tolerance of the species, and other pertinent factors. The qualified avian biologist shall conduct regular monitoring of any nest to determine success/failure and to ensure that project activities are not conducted within the buffer(s) until the nesting cycle is complete or the nest fails. The avian shall be responsible for documenting the results of the surveys, nest buffers implemented, and presenting the results in ongoing monitoring reports.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.5 CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to Section 15064.5?	☐	☐	☐	☑
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	☐	☐	☐	☑
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 MND indicates that the MacLaren Hall property and the existing buildings on the property are not listed in the National Register of Historic Places, California Historical Landmarks, California Points of Historical Interest, the California State Historical Resources Inventory, and Los Angeles County Historical Landmarks Registry. Additionally, the historic resource evaluation determined that the property and the buildings do not meet the criteria to be eligible for listing in the National Register of Historic Places, the California Register of Historical Resources, or as a Los Angeles County Landmark either for any individual buildings or as a historic district. The majority of the buildings on the site (with the exception of six dormitories, the cafeteria building, and a modular trailer) would be demolished as part of the adjacent park project. The 2022 MND indicates that demolition of the existing buildings on the property has no potential to significantly impact a historical resource, and therefore would result in a less-than-significant impact.

2024 Modified Project

The 2024 Project would impact the same buildings and site as the 2022 Project and therefore would result in the same less-than-significant impact.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The MacLaren Hall property is located in an urbanized area that has been subject to previous grading and development. The entire ground surface within the MacLaren Hall property has been previously disturbed; archaeological deposits located at or near the surface have long since been removed or destroyed by urbanization. The 2022 MND indicated that based upon the human occupation history of the region, excavation below previously disturbed levels may encounter buried archaeological resources. And that if archaeological resources are discovered during excavation activities, such resources must be evaluated in accordance with federal, state, and local guidelines (including California Penal Code 622.5 and Public Resources Code Section 5097.5(a)). Archaeological resources may include Tribal Cultural Resources, TCRs are separately addressed in Section 3.18 including identification of Mitigation Measures **TR-1** and **TR-2** that would reduce the potential for the destruction of any significant tribal cultural resources. These mitigation measures would also address archaeological resources. Therefore, with

implementation of Mitigation Measures **TR-1** and **TR-2**, impacts related to archaeological resources would be less than significant.

2024 Modified Project

The 2024 Project would have the same potential to impact archaeological resources as the 2022 Project. Mitigation Measures **TR-1** and **TR-2** would continue to be required and would reduce impacts to a less than significant level with mitigation incorporated.

c) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The MacLaren Hall property is not part of a formal cemetery and is not known to have been used for disposal of historic or prehistoric human remains. There are no known human remains on the site. While no formal cemeteries, other places of human interment, or burial grounds or sites are known to exist within the MacLaren Hall property, there is always a possibility that human remains may be unexpectedly encountered during construction. As discussed in Response to Checklist Question 3.18 b, the MacLaren Hall property has the potential for buried tribal cultural resources, including human remains, within original soils. In the unlikely event that human remains are encountered during excavation, the 2022 Project would be required to comply with Section 7050.5 of the California Health and Safety Code. California Health and Safety Code Section 7050.5(b).

If human remains of Native American origin are discovered during construction, the 2022 Project would also be required to comply with applicable regulations related to the handling of Native American human remains, including PRC Section 5097. In addition, the 2022 MND identified a mitigation measure to address Native American human remains (Mitigation Measure **TR-3,** see 3.18 below). Compliance with the State Health and Safety Code Section 7050.5, applicable regulations related to the handling of human remains of Native American origin, and Mitigation Measure **TR-3**, the 2022 MND indicates that a less-than-significant impact with mitigation incorporated.

2024 Modified Project

The 2024 Project would have the same potential to encounter human remains as the 2022 Project. Compliance with applicable regulations and Mitigation Measure **T-3** would continue to result in a less-than-significant impact with mitigation incorporated.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.6 ENERGY. Would the project:				
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	☐	☐	☐	☑
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☐	☑

a-b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The County has adopted green building standards (LACC Title 31 – Green Building Standards Code). These standards apply to new building construction and are designed to reduce energy consumption during project operation. The City of El Monte has adopted the County's Green Building Standards Code.

Construction activities would employ standard construction methods and would not be wasteful, inefficient, or unnecessarily consume energy resources during construction and would have a less-than-significant impact with respect to wasteful, inefficient or unnecessary energy resource consumption.

The 2022 Project included sustainability features that would reduce energy consumption, including installation of PV solar panels over parking spaces, as well as roof-mounted PV solar systems. These design features, as well as compliance with the state's Title 24 building efficiency and green building standards, would ensure that the 2022 Project's operation would not be wasteful, inefficient, or unnecessarily consume energy resources. The 2022 Project would be required to meet all applicable building standards. These requirements may include the LACC Title 31 (Green Building Standards Code) and the state CCR Title 24 Part 11 (California Green Building Standards Code). The 2022 Project would provide needed community-serving facilities that would serve the residents of the MacLaren Hall property and the surrounding neighborhood, which would potentially reduce VMT and associated energy use. The 2022 Project does not include any feature that would interfere with implementation of state, County, and City codes and plans related to renewable energy or energy efficiency. Therefore, a less-than-significant impact related to wasteful, inefficient, or unnecessary use of energy and consistency with energy-related plans would occur.

2024 Modified Project

The 2024 Project would comply with applicable regulations that require new buildings be energy efficient and would incorporate the same sustainability features as the 2022 Project. Therefore, the 2024 Project would continue to have a less-than-significant impact related to wasteful, inefficient, or unnecessary use of energy and consistency with energy-related plans would occur.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.7 GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to division of Mines and Geology Special Publication 42.	☐	☐	☐	☑
ii) Strong seismic ground shaking?	☐	☐	☐	☑
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☑
iv) Landslides?	☐	☐	☐	☑
b) Result in substantial soil erosion or the loss of topsoil?	☐	☐	☐	☑
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potential result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	☐	☐	☐	☑
d) Be located on expansive soil as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	☐	☐	☐	☑
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☑
f) Directly or indirectly destroy a unique paleontological resource or unique geologic feature?	☐	☐	☐	☑

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (*CBIA v. BAAQMD*), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment. The decision from *CBIA v. BAAQMD* is applicable to analysis of CEQA Guidelines Appendix G Initial Study Checklist questions 3.7a.i through 3.7a.iv, 3.7c, 3.7d,and 3.7e for Geology and Soils.

a.i) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The 2022 Project does not involve any activities that would potentially exacerbate existing environmental conditions so as to increase the potential to expose people or structures to the rupture of a known earthquake fault. The type of development proposed is typical of urban environments and would not involve deep excavation into the Earth or boring of large areas creating unstable seismic conditions or stresses in the Earth's crust that would result in the rupture of a fault. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project would similar to the 2022 Project and would continue to have no impact relative to fault rupture.

a.ii) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

2022 Project (construction and operation) would not exacerbate potential ground shaking and does not involve activities that would increase the potential to expose people or structures to the adverse effects associated with strong seismic ground shaking. Additionally, the design and construction of the buildings are required to conform to the California Building Code (CBC) seismic standards, other applicable codes and standards to reduce impacts from strong seismic ground shaking as well as recommendations included in a project-specific geotechnical report (a project-specific geotechnical report was completed[2]). Therefore, a less-than-significant impact would occur.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore have the same less-than-significant impact related to strong seismic ground shaking.

a.iii) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is within a liquefaction hazard zone. The City requires that the recommendations contained in the Geotechnical Investigation Report be implemented to ensure that the 2022 Project include structural design elements that would maintain structural integrity of the proposed buildings. In addition, the 2022 Project would be constructed in accordance with all applicable provisions of the latest CBC, which is designed to assure safe construction and includes building foundation requirements appropriate to site conditions. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore continue to have no impact related to liquefaction.

a.iv) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

According to the California Department of Conservation's Earthquake Zones of Required Investigation and the Geotechnical Investigation Report for the 2022 Project, the MacLaren

[2]Converse Consultants, *Geotechnical Investigation Report: Esperanza Village Project, 4024 Durfee Avenue, El Monte, California*, July 29, 2022. This report is on file and available for review at the City of El Monte, Community and Economic Development Department.

Hall property is not located within an earthquake-induced landslide area. In addition the site and surrounding area are relatively flat. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore continue to have no impact related to landslides.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

During ground disturbing activities, such as grading and excavation, the MacLaren Hall property could potentially be subject to soil erosion or loss of topsoil. However, the 2022 Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion impacts, including the latest requirements of the City-enforced National Pollution Discharge Elimination System (NPDES) Construction General Permit, standard erosion control best management practices (BMPs), and applicable pollution control and erosion protection measures pursuant to the City's Stormwater Management and Discharge Control ordinance (EMMC Chapter 13.16) and Grading and Erosion Control ordinance (EMMC Chapter 15.40). The permit requires the development of a Stormwater Pollution Prevention Plan (SWPPP), which the City would review and approve prior to issuing any grading or building permit for the 2022 Project. The SWPPP would include BMPs to control sedimentation and erosion. Operations of the 2022 Project would not cause soil erosion or the loss of topsoil. Therefore, impacts related to soil erosion and loss of topsoil would be less than significant.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore continue to have a less than significant impact related to erosion.

c) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

As discussed under Response to Checklist Questions 3.7a. iii and 3.7a. iv, the MacLaren Hall property is within a liquefaction hazard zone but is not within an earthquake-induced landslide area. The 2022 Project would not create liquefaction or landslide hazards because it would not involve activities that would affect seismic conditions or alter underlying soil or groundwater characteristics that govern liquefaction potential. The MacLaren Hall property and the surrounding area are relatively flat with no steep slopes or embankments nearby and, thus, are not susceptible to landslides and the likelihood of lateral spreading is low. Construction and operation of the 2022 Project would not involve activities known to cause or trigger subsidence and is not anticipated to adversely affect soil stability or increase the potential for local or regional landslides, lateral spreading, subsidence, liquefaction, or collapse. The 2022 Project would be constructed in accordance with applicable regulations and would comply with the recommendations contained within the site-specific geotechnical reports. Thus, the 2022 Project would result in no impact related to exacerbating existing conditions associated with landslides, lateral spreading, subsidence, liquefaction, or collapse.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore continue to have no impact related to exacerbating existing conditions associated with landslides, lateral spreading, subsidence, liquefaction, or collapse.

d) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

According to the Geotechnical Investigation Report, the MacLaren Hall property consists of fill soils that were placed during previous site grading operations and natural alluvial soils to the maximum depth explored of 100.9 feet below ground surface. The fill soil encountered consists of primarily silty sands, sandy silt, and sands. The alluvial soil deposits below the fill consist of silty sands, sands, and sands with gravel. The soils are moderately dense near the surface and generally becomes denser with depth. The MacLaren Hall property has very low expansion potential. The 2022 Project (construction and operation) does not involve activities that would exacerbate existing soil conditions. The 2022 Project would be required to comply with all applicable building codes and standards, including the CBC, as well as recommendations outlined in the geotechnical study and therefore, no impact would occur related to expansive soils and creating substantial direct or indirect risks to life or property.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would therefore continue to have no impact related to expansive soils and creating substantial direct or indirect risks to life or property.

e) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is fully developed and located in an urbanized area of the City, where wastewater infrastructure is currently in place. The 2022 Project would connect to the existing sanitary sewer system and therefore would have no impact related to septic tanks or alternative wastewater disposal systems.

2024 Modified Project

The 2024 Project would continue to connect to the existing sanitary sewer system and therefore would continue to have no impact related to septic tanks or alternative wastewater disposal systems.

f) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The MacLaren Hall property is in an urbanized area that has been subject to previous grading and development. No unique geologic features exist on or adjacent to the property. According to the Los Angeles County Natural History Museum, no known paleontological resources have been recorded within a quarter mile of the property. In general, alluvium deposits have low probability of containing paleontological resources.

The 2022 Project does not involve deep levels of excavation. Based upon the human occupation history of the region, excavation below previously disturbed levels may encounter buried resources. If paleontological resources are discovered during excavation activities, such resources must be evaluated in accordance with federal, state, and local guidelines (including California Penal Code Section 622.5 and PRC Section 5097.5(a)):

Although no paleontological resources are known to exist in the area, it is possible that unanticipated paleontological resources may be encountered during ground disturbance, and therefore the 2022 MND identified Mitigation Measures **GS-1** and **GS-2** (see below) to ensure that there would be no potential for the destruction of a unique paleontological resource. Therefore, the 2022 Project would result in a less-than-significant impact with mitigation incorporated.

2024 Modified Project

The 2024 Project is similar to the 2022 Project and would be required to comply with the same regulations and requirements and would continue to be required to comply with Mitigation Measures **GS-1** and **GS-2**. Therefore, the 2024 Project would continue to have a less than significant impact on paleontological resources with mitigation incorporated.

GEOLOGY (PALEONTOLOGY) MITIGATION MEASURES

GS-1 A qualified paleontologist shall be retained to conduct a WEAP training for all construction personnel prior to the commencement of any ground-disturbing activities regarding the appearance of fossils and the procedures for notifying paleontological staff should fossils be discovered by construction staff. A qualified paleontologist is a paleontologist who meets the Society of Vertebrate Paleontology (SVP) standards for Qualified Professional Paleontologist, which is defined as an individual preferably with an M.S. or Ph.D. in paleontology or geology who is experienced with paleontological procedures and techniques, who is knowledgeable in the geology of California (preferably southern California), and who has worked as a paleontological mitigation project supervisor for a least one year.

GS-2 In the event paleontological resources are encountered during construction, the City of El Monte Community and Economic Development Department shall be immediately informed of the discovery. All work shall cease in the area of the find and a qualified paleontologist shall be contacted to evaluate the find before restarting work in the area. The City shall require that all paleontological resources identified on the MacLaren Hall property be assessed and treated in a manner determined by the qualified paleontologist. Typically, fossils can be safely salvaged quickly by a single paleontologist and not disrupt construction activity. In some cases, larger fossils (such as complete skeletons or large mammal fossils) require more extensive excavation and longer salvage periods. In this case, the paleontologist shall have the authority to temporarily direct, divert or halt construction activity to ensure that the fossil(s) can be removed in a safe and timely manner. Any significant paleontological resources found during construction monitoring shall be prepared, identified, analyzed, and permanently curated in an approved regional museum repository under the oversight of the qualified paleontologist. Fossils of undetermined significance at the time of collection may also warrant curation at the discretion of the project paleontologist. Work in the area of the discovery shall resume once the find is properly documented.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.8 GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☐	☑
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

GHG emissions that would be generated by the 2022 Project were estimated using CalEEMod, as recommended by the SCAQMD. CalEEMod quantifies GHG emissions from construction activities and future operation of projects. Sources of GHG emissions during project construction would include heavy-duty off-road diesel equipment and vehicular travel to and from the MacLaren Hall property. Sources of GHG emissions during 2022 Project operation would include employee and delivery vehicular travel, energy demand, water use, and waste generation. The total amount of GHG emissions that would be generated by construction of the 2022 Project was amortized over a 30-year operational period to represent long-term impacts. Construction emissions were estimated to total 1,719 $MTCO_2e$, or 57.3 $MTCO_2e$ annually over a 30-year period. The total annual operating emissions would be approximately 2,875.3 $MTCO_2e$ per year after accounting for amortized construction emissions. This mass rate is below the most applicable quantitative draft interim threshold of 3,000 $MTCO_2e$ per year identified by SCAQMD to capture 90 percent of CEQA projects within its jurisdiction. Therefore, the 2022 MND identifies impacts as less than significant.

2024 Modified Project

The 2024 Project would be similar to the 2022 Project but with fewer residential units and less building area devoted to non-residential uses. As a result, the 2024 Project would generate fewer GHG emissions as compared to the 2022 Project and the impact would continue to be less than significant.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project, as a whole, addresses sustainability goals by providing much needed affordable housing, associated services, and services oriented to the local community. Several state and local GHG emissions reduction regulations, goals, and policies apply directly or indirectly to the 2022 Project's construction and operation. These regulations, goals and policies address reducing emissions through reducing energy and water consumption including importantly by reducing vehicle miles travelled by locating uses in proximity to need (such as affordable housing in each community) and locating services in proximity to those they serve. The 2022 MND indicates that the 2022 Project would not conflict with applicable plans, policies, and regulations associated with reducing GHG emissions and therefore would result in a less-than-significant impact relative to plans, policies and regulations adopted for the purpose of reducing GHG emissions.

2024 Modified Project

The 2024 Project would be similar to the 2022 Project but with fewer residential units and less building area devoted to non-residential uses. Similar to the 2022 Project, the 2024 Project would not conflict with applicable plans, policies, and regulations associated with reducing GHG emissions and therefore would continue to result in a less-than-significant impact.

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	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.9 HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☐	☑
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☐	☑
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☑
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☑
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☑
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☑

In 2015, the California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District* (*CBIA v. BAAQMD*), held that CEQA generally does not require a lead agency to consider the impacts of the existing environment on the future residents or users of a project. However, if a project exacerbates a condition in the existing environment, the lead agency is required to analyze the impact of that exacerbated condition on the environment. The decision from *CBIA v. BAAQMD* is applicable to analysis of CEQA Guidelines Appendix G Checklist Questions 3.9d, 3.9e, and 3.9g for Hazards and Hazardous Materials.

a-b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The database search also identified two facilities in the vicinity of the MacLaren Hall property that were considered to be an environmental concern (two large superfund sites in the San Gabriel Valley). In addition, signs of contamination on the MacLaren Hall property (staining on and around the chiller) was a concern for heavy metals, including chromium. Chemicals, tanks, containers, piping, and residues must be properly removed in accordance with applicable regulations and water wells must be properly abandoned, if necessary.

All hazardous materials, including on-site asbestos and lead in existing buildings and all remaining site chemicals, tanks, containers, piping, and residues, as well as delivery and

use of small amounts of hazardous materials as part of routine construction, operations and maintenance would be handled in compliance with applicable standards and regulations. The 2022 Project does not involve any industrial uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances, or create a public hazard through the transport, use, or disposal of hazardous materials.

The MND identifies Mitigation Measure **HH-1** (see below) to ensure that heavy metals around the chiller and berm area are identified and properly removed, and Mitigation Measure **HH-2** (see below) to ensure that the management and abandonment of the water wells would not create a significant hazard to the public. Impacts related to the creation of hazards to the public or the environment would be less than significant with mitigation incorporated.

2024 Modified Project

The 2024 Project would be on the same site and involve similar construction methods as the 2022 Project and therefore would have the same less than significant impact with mitigation incorporated.

c) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

Twin Lakes Elementary School, La Primaria Elementary School, and Fernando R. Ledesma High School are within one-quarter mile of the MacLaren Hall property. As discussed in Response to Checklist Question 3.9 a-b, construction of the 2022 Project would involve the temporary use and handling of potentially hazardous materials (including vehicle fuels, oils, and transmission fluids), and operations of the 2022 Project would involve the use of hazardous materials that are typically used for residential uses, offices, and medical clinics. Soils that would be removed are required to be tested to ensure that the soils are not contaminated. If contamination were to be encountered, soils would be treated in accordance with applicable regulations. Proper handling, health and safety practices, hazard communication, and emergency response training would be provided to all personnel responsible for using hazardous materials. The 2022 Project would comply with all applicable standards and regulations related to the transport, use, and disposal of hazardous materials during construction and operational activities and would be required to comply with Mitigation Measure **HH-1**. Therefore the 2022 MND identified a less-than-significant impact with mitigation incorporated.

2024 Modified Project

The 2024 Project would be on the same site and involve similar construction methods as the 2022 Project and therefore would have the same less than significant impact with mitigation incorporated.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

As discussed in Response to Checklist Question 3.9a-b there are two areas of contamination in proximity to the MacLaren property that are considered to be an environmental concern (San Gabriel Valley – Area 1 Superfund Site and San Gabriel Valley – Area 2 Superfund Site). According to the 2021 Phase I ESA, groundwater was measured

at 102.2 feet below ground surface in a groundwater well located approximately 200 feet southeast of the MacLaren Hall property. Groundwater generally flows towards the San Gabriel River. Although groundwater beneath the MacLaren Hall property may have been affected by the San Gabriel Valley – Area 1 and Area 2 Superfund Sites, it is anticipated that the 2022 Project would not affect or be affected by these superfund sites due to the depth of the groundwater. Construction and operations of the 2022 Project would not include elements that would cause the MacLaren Hall property to be listed as a hazardous materials site, and the 2022 Project would not create a significant hazard to the public or the environment. Additionally, implementation of Mitigation Measure **HH-1** would ensure that potential heavy metals around the chiller and berm area are properly identified and removed. Therefore, the 2022 MND indicates that the 2022 Project would have a less-than-significant impact with mitigation incorporated.

2024 Modified Project

The 2024 Project would be on the same site and involve similar construction methods and similar depth of excavation as the 2022 Project and therefore would have the same less than significant impact with mitigation incorporated.

e) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is 1.6 miles southeast of the San Gabriel Valley Airport (formerly known as the El Monte Airport). Neither the Los Angeles County General Plan nor Los Angeles County Airport Land Use Plan identify the MacLaren Hall property as being located within the Airport Influence Area for this airport. The 2022 Project (construction and operation) would not affect or be substantially affected by airport operations and would not result in a safety hazard or excessive noise for people residing or working in the project area. Therefore, the 2022 MND indicates the 2022 Project would not result in an airport- or airstrip-related safety hazard for people residing or working in the area, and no impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project and therefore would continue to have no impact related to airport or air-strip safety hazards.

f) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The MacLaren Hall property is not located along an emergency evacuation route or a disaster route. The nearest emergency evacuation route to the MacLaren Hall property, as identified by the City of El Monte General Plan Public Health and Safety Element, are Ramona Boulevard and Garvey Avenue, approximately 0.1 miles north and 0.5 miles to the southwest. The nearest disaster routes to the MacLaren Hall property, as identified by the Los Angeles County Department of Public Works, are the I-10 freeway (approximately 0.4 miles to the south), Peck Road (approximately 0.9 miles to the west), and Valley Boulevard (approximately 0.9 miles to the south).

Construction of the 2022 Project may involve temporary lane closures on adjacent or nearby public streets for off-site improvements (such as Durfee Avenue, Kerrwood Street, Gilman Road, and Ferris Road). However, the roadways would remain accessible to vehicular traffic and emergency vehicles. Access to all surrounding properties would be maintained. Additionally, construction activities occurring with the public right-of-way, such as construction of sidewalks, driveway approaches, undergrounding of utilities, and sewer and water improvements, are required to obtain a public right-of-way encroachment and grading permit from the City's Public Works Department. Construction and operational activities associated with the 2022 Project would not require temporary or permanent closure of any streets, including designated emergency and disaster routes near the MacLaren Hall property. To ensure that emergency access to the MacLaren Hall property and traffic and pedestrian safety are maintained, the MND identified Mitigation Measure **HH-3** that requires preparation of a traffic control plan.

The 2022 Project would accommodate emergency vehicles and driveways would meet the minimum width and turning dimension requirements of the Los Angeles County Fire Department. Vehicles, including emergency response vehicles, would be able to access the MacLaren Hall property via Durfee Avenue, Kerrwood Street, and Gilman Road. The 2022 Project would not involve any uses or components that would interfere with an emergency response or evacuation plan. Changes in traffic associated with the 2022 Project would be incremental and would not affect emergency response or evacuation planning. Therefore, the 2022 MND indicates that with Mitigation Measure **HH-3 (**see below), the 2022 Project would not impair the implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan resulting in a less-than-significant impact with mitigation incorporated.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. Therefore, the 2022 Project would continue to have a less-than-significant impact with mitigation incorporated with respect to impairing the implementation of or physically interfering with an adopted emergency response plan or emergency evacuation plan.

g) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is not located within or adjacent to a wildland area. No large, undeveloped areas and/or steep slopes that may pose wildfire hazards are located on or near the property. Additionally, the MacLaren Hall property is not located in a fire hazard severity zone, as identified by the California Department of Forestry and Fire Protection (CalFire). The nearest fire hazard zone is located approximately 2.7 miles southeast of the MacLaren Hall property. The area between the MacLaren Hall property and the nearest fire hazard severity zone is mostly built out and includes the I-10 freeway, which is a significant physical barrier between the MacLaren Hall property and the fire hazard severity zone. The 2022 Project would have a fire suppression system as required by local fire and building codes and would be constructed of materials that provide limited fuel. Water flow available to the 2022 Project meets fire flow standards. The 2022 Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires and no impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. Therefore, the 2022 Project would continue to no impact related to exposing people or structures to the risk of loss, injury, or death involving wildland fires.

HAZARDS MITIGATION MEASURES

HH-1 A Phase II ESA shall be prepared and shall include subsurface sampling in and around the chiller and berm area for heavy metals, including chromium. All recommendations contained in the Phase II ESA shall be implemented.

HH-2 The management and abandonment of the on-site water wells shall follow the standards compiled in the California Department of Water Resources Bulletins 74-81 and 74-90.

HH-3 Prior to construction, the applicant shall prepare a traffic control plan to address access to and egress from the construction site to ensure that emergency access and traffic and pedestrian safety are maintained.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.10 HYDROLOGY AND WATER QUALITY. Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☐	☑
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☐	☑
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:			☐	☑
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☑
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☑
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☐	☑
iv) impede or redirect flood flows?	☐	☐	☐	☑
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☑
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Construction of the 2022 Project would require site clearing, grading, and building construction activities. During construction, surface water quality could potentially be affected by loose soils, debris, construction wastes, and fuels that could be carried off-site by surface runoff in local storm drains, which drain into water resources. However, the 2022 Project would be required to comply with all federal, state, and local regulations related to water quality standards and wastewater discharge. During construction of the 2022 Project, management of storm water discharge would be controlled by Best Management Practices (BMPs) as part of the National Pollution Discharge Elimination System (NPDES) Construction General Permit.

Compliance with the NPDES Construction General Permit and applicable regulations in the EMMC and LACC would reduce the risk of water degradation from soil erosion and other pollutants related to construction activities. The 2022 Project would not violate any water quality standards or waste discharge requirements during construction. No other waste discharges are associated with the 2022 Project during construction.

Operational activities would include use of vehicles in the circulation areas as well as maintenance equipment and pesticides in the landscaped areas. Following construction,

management of storm water discharge will be controlled by surface drainage conveyance to existing storm drains maintained by the Los Angeles County Flood Control District. Those areas within the MacLaren Hall property that are not covered with hardscape (vegetated softscape) would allow for infiltration. Wastewater would be discharged to local sewers. No other waste discharges are associated with operations of the 2022 Project.

To comply with Low Impact Development (LID) requirements of both the EMMC and the LACC, the 2022 Project would develop a Water Quality Management Plan (WQMP). To address water quality the 2022 Project would include an infiltration system at the surface parking lot on the south side of the MacLaren Hall property. The infiltration system would include a 225-foot-long perforated pipe surrounded by gravel. Stormwater on the residential and mixed-use development would be collected in roof drains, planter drains, and area drains and conveyed to the infiltration system via polyvinyl chloride (PVC) storm drain piping.

The 2022 Project would comply with all applicable water quality standards and waste discharge requirements during construction and operations and would therefore result in a less-than-significant impact related to water quality standards, waste discharge requirements and the potential to substantially degrade surface or ground water quality.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would be required to comply with the same regulations as the 2022 Project and therefore would continue to have a less than significant impact related to water quality standards, waste discharge requirements and the potential to substantially degrade surface or ground water quality.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The MacLaren Hall property is not currently used for groundwater recharge activities. The 2022 Project would not install any groundwater wells and would not otherwise directly or indirectly withdraw any groundwater during construction or operations. The 2022 Project would not deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level. Domestic water service to the MacLaren Hall property would be provided by the San Gabriel Valley Water Company, which would be able to provide reliable water supplies for an average year, single dry year, and multiple dry years for the MacLaren Hall property through 2045. The 2022 Project would be required to obtain a will-serve letter from the San Gabriel Valley Water Company to ensure that sufficient water resources are available to supply water to the proposed development. Therefore, the 2022 Project would be served by available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge and a less-than-significant impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units, less building area devoted to non-residential uses as compared to the 2022 Project and therefore less demand for water. It would involve similar paved and landscaped areas and would be required to comply with the same regulations as the 2022 Project, including preparation of a WQMP, and therefore would continue to have a less than

significant impact related to available water supply and would not significantly deplete groundwater supplies or interfere with groundwater recharge.

c.i) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The MacLaren Hall property is located in an urbanized area of the City approximately 600 feet west of the San Gabriel River. Existing surface water drainage from the MacLaren Hall property generally flows east and southeast. Surface runoff from the MacLaren Hall property is currently diverted to existing storm drains.

During construction, on-site soils would temporarily be exposed to surface water runoff; however, the 2022 Project would be required to comply with local, state, and federal regulations and standards related to minimizing potential erosion.

Management of storm water run-off and off-site discharge during construction for the proposed development area (which includes the residential, mixed-use, and County-related development) would be controlled by BMPs as part of the Construction General Permit, and the 2022 Project would be required to prepare an SWPPP, which would include BMPs to control sedimentation and erosion.

Following construction, the 2022 Project would increase the amount of impervious surfaces on the MacLaren Hall property compared to existing conditions. Operations of the proposed residential and mixed-use development would be required to comply with LID requirements which would reduce stormwater runoff, such that stormwater runoff would not increase in a manner that would result in flooding on- or off-site. The flow of water through the MacLaren Hall property would not be in areas of exposed soil or sediment that could erode or cause siltation.

The 2022 Project would not substantially alter the existing drainage pattern of the MacLaren Hall property and its surrounding area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces. Therefore, the 2022 MND 2022 MND indicated the 2022 Project would result in a less than significant impact related to erosion or siltation as a result of changes in drainage patterns.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would be required to comply with the same regulations (including NPDES and LID requirements) as the 2022 Project and therefore would continue to have a less than significant impact related to erosion or siltation as a result of changes in drainage patterns.

c.ii) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The MacLaren Hall property is located within an urbanized area of the City with existing stormwater infrastructure in place. Currently, stormwater on the MacLaren Hall property is drained via sheet flow to the east and southeast, and runoff is directed to existing storm drains.

During construction, storm water run-off and off-site discharge would be controlled by BMPs as part of the NPDES Construction General Permit. Implementation of these BMPs would

not cause a substantial increase in the rate or amount of surface run-off in a manner that would result in flooding on- or off-site during construction.

The 2022 Project would increase the amount of impervious surfaces on the MacLaren Hall property compared to existing conditions. However, compliance with NPDES and LID requirements would reduce stormwater runoff and would not result in flooding on- or off-site, resulting in a less-than-significant impact related to changes in drainage patterns and potential for flooding.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would be required to comply with the same regulations as the 2022 Project and therefore would continue to have a less than significant impact related to flooding as a result of changes in drainage patterns.

c.iii) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Compliance with applicable regulations, including NPDES and LID requirements, would reduce stormwater runoff and ensure that water quality standards and waste discharge requirements are met during construction and operations, resulting in a less-than-significant impact.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would be required to comply with the same regulations as the 2022 Project and therefore would continue to have a less than significant impact related to altering drainage patterns and impacting existing or planned stormwater drainage systems or substantially increasing sources of polluted runoff.

c.iv) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Compliance with existing regulations, including NPDES and LID requirements, would ensure that the 2022 Project would not alter the MacLaren Hall property's drainage patterns in a manner that would impede or redirect flood flows. Therefore, a less-than-significant impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would be required to comply with the same regulations as the 2022 Project and therefore would continue to have a less than significant impact related to altering drainage patterns and impeding or redirecting flood flows.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The MacLaren Hall property is not located near a body of water that is large enough to create a seiche during a seismic event. The MacLaren Hall property is located approximately 27 miles east of the Pacific Ocean and is not within a coastal zone or tsunami inundation area and is not located within a flood hazard area. According to the City's 2017 Hazard Mitigation Plan, the MacLaren Hall property is subject to potential inundation in the event of dam failure at the Santa Fe Dam. However, it is unlikely that inundation due to dam failure would occur and, in accordance with California Water Code Section 6160, each dam is required to have an Emergency Action Plan in place to guide emergency response in case of dam failure. The 2022 Project would not involve the regular use or storage of large quantities of hazardous materials. While there is little that can be done if the MacLaren Hall property is flooded, the risk of releasing pollutants during flooding would be consistent with the existing risks for the MacLaren Hall property and its surrounding area. The 2022 Project does not involve uses or activities that would exacerbate this risk. Therefore, the 2022 MND identified a less-than-significant impact related to flood hazard, tsunami, or seiche zones, and risk of release of pollutants due to project inundation.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses and therefore would continue to have a less than significant impact related to flood hazard, tsunami, or seiche zones, and risk of release of pollutants due to project inundation.

e) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is located in the San Gabriel River watershed, which is regulated by the Los Angeles Regional Water Quality Control Board (LARWQCB). Water quality standards for the Los Angeles region, including the San Gabriel River watershed, are set forth in the *Water Quality Control Plan: Los Angeles Region Basin Plan* (Basin Plan), which was last updated in 2014. The Basin Plan establishes water quality objectives to protect the valuable uses of surface waters and groundwater within the Los Angeles region. Under Section 303(d) of the Clean Water Act, the Basin Plan is intended to protect surface waters and groundwater from both point and nonpoint sources of pollution within the project area and identifies water quality standards and objectives that protect the beneficial uses of various waters. In order to meet the water quality objectives established in the Basin Plan, LARWQCB established total maximum daily loads, which are implemented through stormwater permits. As discussed above, the 2022 Project would be required to comply with applicable regulations associated with water quality. Compliance with these regulations would ensure that the 2022 Project would be consistent with the Basin Plan.

The City and MacLaren Hall property is underlain by the San Gabriel Valley Groundwater Basin which has been adjudicated and is not required to prepare a sustainable groundwater management plan.[3]

[3] https://www.watermaster.org; accessed May 24, 2024

The 2022 Project would not conflict with or obstruct implementation of the Basin Plan. Therefore, impacts related to water quality control plans and sustainable groundwater management plans would be less than significant.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses and therefore would continue to have a less than significant impact related to water quality control plans and sustainable groundwater management plans.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.11 LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	☐	☐	☐	☑
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is located within an urbanized area surrounded by primarily residential uses. The MacLaren Hall property and its surrounding uses are served by existing roadways. No street closures would result with implementation of the 2022 Project. Durfee Avenue, Kerrwood Street, and Gilman Road would continue to provide vehicular access to the MacLaren Hall property and the surrounding area. Pedestrian access would be maintained on the sidewalks along public roads surrounding the MacLaren Hall property. Access to all uses would not be disrupted. The 2022 Project does not include any elements that would physically divide or block access to or through the community, and no separation of uses or disruption of access between land use types would occur as a result of the 2022 Project. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would not disrupt vehicular or pedestrian access and therefore would continue to have a less-than-significant impact related to physically dividing a community.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project would construct 340 multi-family residential units, 36,000 square feet of community-serving facilities, and up to 40,000 square feet of County-related uses. To comply with the City's General Plan land use designation and zoning, the 2022 Project required a General Plan amendment and a zone change to change the General Plan land use designation and zoning to Specific Plan (SP). This change in zoning has been approved and is now in place. The 2022 Project complies with this now-existing zoning. Elements addressed in the Esperanza Village Specific Plan include orientation of buildings and uses, building bulk and scale, building height and setback, parking, and landscaping.

The City of El Monte General Plan, adopted in 2011, consists of the following elements: Community Design, Land Use, Housing, Parks and Recreation, Circulation, Economic Development, Public Services and Facilities, Cultural Resources, Public Health and Safety, and Health and Wellness. To comply with State requirements, the City prepares the Housing Element every eight years. The most recent housing element was adopted in February 2022. Each General Plan element contains the City's goals and policies related to that element. California Government Code Section 65454 requires specific plans to be

consistent with the General Plan. The 2022 MND demonstrated that the 2022 Project would be consistent with the applicable goals and policies of the El Monte General Plan. The 2022 MND indicates that the 2022 Project would result in a less-than-significant impact due to a conflict with any land use plan, policy, or regulation.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses but with fewer residential units and less building area devoted to non-residential uses as compared to the 2022 Project. It would involve similar paved and landscaped areas and would not disrupt vehicular or pedestrian access. The 2024 Project would require minor amendments to the Esperanza Village Specific Plan to accommodate the reduced size of the 2024 Project. With approval of the requested discretionary actions, the 2024 Project would be consistent with the City's General Plan and EMMC, and the 2024 Project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.12 MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☑
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☑

a-b) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is located in a residential neighborhood and is developed with urban uses. The MacLaren Hall property is not identified by the City of El Monte as containing significant mineral deposits that would be of value to the region and the residents of the state. The 2022 Project does not involve activities that would result in the loss for access to or availability of any known mineral resource. The MacLaren Hall property is not located near any oil fields, and no oil extraction and/or quarry activities have historically occurred on or are presently conducted at the MacLaren Hall property. Therefore, the 2022 Project would not result in the loss of availability of any known regionally valuable or locally important mineral resource, and no impact would occur.

2024 Modified Project

The 2024 Project would be on the same site and involve similar uses and therefore would continue to result in no impact related to loss of availability of any known regionally valuable or locally important mineral resource.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.13 NOISE. Would the project:				
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☐	☑
b) Generation of excessive ground-borne vibration or ground-borne noise levels?	☐	☐	☐	☑
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

Noise-sensitive land uses surround the MacLaren property with the closest sensitive uses (residential) 10 feet to the south and 60 feet to the north and east, and the Twin Lakes Elementary School approximately 150 feet to the east. In addition, sensitive receptors are located in proximity to (20 feet to 95 feet) off-site infrastructure improvements. Existing noise measurements taken as part of the preparation of the 2022 MND indicate noise levels in the vicinity of the MacLaren Hall property ranging from 51.7 (on Kerrwood Street) to 63.8 dBA L_{eq} (on Maxson Drive). Roadway noise was the most significant source of noise in the area.

Construction Noise

Noise levels fluctuate depending on the construction phase, equipment type and duration of use, distance between the noise source and receptor, and presence or absence of noise attenuation barriers. When considered as an entire process with multiple pieces of equipment operating at the same time, demolition activity would generate the loudest noise level of approximately 83.8 dBA L_{eq} at 50 feet. Construction activity would simultaneously occur throughout the MacLaren Hall property. The construction noise analysis in the 2022 MND evaluated the maximum noise levels at sensitive receptors regardless of the phasing but instead based on peak noise levels at the closest point to a given receptor. Noise levels generated by construction equipment and typical construction activities would be less from activities that occur more central to the construction site and further away from the sensitive receptors. The most noise-intensive construction activities would occur during the early phases of construction (e.g., site preparation and structural framing) as construction activities would primarily occur outdoors. The majority of the latter phases of construction would occur within the newly constructed buildings and would result in lower noise levels than exterior construction.

The noise analysis in the 2022 MND indicated that construction noise levels at sensitive receptors would range from 73.2 dBA at the Twin lakes Elementary School to 79.7 dBA at residences to the south.

Construction activity associated with off-site improvements, including water improvements, undergrounding of utilities, sewer improvements, and installation of a trail/path along the southerly end of Twin Lakes Elementary School, also involve the use of construction equipment although typically with less equipment than on-site construction. Street improvements typically involve the use of equipment most similar to a skid steer loader (small bulldozer) or jackhammer along with hand tools. Installation of the trail/path would also involve similar equipment. A jackhammer typically generates a noise level of approximately 81.9 dBA L_{eq} at 50 feet. However, jackhammer use would represent a small portion of the construction period and construction noise would be more typically represented by the use of a skid steer loader. A skid steer loader would generate a noise level of approximately 64.3 dBA, L_{eq} at 50 feet, and noise levels at sensitive receptors would range from 58.7 dBA at receptors along Durfee up to 72.3 dBA at the residences south of the trail/path on the south side of Twin lakes Elementary School.

The 2022 Project would be constructed in a manner typical of urban infill projects and would not require unusually noisy activities, such as pile driving. In addition, the 2022 Project would not require nighttime construction activities.

To reduce construction noise levels at noise sensitive uses, the 2022 Project would be required to implement Mitigation Measures **N1** through **N5** (see below). Mitigation Measure **N1** would require construction equipment to be equipped with mufflers to reduce engine noise, which would reduce noise levels by approximately 5 dB. Mitigation Measure **N2** would require the existing concrete wall along the southern perimeter of the MacLaren Hall property to remain in place until grading activities have been completed and the placement of a plywood wall after the existing wall has been removed, if feasible, followed by a permanent wall adjacent to residences. The walls would provide at least 10 dBA of attenuation at residences to the south of the MacLaren Hall property. Although difficult to quantify, Mitigation Measures **N3** through **N5** would also help control noise levels by locating construction staging areas away from noise sensitive receptors, establishing a noise disturbance coordinator to address noise complaints, and requiring direct coordination with Twin Lakes Elementary School administrators. Construction of the proposed residential and non-residential mixed-use buildings would be required to comply with EMMC, which restricts construction activities to 6:00 a.m. and 7:00 p.m., Monday through Friday or between the hours of 8:00 a.m. and 7:00 p.m. on Saturday and Sunday. The limitation of construction activities to daytime hours, along with the mitigation measures, would control noise exposure. Therefore, with mitigation incorporated, the 2022 Project would result in a less-than-significant impact related to construction noise.

The mitigation measures described above would reduce noise levels at the park, and the 2022 Project would not result in a significant construction noise impact at the adjacent County-owned MacLaren Community Park if it opens, as anticipated, in advance of completion of the 2022 Project.

Operations Noise

The 2022 Project would include several stationary noise sources typical of residential developments such as heating, ventilation, and air conditioning (HVAC) systems, parking garages and surface lots, and outdoor common areas.

HVAC Equipment Noise. HVAC equipment would be located on the roofs of the proposed structures and would be surrounded by parapet walls. The parapet walls would block the line-of-sight of the HVAC equipment to noise sensitive receptors. The parapet walls would reduce HVAC equipment noise level by approximately 5 dBA, resulting in a noise level of approximately 45 dBA L_{eq} at 50 feet. The equipment would not be located within 50 feet of any adjacent land use, and the 45 dBA represents a conservative worst-case noise level and would result in a less-than-significant impact related to HVAC noise.

Parking Activity Noise. Sources of parking-related noise would be similar to those that currently exist in the surrounding area and would include engines accelerating, doors slamming, car alarms, and people talking. Parking activity noise was calculated based on anticipated peak hour traffic activity to be approximately 48.2 dBA L_{eq} at 50 feet. This represents a generalized noise level and parking activity, and its associated noise would typically be dispersed throughout the proposed development, resulting in reduced noise levels at each distinct parking location. Off-site parking spaces would generate noise levels similar to the existing noise environment since parking already exists along these roadways. Therefore, the 2022 MND indicates that the 2022 Project would result in a less-than-significant impact related to parking activity noise.

Outdoor Common Area Noise. The primary source of noise related to outdoor common areas would be conversational noise. In social situations, people often talk at an approximate distance of 3 to 13 feet. A typical voice level of one person speaking at a normal volume at this distance is approximately 57.8 dBA L_{eq}. At 25 feet, the noise level would be reduced to approximately 45.4 dBA L_{eq}. Although the courtyards and rooftop decks may promote outdoor gatherings, the distance between the proposed buildings and nearby residential uses is approximately 100 feet. At this distance, a person's normal speaking voice would be reduced to approximately 27.3 dBA, L_{eq} and would not be audible above traffic noise in the surrounding area. Therefore, the 2022 Project would result in a less-than-significant impact related to outdoor common area noise.

In addition to the 2022 Project's impact on the environment, the 2022 MND noted that while not an impact under CEQA, future residences on the MacLaren Hall property would be affected by the surrounding noise environment, including the adjacent park. Activities occurring from the MacLaren Community Park in general (including the soccer field, basketball court, tennis court, children's play areas, and barbeque areas) would not involve a substantial number of spectators, whistles from officiants, or the use of a public address sound system. Noise from occasional shouts associated with the use of sports facilities and play areas could occur and be noticeable. Such noise would be intermittent and potentially annoying to some future residents on the MacLaren Hall property but would not result in a substantial increase in time-averaged noise levels.

Off-Site Mobile Noise Sources. Off-site noise sources that would be generated by the 2022 Project primarily consists of vehicular traffic along the surrounding streets. The maximum increase in the hourly noise level due to traffic resulting from the 2022 Project was calculated to be approximately 1.2 to 1.5 dBA along Durfee Avenue between Kerrwood Street and Ramona Boulevard and would not result in a perceptible change in sound level for a person with normal hearing sensitivity. Therefore, the 2022 Project would result in a less-than-significant impact related to off-site mobile noise.

Noise Summary

Overall, construction of the 2022 Project may result in noise levels that would be disruptive to nearby sensitive receptors. However, construction activity would comply with the allowable hours of construction permitted by the EMMC and Mitigation Measures **N1** through **N5** would be implemented to reduce construction noise levels at sensitive receptors. With mitigation incorporated, the 2022 Project would result in a less-than-significant impact related to construction noise.

Operational noise, such as noise from HVAC equipment, vehicles at the proposed podium parking and surface parking areas, outdoor common areas, and off-site mobile source noise, would not result in ambient noise levels at noise sensitive receptor to noticeably increase or exceed EMMC noise standards. Therefore, 2022 Project would result in a less-than-significant impact related to operational noise.

2024 Modified Project

The 2024 Project would result in the same daily construction activity as the 2022 Project, the same Mitigation Measures **N1** through **N5** would be required, and therefore would have the same less than significant impact with mitigation incorporated. While daily construction activity would be the same, the duration of the building construction phase would be less due to the reduced size of the buildings.

The 2024 Project would generate less traffic than the 2022 Project (see 3.17 Transportation below), therefore noise associated with parking and traffic would be less and impacts would remain less than significant. Noise associated with HVAC equipment and use of common areas would be similar to the 2022 Project and would remain less than significant.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

On-Site Construction Vibration. Because construction activity is short-term and equipment would be located in different areas of the MacLaren Hall property, the primary concern regarding construction vibration relates to building damage.

Activities that can result in damage include demolition and site preparation in close proximity to sensitive structures. Typical vibration levels associated with relevant construction equipment would range from 0.003 in/sec from a small bulldozer to 0.040 in/sec from an excavator.

There is the potential for heavy-duty construction equipment to operate within approximately 10 feet of at least one residential structure south of the MacLaren Hall property. At this distance, an excavator would generate a vibration level of approximately 0.158 inches per second which would not exceed a typical 0.2 inches per second vibration damage threshold. The vibration damage threshold would also not be exceeded at structures located further away from the construction area due to attenuation of vibration levels with distance. Therefore, the 2022 Project would result in a less-than-significant impact related to building damage from vibration associated with on-site construction.

Off-Site Construction Vibration. The trail installation south of Twin Lakes Elementary School would be the closest to off-site structures and is deemed representative of other off-site improvements. off-site construction equipment would be most closely represented by a small bulldozer, which generates a vibration level of approximately 0.003 inches per second

PPV. Vibration levels generated by off-site construction equipment at nearby structures would not exceed a vibration damage threshold. Therefore, the 2022 Project would result in a less-than-significant impact related to building damage from vibration associated with construction of off-site improvements.

Operational Vibration. The 2022 Project would not include significant sources of vibration. Vehicle trips associated with the project would not generate perceptible vibrations as rubber-tired vehicles rarely create ground-borne vibration problems unless there is a discontinuity or bump in the road that causes the vibration. The proposed off-site improvements would not include operational sources of vibration. Therefore, the 2022 Project would result in a less than significant impact related to operational vibration.

2024 Modified Project

The 2024 Project would result in the same construction activity (on and off-site) as the 2022 Project and therefore impacts would continue to be less than significant. The 2024 Project would result in less traffic than the 2022 Project and therefore vibration impacts off-site would continue to be less than significant.

c) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is 1.6 miles southeast of the San Gabriel Valley Airport (formerly known as the El Monte Airport). According to the El Monte General Plan Public Health and Safety Element, the San Gabriel Valley Airport is a general aviation airport that generates noise primarily along the flight path from aircraft landings and departures. Landings and takeoffs occur to the north/south with planes generally flying east over the City. Noise from the San Gabriel Valley Airport, while noticeable, is less than the noise produced from jets at larger commercial airports. The El Monte Airport Master Plan Report does not identify the MacLaren Hall property as being located within 60 or 65 CNEL airport noise contours. The Los Angeles County General Plan and Los Angeles County Airport Land Use Plan do not identify the MacLaren Hall property as being located within the Airport Influence Area for this airport. There is no potential to expose people working or residing in the area to excessive aircraft noise. Therefore, no impact related to excessive airport noise would occur.

2024 Modified Project

The 2024 Project would occur on the same site as the 2022 Project and would include similar uses although fewer residential units and less non-residential space. Therefore the 2024 Project would have no potential to expose people working or residing in the area to excessive aircraft noise and there would continue to be no impact related to excessive aircraft noise.

NOISE MITGATION MEASURES

N-1 Power construction equipment (including combustion engines), fixed or mobile, shall be equipped with muffling devices consistent with manufacturers' standards. All equipment shall be properly maintained to assure that no additional noise, due to worn or improperly maintained parts, would be generated.

N-2 The existing concrete wall along the southerly perimeter of the MacLaren Hall property shall remain in place until grading and excavation activities within at least 100 feet of the southern property line have been completed. As feasible during construction, a temporary six-foot-

tall plywood wall will be placed along the southern property line adjacent to residences after the concrete wall has been demolished. A six-foot-tall concrete masonry unit (CMU) wall will be placed along the southern property line adjacent to residences when construction activities associated with the residential and mixed-use development has been completed.

N-3 Noise generating construction activities whose specific location on the MacLaren Hall property may be flexible (e.g., operation of compressors and generators) shall be conducted as far away as possible from noise-sensitive land uses, and natural and/or manmade barriers (e.g., intervening construction trailers) shall be used to screen propagation of noise from such activities towards these land uses. The construction contractor shall locate construction staging areas away from noise-sensitive uses.

N-4 A "noise disturbance coordinator" shall be established prior to construction. The noise disturbance coordinator shall be responsible for responding to local complaints about construction noise. The noise disturbance coordinator shall determine the cause of the noise complaint (e.g., starting too early, bad muffler, etc.) and shall be required to implement reasonable measures such that the complaint is resolved. All notices that are sent to residential units within 500 feet of the construction site and all signs posted at the construction site shall list the telephone number for the disturbance coordinator.

N-5 Prior to initiating construction activity, the construction contractor shall coordinate with the school administrator for Twin Lakes Elementary School to discuss construction activities that generate high noise levels. Coordination between the school administrator and the construction contractor shall continue on an as-needed basis throughout the construction phase of the 2022 Project to mitigate potential disruption of classroom activities.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.14 POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☑
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project is located in an urban area of Los Angeles County with sufficient local workforce available for construction. While construction of the 2022 Project would create temporary construction-related jobs, the work requirements of most construction projects are highly specialized so that construction workers remain at a job site only for the time in which their specific skills are needed to complete a particular phase of the construction process. Accordingly, construction workers associated with the 2022 Project are not anticipated to relocate their household's place of residence as a consequence of working on the 2022 Project and, therefore, no new permanent residents are anticipated as a result of 2022 Project construction.

According to the US Census Bureau, the City has an estimated population of 106,907 and an average household size of 3.87 persons per household in 2021. Based on the average household size for the City, the 2022 Project is estimated to increase population by up to 1,316 persons.[4] This estimate is conservative for the 2022 Project because half the units would be occupied by seniors who have a much smaller average household size. SCAG forecasts the City to have a population of 122,614 by year 2030, which is an increase of 15,707 persons over the next nine years.[5] The estimated population increase of up to 1,316 persons by the 2022 Project, which would represent approximately eight percent of the projected population increase for the City, would represent a minor component of City growth and would not be expected to add substantially, if at all, to the SCAG 2030 population forecast for the City. Therefore, the 2022 Project would not add growth beyond what was anticipated for the City.

The state housing element law requires SCAG to determine the amount of housing needed within its six-county region and allocate a share of the regional housing need to each community. California Government Code Section 65583 requires a city's housing element to make adequate provision for the housing needs of all economic segments of the community, including assisting in the development of adequate housing to meet the needs of extremely low-, very low-, low-, and moderate-income households. California Government Code Section 65583 also requires local jurisdictions to provide their "fair share" of regional housing needs. The City has been allocated a total production goal of 8,502 housing units for the 2021-2029 period, of which 853 would be for low-income and 1,797 housing units

[4]The 2022 Project would provide affordable housing to families and seniors. It is anticipated that senior units would have a lower-than-average household size since many seniors live alone.

[5]SCAG, Growth Forecast by Jurisdiction for *2020 Connect SoCal*, adopted September 3, 2020.

would be for very low income households.[6] The 2022 Project would contribute to the City's "fair share" of regional housing needs as the 2022 Project would provide 340 residential units that are affordable to extremely low- and low-income individuals, of which 170 units would be allocated to seniors.

The 2022 Project is located in a developed portion of the City and is served by existing roads and utility infrastructure. The 2022 Project does not propose extension of roads or other infrastructure that would encourage development beyond what is already planned elsewhere in the City. Additionally, the neighborhood immediately surrounding the project is fully established. As the 2022 Project would be consistent with the SCAG 2030 population forecast for the City and would be within the regional housing needs allocated to the City, the 2022 Project would not directly or indirectly induce substantial unplanned population growth, and impacts would be less-than-significant.

2024 Modified Project

The 2024 Project would result in fewer residential units as compared to the 2022 Project (202 as compared to 340), and therefore would result in less population increase (up to 782 people although given the size of the units and orientation of 99 units towards seniors the population is anticipated to be considerably less than this). The increase in population would continue to be within that planned for the City of El Monte although the reduced housing would mean that additional housing would need to be constructed elsewhere within the City in order to meet the City's fair share of housing needs including affordable housing.

b) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The dormitories on the MacLaren Hall property are unused. Construction and operational activities would not require the removal or displacement of housing or persons that would warrant the construction of replacement housing elsewhere. Therefore, no impact would occur.

2024 Modified Project

As with the 2022 Project, the 2024 Project would not require the removal or displacement of housing or persons that would warrant the construction of replacement housing and therefore the 2024 Project would continue to result in no impact related to displacement.

[6]City of El Monte, *2021-2029 Housing Element*, adopted February 2022.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.15 PUBLIC SERVICES. Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?	☐	☐	☐	☑
ii) Police protection?	☐	☐	☐	☑
iii) Schools?	☐	☐	☐	☑
iv) Parks?	☐	☐	☐	☑
v) Other public facilities?	☐	☐	☐	☑

a.i) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The City of El Monte contracts with the County of Los Angeles Fire Department (LACFD) for fire and paramedic services.

Construction of the 2022 Project would generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. Construction activities associated with the 2022 Project are not expected to directly block emergency routes since construction would not involve any street closures. Although temporary partial lane closures may be required during construction and slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies. Construction of the 2022 Project would not trigger the need for new or expanded fire protection facilities or increased staff levels.

The 2022 Project incrementally increase demand for fire protection services. However, the 2022 Project would be constructed to comply with the requirements of the County's Fire Code, which requires adequate fire flow for the proposed development, fire prevention and suppression measures, fire access, and a sufficient number of hydrants. For example, the 2022 Project would include fire suppression systems in all four-story buildings. The San Gabriel Valley Water Company indicates that each of the existing five hydrants that are adjacent to the site have a fire flow of 2,500 gallons per minute (gpm) for two hours. The Los Angeles County Fire Department has indicated the need to install eight public fire hydrants each with a required fire flow of 2,500 gm for two hours. The proposed improvements to the water line within Durfee would be sized to ensure adequate fire flow.

The 2022 Project would be designed to accommodate emergency access to and within the MacLaren Hall property. The proposed driveways within the MacLaren Hall property would be designed to meet the minimum width and turning dimensions as required by LACFD. Additionally, all buildings would be constructed to meet the current building code

requirements for fire safety. Proposed development on the MacLaren Hall property would be required to submit project plans to LACFD and incorporate LACFD fire protection and suppression features that are appropriate for the development. Compliance with the County Fire Code, the inclusion of LACFD fire suppression measures, and the provision of sufficient fire flow would ensure that operation of the 2022 Project would not cause LACFD to expand the existing LACFD fire protection facilities or increase staff levels.

As the 2022 Project would be required to comply with the County Fire Code and LACFD requirements, the 2022 Project would not increase demand on fire protection services in a manner that would adversely affect LACFD service ratios, response times, or other performance objectives. Therefore, impacts related to fire protection services would be less than significant.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The layout and driveways would be similar. Fire suppression measures and fire access would be similar and water flow would meet LACFD requirements. Therefore the 2024 Project would have a similar impact on Fire protection as the 2022 Project and impacts would remain less than significant.

a.ii) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Construction of the 2022 Project would generate traffic associated with the movement of construction equipment, removal of demolition and excavation materials, and construction worker trips. However, construction activities are temporary and would not involve the closure of an entire street. Emergency access would remain available along all surrounding streets and would not directly block emergency routes. Although temporary partial lane closures may be required during construction and slow-moving construction-related vehicles may be present along streets, emergency access would remain available along all surrounding streets. Emergency vehicles would be able to circumvent slow-moving construction-related vehicles using sirens during emergencies. Construction of the 2022 Project would not trigger the need for new or expanded police protection facilities or increased staff levels.

Project plans would be submitted to the El Monte Police Department for review and appropriate on-site security features would be required by the police department. On-site security features would reduce the demand on police protection services, and the 2022 Project would not increase demand on police protection services in a manner that would adversely affect the El Monte Police Department service ratios, response times, or other performance objectives. Therefore, less-than-significant impacts related to police protection services would occur.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The layout and driveways would be similar. Emergency access would be maintained. Therefore, the 2024 Project would have a similar impact on Fire protection as the 2022 Project and impacts would remain less than significant.

a.iii) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The need for new school facilities is typically associated with a population increase that generates an increase in enrollment large enough to cause new schools to be constructed. The 2022 Project would result in a net increase of 340 residential units, of which 170 units would be allocated to low- and extremely low-income individuals and 170 units would be allocated to low- and extremely low-income seniors. The units that would be allocated to seniors (170) are not expected to generate any school-age children or increase the demand for school services. The remaining units (170) are estimated to generate approximately 120 students to the school districts serving the City (68 grades K-5 students, 17 grades 6-8 students, and 34 grades 9-12 students).[7]

While the 2022 Project would generate a direct demand for school facilities, the applicant would be required to pay developer school impact fees to the Mountain View School District and El Monte Union High School District. Pursuant to Section 65995(3)(h) of the California Government Code, the payment of statutory fees "is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use, or development of real property, or any change in governmental organization or reorganization." Therefore, a less-than-significant impact related to schools would occur.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would have 202 units of which 103 units would be oriented towards families which could generate up to approximately 72 students (41 in grades K-5, 10 in grades 6 – 8 and 21 in grades 9-12). As for the 2022 Project, the 2024 Project would be required to pay statutory fees. Therefore, the 2024 Project would have less impact on schools as compared to the 2022 Project and impacts would remain less than significant.

a.iv) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project would result in a net population increase of up to approximately 1,316 persons. The population increase would generate direct demand on parks and recreational facilities. The 2022 Project would include on-site courtyards, roof decks, and a ground-level open space area. These open space areas include amenities for outdoor dining and passive recreation. The 2022 Project would be required to pay a development impact fee to pay for any additional park facilities, vehicles, equipment, and services required as a result of the 2022 Project. Any additional park services required as a result of the 2022 Project would be mitigated by the applicant paying the development impact fees. Therefore, impacts would be less than significant.

[7]Assuming a student generation rate of 0.4 grades K-5 students, 0.1 grades 6-8 students, and 0.2 grades 9-12 students per residential unit, as provided in the *City of El Monte General Plan and Zoning Code Update Environmental Impact Report*, SCH No. 2008071012, May 2011.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would result in a net population increase (up to 782 people) that would be less than the 2022 Project and would have some open space and recreational space on-site, similar to the 2022 Project. Therefore, the 2024 Project would generate less demand for parks and recreational facilities as compared to the 2022 Project and impacts would remain less than significant.

a.v) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Potential impacts to roads and transit are discussed in Section 3.17, Transportation, and potential impacts to utilities are discussed in Section 3.19, Utilities and Service Systems. As discussed in these sections, the 2022 Project would not result in significant impacts to these public facilities or result in the need for new or physically altered public facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives.

With regards to libraries, the 2022 Project would contribute to the financing of library services through property taxes, which would mitigate the need for new or physically altered government facilities that support library use. Therefore, less-than-significant impacts related to library facilities would occur.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would result in a net population increase and net trip generation and net increase in use of utilities that would be less than the 2022 Project. Therefore, the 2024 Project would generate less impact on public facilities in general and impacts would remain less than significant.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.16 RECREATION. Would the project:				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☑
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The population increase of up to 1,316 persons anticipated to result from the 2022 Project would generate direct demand on parks and recreational facilities. Residents of the 2022 Project would also use nearby City parks and other public and regional parks. According to the Los Angeles Countywide Comprehensive Parks and Recreation Needs Assessment, the City has approximately 44.2 acres of existing parks and recreational facilities.[8] MacLaren Community Park will be adjacent to the 2022 Project and would likely be used by residents of the 2022 Project. With the addition of MacLaren Community Park, the City will have approximately 49.8 acres of parks and recreational facilities. The City has an estimated population of 106,907 in 2021, which results in an estimated parkland-to-population ratio of 0.47 acres per 1,000 residents. With the additional up to 1,316 persons that would be generated by the 2022 Project, the parkland-to-resident ratio would decrease to 0.46 acres per 1,000 residents, which is not considered a substantial decrease. The increased use of existing public park facilities by residents of the 2022 Project would not be at a level that would result in physical deterioration of existing parks and other recreational facilities and would not require the need for new or physically altered facilities. Additionally, the 2022 Project would include on-site open space areas that could be used for recreational activities (five courtyards, five roof decks, and ground-level public and common open space areas). These open space areas could be used for communal gatherings and would include amenities for outdoor dining and recreational activities, such as barbeque areas, flex lawns, a playground structure, flexible seating areas, and tables and chairs for community dining. These on-site open space areas are expected to meet some of the demand for recreational facilities generated by residents of the 2022 Project.

The 2022 Project would be required to pay development impact fees, which would contribute funding for parks and recreational facilities. Any additional park services required as a result of the 2022 Project would be mitigated by the applicant paying the development impact fee. Thus, the 2022 Project would not substantially increase the use of existing neighborhood and regional parks or other recreational facilities that would cause or accelerate adverse deterioration of existing parks and recreational facilities. Therefore, a less-than-significant impact is anticipated.

[8]County of Los Angeles, *Los Angeles Countywide Comprehensive Park & Recreation Needs Assessment, Appendix A: Study Area Profiles*, May 9, 2016, https://lacountyparkneeds.org/wp-content/root/FinalReportAppendixA/StudyArea_115.pdf, accessed April 2024.

2024 Modified Project

The 2024 Project would result in fewer units and less population and less demand for park facilities. Therefore, impacts to existing neighborhood and regional parks and other recreational facilities would remain less than significant.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

The 2022 Project would develop courtyards, roof decks, and ground-level open space area that could be used for communal gatherings and recreation. These open space areas would include amenities for outdoor dining and recreational activities, such as barbeque areas, flex lawns, a playground structure, flexible seating areas, and tables and chairs for community dining. The potential environmental effects associated with the construction and operation of on-site recreational spaces were evaluated throughout the 2022 MND as part of the 2022 Project. The 2022 Project, including the proposed on-site recreational areas, would not have significant environmental effects. Additionally, the 2022 Project would be required to pay development impact fees, which would contribute funding for public parks and recreational facilities. Any additional park services required as a result of the 2022 Project would be mitigated by the applicant paying the development impact fees. Therefore, a less-than-significant impact would occur.

2024 Modified Project

The 2024 Project would result in new on-site courtyards and open spaces that would result in similar impacts as those identified in the 2022 MND for the 2022 Project. As for the 2022 Project, the 2024 Project, including the proposed on-site recreational areas, would not have significant environmental effects. As for the 2022 Project any additional park services required as a result of the 2024 Project would be mitigated by the applicant paying the development impact fees. Therefore, a less-than-significant impact would occur with respect to construction of recreational facilities.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.17 TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☑
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	☐	☐	☐	☑
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☑
d) Result in inadequate emergency access?	☐	☐	☐	☑

A traffic impact analysis was prepared for the project by the KOA Corporation and is summarized below. The report is included in **Attachment A** to this Addendum.

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

A significant impact would occur if the 2022 Project would conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The 2022 Project would be located within walking distance of the City's Blue Route trolley stop, approximately 135 feet northwest of the MacLaren Hall property on Durfee Avenue, north of Kerrwood Street. The Blue Route would connect the MacLaren Hall property to other local trolley routes and the regional transit system.

Class II bicycle lanes are located along both sides of Durfee Avenue adjacent to the MacLaren Hall property. The 2022 Project does not include components that would interfere with the use of these bicycle lanes. It would include long-term bicycle parking at the four residential buildings, and short-term bicycle parking at the residential and non-residential mixed-use buildings. The provision of long-term and short-term bicycle parking would support the use of bicycles. These bicycle lanes on Durfee Avenue would not be altered by the 2022 Project and would continue to serve the MacLaren Hall property and the surrounding area.

The existing sidewalks adjacent to the MacLaren Hall property would be improved to better serve pedestrians in the neighborhood. The sidewalks would be widened to 10 feet along Durfee Avenue and 12 feet along Kerrwood Street and Gilman Road.

Diagonal street parking could potentially be provided along Gilman Road and Durfee Avenue. Additionally, vehicular access to the MacLaren Hall property would be provided via new driveways along Gilman Road, Kerrwood Street, and Durfee Avenue. All sidewalks, and driveways would comply with applicable City requirements. Additionally, the 2022 Project would be consistent with the applicable goals and policies of the City's General Plan Circulation Element.

While delay-based metric (including Level of Service or LOS) are no longer used in the determination of significance, they are used in project planning. LOS is typically used to

describe the operating conditions of a roadway based on factors such as speed, travel time, and delay. According to the traffic impact analysis for the 2022 Project, the 2022 Project would generate a net total of up to 3,178 daily vehicle trip, of which up to 295 trips would be during the AM peak hour and up to 265 trips would be during the PM peak hour. The City requires an LOS analysis for projects that generate an excess of 50 trips during either the AM or PM peak hours at any signalized intersection. The traffic impact analysis evaluated LOS at four study intersections (Gilman Drive/Ramona Boulevard, Durfee Avenue/Ramona Boulevard, Durfee Avenue/Kerrwood Street, and Durfee Avenue/Deana Street). The traffic impact analysis showed that the 2022 Project would maintain an LOS of A or B at three of the four analyzed intersections during "Existing with Project" conditions and "Future with Project" conditions. LOS at Durfee Avenue/Ramona Boulevard intersection, however, would worsen from LOS D under "Existing" conditions to LOS E under "Existing with Project" conditions. This intersection would worsen within LOS F under "Future without Project" conditions to "Future with Project" conditions. This intersection is a two-way stop-controlled intersection, with stop-sign controlled approach on Durfee Avenue. Due to the projected increase in delay, a signal warrant analysis was conducted to determine whether a traffic signal is warranted at the intersection. According to the traffic impact analysis, the 2022 Project would not cause the traffic signal warrant to be met, and a fair-share financial contribution by the 2022 Project toward future signalization of the intersection was recommended. Consistent with the traffic impact analysis, the 2022 Project would contribute to the fair-share financial contribution towards the future signalization of the intersection.

Vehicle miles traveled (VMT) measures the amount and distance of vehicle travel attributed to a project or use and is now the primary metric used in the evaluation of traffic impacts. Low VMT areas are areas in the City where VMT falls below the City's adopted threshold of significance. Low VMT areas likely already have a good mix of uses and adding additional uses in this area would provide for less and/or shorter trips and bundling of trips. According to the traffic impact analysis for the 2022 Project, because of the proposed use (affordable housing) and based on the San Gabriel Valley Council of Governments VMT Evaluation Tool analysis, the 2022 Project has a less-than-significant impact. The VMT impact standard for the City is a threshold that is 15 percent below the local average. The baseline threshold value for residential and non-residential VMT are 15.7 and 34.9 VMT per service population, respectively.

The San Gabriel Valley Council of Governments VMT Evaluation Tool was used to review the screening potential for the 2022 Project. Based on the results of the VMT Evaluation Tool, the 2022 Project residential uses would result in a reduction of more than 15 percent from the baseline threshold of 15.7 VMT per service population, and the proposed non-residential uses would result in a reduction of 34.1 percent from the baseline threshold of 34.9 VMT per service population. Thus, the proposed residential and non-residential uses would pass the low VMT screening and can be screened from further VMT analysis. The 2022 Project would not conflict with any program plan, ordinance or policy addressing the circulation system. Therefore, impacts would be less than significant.

2024 Modified Project

An updated traffic analysis was undertaken for the 2024 Project, see **Attachment A** to this Addendum. The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. Assuming a conservative medical clinic trip generation rate for the non-residential building, the 2024 Project would generate approximately 2,205 daily trips (i.e., approximately 30.5% fewer trips than the 2022 Project); there would be 151 trips during the AM peak hour and 195 trips during the PM peak hour.

Consistent with the updated traffic impact analysis, the 2024 Project would contribute to the updated calculations of fair-share financial contributions towards the future signalization of the intersection of Durfee Avenue/Ramona Boulevard.

Local transit, pedestrian facilities and bike routes would continue to be available to site residents, employees and visitors. Parking and driveway layouts would comply with applicable regulations. The 2024 Project would result in fewer trips and accordingly less VMT than the 2022 Project and therefore less impact on transportation facilities and transit. Based on the results of the VMT Evaluation Tool, the 2024 project residential uses would result in a reduction of more than 15 percent from the baseline threshold of 15.7 VMT per service population, and the proposed non-residential uses would result in a reduction of 34.1 percent from the baseline threshold of 34.9 VMT per service population. Thus, the 2024 Project residential and non-residential uses pass the low VMT screening and as with the 2022 Project can be screened from further VMT analysis. Therefore, the 2024 Project would result in similar impacts with respect to programs, plans, ordinance and policies addressing the circulation system, and impacts would remain less than significant.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

As discussed in Response to Checklist Question 3.17a, the 2022 Project would pass the low VMT screening and can be screened from further VMT analysis. As a result, a full VMT analysis was not required, and the 2022 MND indicated that the 2022 Project would not result in significant transportation impacts. Therefore, the 2022 Project would not conflict with CEQA Guidelines Section 15064.3(b), and impacts would be less than significant.

2024 Modified Project

As noted above in Response to Checklist Question 3.12a., the 2024 Project would result in fewer daily trips and therefore less VMT than the 2022 Project and impacts would remain less than significant.

c) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The 2022 Project would not require the construction of any new roads, or the modification of any existing roads or pedestrian pathways that would result in an increase in hazards due to a design feature. Access and circulation associated with the 2022 Project would be designed and constructed in conformance with all applicable City and LACFD requirements. The 2022 Project would not introduce incompatible uses that would increase hazards. Additionally, the 2022 Project would be designed to comply with the LACFD requirements regarding emergency access. The 2022 Project design would also be reviewed by the City's Planning Division, Building Division, Engineering Division, and LACFD during the plan review process to ensure all applicable requirements are met. Therefore, the 2022 Project resulted in no impact with respect to hazards and geometric design features.

2024 Modified Project

The 2024 Project would be similar to the 2022 Project and would not require construction of new roadways. As for the 2022 Project, access and circulation would be designed and constructed in conformance with all applicable City and LACFD requirements. The 2024 Project would not introduce incompatible uses that would increase hazards. The 2024 Project

design would also be reviewed by the City's Planning Division, Building Division, Engineering Division, and LACFD during the plan review process to ensure all applicable requirements are met. Therefore, the 2024 Project would continue to have no impact with respect to hazards and geometric design features.

d) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The 2022 Project was designed to allow adequate emergency access to the MacLaren Hall property in accordance with the City's driveway standards and LACFD requirements. Additionally, the driveways were designed to meet the minimum width and turning dimensions as required by the LACFD. Construction of the 2022 Project may involve temporary lane closures; however, emergency vehicles would still be able to travel along these roadways and access to all surrounding properties would be maintained. Mitigation Measure **HH-3**, included in Section 3.9 Hazards and Hazardous Materials above, requires the applicant to prepare a traffic control plan to address access to and egress from the construction site to ensure that emergency access and traffic and pedestrian safety are maintained. Therefore, the 2022 Project would not result in inadequate emergency access, and a less-than-significant impact with mitigation is expected.

2024 Modified Project

The 2024 Project would continue to provide for adequate emergency access in accordance with the City's driveway standards and LACFD requirements. As for the 2022 Project, construction of the 2024 Project may involve temporary lane closures; however, emergency vehicles would still be able to travel along these roadways and access to all surrounding properties would be maintained. Mitigation Measure **HH-3** would continue to be required. Therefore, the 2024 Project would continue to result in a less than significant impact with mitigation incorporated with respect to inadequate emergency access.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.18 TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k)?	☐	☐	☐	☑
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1? In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☑

a-b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The Cultural Resources Element of the General Plan states that the City of El Monte's prehistory includes occupation by the Gabrieleño/Tongva tribe from as early as 7000 BC to the 1770s[9] with the area actively used by Native American tribes. These areas are considered to have high potential for buried resources. Likewise, banks and shores of surface waters have a higher potential for containing tribal cultural resources, such as artifacts and human remains, which may be encountered during ground disturbing activities. Accordingly, both the historical villages and areas between villages have potential for buried tribal cultural resources in undisturbed soils.

The MacLaren Hall property was previously developed with structures associated with a facility that provided temporary housing for girls with venereal disease. The structures were demolished and new structures were constructed to provide short-term housing for foster youths. Some of these structures are currently used as administrative offices for County departments. No tribal cultural resources have been identified as present within the MacLaren Hall property.

A record search of the NAHC Sacred Lands File was completed for the 2022 Project and the results were positive – indicating that the MacLaren Hall property has the potential to contain tribal cultural resources.[10] In accordance with AB 52 and SB 18 requirements, California Native American tribes traditionally and culturally affiliated with the geographic area of the MacLaren Hall property were notified of the 2022 Project on June 14, 2022. The Gabrieleno Band of Mission Indians - Kizh Nation responded. Inputs obtained by City staff

[9]City of El Monte, *El Monte General Plan, Cultural Resources Element*, https://www.ci.el-monte.ca.us/DocumentCenter/View/1451/General-Plan-Cultural-Resources-Element?bidId=, accessed July 2020.

[10]Native American Heritage Commission, *Letter Re: Native American Consultation, Pursuant to Senate Bill 18 (SB18), Government Codes §65352.3 and §65352.4, as well as Assembly Bill 52 (AB 52), Public Resources Code §21080.1, §21080.3.1 and §21080.3.2, Esperanza Village Project, Los Angeles County*, May 27, 2022.

during tribal consultation for the 2022 Project indicates that, while no tribal cultural resources have been identified as present within the MacLaren Hall property, the property has potential for buried tribal cultural resources within original soils due to the positive results from the NAHC Sacred lands File Search and the property's proximity to the San Gabriel River. The Mitigation Measures **TR-1** through **TR-3** (see below) would ensure that any inadvertent discovery of tribal cultural resources encountered during ground-disturbing activities are properly documented, salvaged, and protected. Mitigation Measure **TR-1** would provide for tribal monitoring of ground-disturbing activities, Mitigation Measures **TR-2** and **TR-3** identify procedural steps for the inadvertent discovery of tribal cultural resources, and human remains and funerary objects, respectively. With implementation of Mitigation Measures **TR-1** through **TR-3**, impacts related to the tribal cultural resources would be less than significant.

2024 Modified Project

The 2024 Project would be located on the same site with similar proposed used and similar depth of excavation as the 2022 Project. As for the 2022 Project, implementation of Mitigation Measures **TR-1** through **TR-3** would continue to be required and impacts related to the tribal cultural resources would continue to be less than significant with mitigation incorporated.

TRIBAL CULTURAL RESOURCES MITIGATION MEASURES

TR-1 The City of El Monte or its representative, referred to as the "City" (for the proposed residential and mixed-use development), and the County of Los Angeles or its representative, referred to as the "County" (for the County-related development), shall retain a Native American monitor from (or approved by) the Gabrieleño Band of Mission Indians – Kizh Nation (the "Kizh" or "Kizh Nation"). The monitor shall be retained prior to the commencement of any ground-disturbing activity for the subject project, at all project locations (i.e., both on-site and off-site locations, as applicable, that are included in the project description/definition and/or required in connection with the 2022 Project, such as public improvement work). Ground-disturbing activity includes pavement removal, potholing, auguring, grubbing, tree removal, boring, grading, excavation, drilling, and trenching.

The City and County shall provide the Kizh with a minimum of 30 days advance written notice of the general anticipated commencement of any project ground-disturbing activity and 48 hours notice of specific activities so that the Kizh has sufficient time to secure and schedule a monitor for the 2022 Project.

The City and County shall hold at least one pre-construction sensitivity/educational meeting prior to the commencement of any ground-disturbing activities, where a senior member of the Kizh will inform and educate the project's construction and managerial crew and staff members (including any project subcontractors and consultants) about the tribal cultural resources mitigation measures and compliance obligations, as well as places of significance located on the project site (if any), the appearance of potential tribal cultural resources, and other informational and operational guidance to aid in the project's compliance with the TCR mitigation measures.

The monitor will complete daily monitoring logs that will provide descriptions of the relevant ground-disturbing activities, the type of construction activities performed, locations of ground-disturbing activities, soil types, cultural-related materials, and any other facts, conditions, materials, or discoveries of significance to the Kizh. Monitor logs will identify and describe any discovered tribal cultural resources, including but not limited to Native American cultural and historical artifacts, remains, places of significance, etc., as well as

any discovered Native American (ancestral) human remains and burial goods. Copies of monitor logs will be provided to the City and County on an agreed upon routine basis.

Native American monitoring for the 2022 Project shall conclude upon either: (1) written confirmation from a designated project point of contact to the Kizh that all ground- disturbing activities and all phases that may involve ground-disturbing activities at the project site and at any off-site project location, as applicable, are complete; or (2) written notice by the Kizh to the project applicant/lead agency that no future, planned construction and/or development activity at the project site or at any off-site project location, as applicable, possesses the potential to impact tribal cultural resources.

TR-2 In the event that subsurface objects or artifacts that may be tribal cultural resources are discovered during the course of any ground-disturbing activities associated with the 2022 Project, all such work in the immediate vicinity of the discovery (i.e., within a 50-foot radius) shall cease, except as needed to maintain safety on-site, and a qualified archaeologist meeting Secretary of Interior standards shall assess the find. Additionally, the County shall contact all tribes listed on the “Native American Contact List” provided for the 2022 Project by the NAHC, and provide any affected tribe a reasonable period of time (no less than 14 days) to evaluate the discovery and advise the City (for the residential and mixed-use development) and County (for the County-related development) regarding the significance and treatment of any discovered tribal cultural resources, as well as any mitigation and/or monitoring requirements for future ground-disturbing activities. Work on the other portions of the 2022 Project outside of the buffered area may continue during this assessment period.

If significant tribal cultural resources are discovered and avoidance cannot be ensured, the City (for the residential and mixed-use development) and County (for the County-related development) shall develop a Monitoring and Treatment Plan (the "Plan"), drafts of which shall be provided to the affected tribe(s) for review and comment. A representative of the affected tribe(s) shall monitor the remainder of the 2022 Project and implement the Plan accordingly.

In addition to any recommendations from the affected tribe(s), the City (for the residential and mixed-use development) and County (for the County-related development) shall take necessary actions to avoid or minimize impacts to the identified tribal cultural resources, consistent with best practices identified by the NAHC and in compliance with all applicable federal, state, and local laws, rules, and regulations.

The City (for the residential and mixed-use development) and County (for the County-related development) may recommence ground-disturbing activities within the specified radius of the discovery site only after it has complied with all of the recommendations developed and approved pursuant to the process set forth in the first three paragraphs of Mitigation Measure **TR-2**, above.

Any information determined to be confidential in nature by the City and County shall be excluded from disclosure under the applicable provisions of the California Public Records Act and California Public Resources Code Section 6254, and shall comply with the City and County's AB 52 confidentiality protocols.

TR-3 In the event that human remains and/or funerary objects are encountered during any ground-disturbing activities associated with the 2022 Project, all such work in the immediate vicinity of the discovery (i.e., within a 100-foot radius) shall cease. The City (for the residential and mixed-use development) and County (for the County-related development) shall immediately report any discoveries of human remains to the County Coroner, in accordance with California Public Resources Code Sections 5097.98(reiterated in the

California Code of Regulations Sections 15064.5(e) [hereinafter "CEQA Guidelines"]) and 5097.99, as well as California Health and Safety Code Section 7050.5. The County Coroner will make a determination as to whether the human remains are Native American. If the County Coroner recognizes the human remains to be those of a Native American or has reason to believe they are Native American, he or she shall contact the NAHC within 24 hours, and the City and County shall take any and all actions necessary to comply with State law requirements. (See Health and Safety Code Section 7050.5; Public Resources Code Section 5097.98; and CEQA Guidelines, Section 15064.5(d) and 15064.5(e).) Any discovery of Native American human remains and/or funerary objects shall be kept confidential to prevent further disturbance.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.19 UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☐	☑
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☐	☑
c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☑
d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☐	☑
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Water Supply. The 2022 Project is estimated to increase population by up to approximately 1,316 persons, which would be about 8 percent of the Water Company's projected service area population increase.[11] The 2022 Project would be within the SCAG 2030 population forecast and would not add growth beyond what was anticipated.

According to the Water Company's 2020 UWMP, the San Gabriel Valley Water Company is projected to meet future water demands for normal, single-dry, and multiple-dry year conditions through 2045. As the 2022 Project would be within the SCAG population forecast, water demand associated with the 2022 Project has been accounted for in the 2020 UWMP.

[11]San Gabriel Valley Water Company, *Final 2020 Urban Water Management Plan and Water Shortage Contingency*, June 2021, https://wuedata.water.ca.gov/public/uwmp_attachments/3740369498/FINAL%20San%20Gabriel%20Valley%20Water%20Company%202020%20UWMP.pdf.

The 2022 Project would increase water demand by approximately 91,008 gallons per day, or 102-acre feet per year, which represents 0.3 percent of the Water Company's available water supply for a normal year and single dry year, and 0.2 to 0.3 percent of the available water supply for multiple dry year.[12,13,14] The 2022 MND indicates that sufficient water supplies would be available to serve the 2022 Project.

The estimated water demand of the 2022 Project would be typical for residential, community-serving, and office-related uses and is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the MacLaren Hall property. The 2022 Project would be required to comply with Sections 4.303 and 4.304 of the CalGreen Code, which require indoor and outdoor water conservation measures to be implemented for residential development, such as low flush toilets, aerators on sinks and showerheads, water efficient appliances, and water-efficient automatic irrigation system controllers. Additionally, prior to the issuance of the building permit, the applicant would be required to verify that the Company's water system can accommodate the 2022 Project's fire flows and all potable water demand. The applicant of the 2022 Project would be required to obtain a will-serve letter from the San Gabriel Valley Water Company to ensure that sufficient water resources are available to supply water to the proposed development. The estimated water demand of the 2022 Project is not expected to exceed available supplies or the available capacity within the distribution infrastructure that would serve the MacLaren Hall property.

The 2022 Project would improve the water line on the east side of Durfee Avenue, adjacent to the MacLaren Hall property. Improvements to the water infrastructure in Durfee Avenue are within the limits identified for the 2022 Project and, thus, the potential impacts associated with the proposed water line have been considered in the respective sections of the 2022 MND. Adequate water supplies would be available to the 2022 Project, and new or expanded water facilities would not be required. Therefore, impacts related to water supply infrastructure would be less than significant.

Wastewater. The 2022 Project is estimated to generate approximately 75,840 gallons per day of wastewater, which is approximately 1 percent of the available capacity at the Whittier Narrows Water Reclamation Plant (WNWRP).[15] WNWRP would have adequate available capacity to serve the 2022 Project, and the 2022 Project would not cause WNWRP to exceed wastewater treatment requirements of the LARWQCB. Thus, new or expanded wastewater treatment facilities would not be required, and impacts would be less than significant.

Stormwater Drainage. Existing stormwater runoff from the MacLaren Hall property generally flows south and southeast and is collected by existing catch basins on Gilman Road and Kerrwood Street. The 2022 Project would increase the amount of impervious surfaces on

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[12]Based on the Los Angeles County Sanitation District wastewater generation rate of 156 gallons per day per multi-family residential units and 300 gallons per day per 1,000 square feet for professional buildings. Estimated water demand is assumed to be 120 percent of wastewater flows.

[13]One acre-foot is about 326,000 gallons, which meets the annual average indoor/outdoor water needs of one or two households.

[14]San Gabriel Valley Water Company, *Final 2020 Urban Water Management Plan and Water Shortage Contingency*, June 2021, available at https://wuedata.water.ca.gov/public/uwmp_attachments/3740369498/FINAL%20San%20Gabriel%20Valley%20Water%20Company%202020%20UWMP.pdf.

[15]Assumes a generation rate of 156 gallons per day for each multi-family residential unit and 300 gallons per day per 1,000 square feet for professional buildings. Los Angeles County Sanitation Districts, *Table 1, Loadings for Each Class of Land Use*, https://www.lacsd.org/home/showpublisheddocument/3644/637644575489800000, accessed May 2024.

the MacLaren Hall property compared to existing conditions. The project applicant and construction contractors would be required to comply with the LID requirements to reduce runoff.

Compliance with LID requirements would ensure that development on the MacLaren Hall property would not substantially increase runoff compared to existing conditions. Construction of storm drainage infrastructure was evaluated in the respective sections of the 2022 MND.

The 2022 Project would also be subject to the latest requirements of the NPDES permit program, LARWQCB, and applicable pollution control and stormwater drainage measures. As the 2022 Project would not cause a substantial increase in the peak flow rates or volumes that would exceed the drainage capacity of existing stormwater drainage facilities, new or expanded stormwater drainage facilities beyond those that would be installed by the 2022 Project would not be required, and impacts would be less than significant.

Electric Power and Natural Gas. Energy use associated with operation of the 2022 Project would be typical of residential uses, community-serving uses, and offices, requiring electricity and natural gas for interior and exterior building lighting, HVAC, electronic equipment, machinery, refrigeration, appliances, security systems, and more. The 2022 Project would be served by Southern California Edison for electricity and SoCalGas for natural gas. The MacLaren Hall property is in a developed, urbanized portion of the City of El Monte that is served by existing electrical power and natural gas services. With implementation of the 2022 Project, new electricity and natural gas connections would be established for the residential units and non-residential development on the MacLaren Hall property. However, no substantial electrical or natural gas infrastructure is present on or adjacent to the MacLaren Hall property that would need to be relocated to accommodate the 2022 Project. Therefore, impacts associated with electric power and natural gas facilities would be less than significant.

Telecommunications. The 2022 Project would potentially require additions of new on-site telecommunications infrastructure to serve the new development and potential upgrades and/or relocation of existing telecommunications infrastructure. Installation of new telecommunications infrastructure would be limited to on-site telecommunications distribution and minor off-site work associated with connections to the existing system. The 2022 Project would underground the existing utility lines. No upgrades to off-site telecommunications systems are anticipated to occur as a result of the 2022 Project. Any work that may affect services to the existing telecommunications lines would be coordinated with service providers and are not expected to cause significant environmental effects. Therefore, impacts would be less than significant.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The layout of the 2024 Project including drainage and impermeable surfaces would be similar to the 2022 Project and the project would comply with NPDES and LID regulations as before, therefore stormwater runoff would be similar to the 2022 Project. The 2024 Project would result in the same infrastructure improvements as the 2022 Project. The 2024 Project would result in a net population increase (up to 782 people) that would be less than the 2022 Project and therefore would result in less generation of wastewater (45,312 gallons per day = 156 gallons x 202 + 300 gallons x 46) and less demand for water (54,375 gallons per day -- water demand is calculated based on wastewater generation being 120 percent of water demand), energy, and

telecommunications services. Therefore, the 2024 Project would generate similar to less demand for utilities as compared to the 2022 Project and impacts would remain less than significant.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

During construction, potable water would be used to comply with SCAQMD Rule 403 fugitive dust control requirements. This use of water would be temporary and would not impact long-term water supplies.

As discussed in Response to Checklist Question 3.19a, operational activities associated with the 2022 Project would result in an increased water demand by approximately 102 acre-feet per year, which represents 0.3 percent of the Water Company's available water supply for a normal year and single dry year, and 0.2 to 0.3 percent of the available water supply for multiple dry year. Sufficient water supplies would be available to serve the 2022 Project during normal, single dry, and multiple dry years. Therefore, impacts would be less than significant.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would result in the same water infrastructure improvements as the 2022 Project. The 2024 Project would result in a net population increase (up to 782 people) that would be less than the 2022 Project and therefore would result in less demand for water 54,375 gallons per day or about 61 acre-feet per year. As for the 2022 Project, water infrastructure improvements would continue to be needed to provide for water supply including fire flow. The 2024 Project would generate less demand for water as compared to the 2022 Project and impacts would remain less than significant.

c) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Wastewater generated during construction would be temporary and would not adversely affect the capacity of any wastewater treatment plant.

As discussed in Response to Checklist Question 3.19a, wastewater on the MacLaren Hall property is treated at the WNWRP, and WNWRP has sufficient remaining available treatment capacity to adequately serve the 2022 Project. The 2022 Project is estimated to generate approximately 75,840 gallons per day of wastewater, which is approximately 1 percent of the available capacity at WNWRP. It is anticipated that the amount of wastewater treatment capacity demand that would be generated by the 2022 Project would be met, and no new entitlements or resources would be required to meet the 2022 Project's expected wastewater demands. Therefore, less-than-significant impacts would occur.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would result in a net population increase (up to 782 people) that would be less than the 2022 Project and therefore would result in less wastewater generation (45,312 gallons per day), and less impact on

wastewater treatment facilities. Therefore, impacts of the 2024 Project on wastewater treatment facilities would remain less than significant.

d-e) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact.

2022 Original Project

Construction activities would generate waste in the form of soil spoils, construction building materials, vegetation, and routine trash. Waste generated during construction would be limited and would go to local landfills that are permitted to accept such wastes. The nearest landfill that accepts construction and demolition debris is Azusa Land Reclamation Landfill. This landfill has a maximum permitted throughput of 8,000 tons per day, a remaining capacity of 51,512,201 cubic yards, and a maximum permitted capacity of 80,571,760 cubic yards. Solid waste generated during construction of the 2022 Project can be adequately served by the Azusa Land Reclamation Landfill. The applicant of the 2022 Project would be required to comply with CalGreen Code Section 4.408 and EMMC Section 8.20.261, both of which requires that at least 65 percent of demolition and construction debris be diverted from landfills by recycling and/or salvage for reuse. Construction of the 2022 Project would not generate solid waste in excess of the state or local standards, in excess of the capacity of local infrastructure, or that could otherwise impair the attainment of solid waste reduction goals.

Solid waste generated during operations of the 2022 Project could potentially be sent to Lancaster Landfill, Chiquita Canyon Sanitary Landfill, and/or Victorville Sanitary Landfill.

The 2022 Project is estimated to generate 438.2 tons of solid waste per year, or approximately 1.2 tons of solid waste per day.[16] which represent less than 0.1 percent of the permitted daily intake capacity at the three landfills. Local landfills would have sufficient throughput and capacity to accommodate waste generated by the 2022 Project.

PRC Section 41780.01(a) states that it is California's policy goal to reduce, recycle, or compost at least 75 percent of solid waste generated by 2020, and annually thereafter. The 2022 Project would be required to comply with these, and other applicable regulations related to solid waste, including CalGreen Code Section 4.408 and EMMC Section 8.20.261. Waste generated during construction and operation of the 2022 Project are not expected to be in quantities considered in excess of State or local standards, or in excess of the capacity of local infrastructure, or that could otherwise impair the attainment of solid waste reduction goals. Therefore, less-than-significant impacts would occur.

2024 Modified Project

The 2024 Project would have the same uses as the 2022 Project but with fewer residential units and less non-residential area. The 2024 Project would comply with solid waste regulations in the same way as the 2022 Project. The 2024 Project would result in a net population increase (up to 782 people) that would be less than the 2022 Project and therefore would result in less solid waste generation during operation (356.4 tons per year = 0.46 x 202 + 0.93 x 46 + 20 x 3.09 + 80 x 0.8); solid waste generation during construction could be similar to the 2022 Project as the same demolition would be required, although

[16] Assumes a generation rate of 0.46 tons/dwelling unit/year for apartments, 0.8 tons/employee/year and 0.18 tons/student/year for junior college, 3.09 tons/employee/year for medical offices, and 0.93 tons/1,000 square feet/year for government office building. California Air Pollution Officers Association, *California Emissions Estimator Model (CalEEMod, Version 2016.3.2) Users Guide Appendix D Default Data Tables*, October 2017.

less building area constructed). Therefore, impacts of the 2024 Project related to solid waste would remain less than significant.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.20 WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☑
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☐	☑
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☑
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

The MacLaren Hall property is not located in or near a state responsibility area or in a very high fire hazard severity zone (VHFHSZ), as identified by CalFire. The nearest VHFHSZ is located approximately 2.7 miles southeast of the MacLaren Hall property.[17] Additionally, the 2022 Project would not involve activities that would expose people or structures to the risk of loss, injury, or death involving wildland fires. Therefore, the MacLaren Hall property would not be subject to severe wildfires or wildfires of greater concern.

As discussed in Response to Checklist Question 3.9 f), the MacLaren Hall property is not located along an emergency route. Additionally, the 2022 Project would not involve any uses or features that would interfere with the designated emergency/disaster routes near the MacLaren Hall property or the City's 2017 Hazard Mitigation Plan. The 2022 Project would be designed to accommodate emergency access to the MacLaren Hall property.

Emergency access to the MacLaren Hall property and the surrounding uses would be maintained during construction of the 2022 Project and would not interfere with the designated emergency/disaster routes near the MacLaren Hall property or the City's 2017 Hazard Mitigation Plan. As the MacLaren Hall property is not located in a VHFHSZ and would not impair an adopted emergency response plan or emergency evacuation plan, no impact would occur.

2024 Modified Project

The 2024 Project would be located on the same site, would include similar uses, and would continue to maintain emergency access in the same way as the 2022 Project. Therefore

[17]California Department of Forestry and Fire Protection, *California Fire Hazard Severity Zone Viewer*, https://gis.data.ca.gov/datasets/789d5286736248f69c4515c04f58f414, accessed April 2024.

the 2024 Project would continue to have no impact related to impairing an adopted emergency response plan or emergency evacuation plan.

b) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

As discussed in Response to Checklist Question 3.20 a), the 2022 Project is not located in or near a state responsibility area or in a VHFHSZ. The MacLaren Hall property and surrounding area is relatively flat and located in an urbanized area. The southern California region, including the City of El Monte, is susceptible to high winds that are mostly the result of Santa Ana wind conditions.[18] Much of the southern California region encounters winds capable of spreading wildfire and wildfire pollutants. However, areas that are especially susceptible to exacerbate such fire risks are those that receive high gusts of wind and are within a fire hazard severity zone and has been a historically burn area. The MacLaren Hall property is not within a fire hazard severity zone. As a result, it is unlikely that the 2022 Project would expose project occupants to uncontrolled spread of a wildfire or pollutant concentrations from wildfire. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project would be located on the same site, would include similar uses, and would continue to maintain emergency access in the same way as the 2022 Project. Therefore the 2024 Project would continue to have no impact related to exposing project occupants to uncontrolled spread of a wildfire or pollutant concentrations from wildfire.

c) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

As discussed in Response to Checklist Question 3.20a, the MacLaren Hall property is not located in or near a state responsibility area or in a VHFHSZ. The MacLaren Hall property would be adequately served by existing facilities and utilities and would not require additional installation or maintenance of roads, fuel breaks, emergency water sources, or power lines. Thus, the 2022 Project would not require installation or maintenance of infrastructure that may exacerbate fire risk or that may require in temporary or ongoing impacts to the environment. Furthermore, the 2022 Project would adhere to relevant building design codes, including the City's Fire Code. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project would be located on the same site, would include similar uses, would continue to maintain emergency access and comply with applicable fire codes in the same way as the 2022 Project. Therefore the 2024 Project would continue to have no impact related to requiring installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment.

[18]City of El Monte, *2017 Hazard Mitigation Plan,* June 19, 2017.

d) Level of Significance Identified in 2022 MND: No Impact.

2022 Original Project

As discussed in Response to Checklist Question 3.20a, the 2022 Project is not located in or near a state responsibility area or in a VHFHSZ. The MacLaren Hall property and its surrounding area is relatively flat. No slopes or hills are located in the vicinity of the MacLaren Hall property and, thus, people or structures would not be exposed to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes. Therefore, no impact would occur.

2024 Modified Project

The 2024 Project would be located on the same site and would include similar uses as the 2022 Project. Therefore the 2024 Project would continue to have no impact related to exposing people to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes.

	New Significant Effect Caused by Change in Project	New Significant Effect Caused by Change in Circumstance	New Information Indicates Significant Impact	Level of Significance Remains as Identified in MND
3.21 MANDATORY FINDINGS OF SIGNIFICANCE. Would the project:				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☐	☑
b) Does the project have impacts which are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects).	☐	☐	☐	☑
c) Does the project have environmental effects which cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☑

a) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The 2022 MND concludes that no significant unmitigated impacts to the environment would occur. The 2022 Project is located within a highly urbanized area, and while currently unoccupied, the MacLaren Hall property was previously developed. As discussed in Section 3.4, Biological Resources, of the IS/MND, the MacLaren Hall property does not contain suitable habitat for special-status wildlife species (including rare, threatened, and endangered species) and no special-status species were identified or have a high likelihood of occurring on the MacLaren Hall property. Additionally, the MacLaren Hall property does not contain any riparian habitat or features necessary to support riparian habitat. The 2022 Project would not reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, or reduce the number or restrict the range of a rare or endangered plant or animal. Although the 2022 Project would remove trees on the MacLaren Hall property, which may provide nesting habitat for birds, Mitigation Measure **BR-1** would be implemented to ensure that nesting birds would not be adversely affected by the proposed tree removal.

As discussed in Response to Checklist Question 3.5a, no historic resources are located on the MacLaren Hall property. Similarly, no archaeological, paleontological, and tribal cultural resources are known to exist on the MacLaren Hall property (Response to Checklist Questions 3.5b, 3.7f, and 3.18a-b). However, it is possible that unanticipated tribal cultural resources and/or paleontological resources could be encountered during ground disturbance activities, and Mitigation Measures **TR-1** through **TR-3** would reduce the potential for the destruction of any significant tribal cultural resources. Mitigation Measures **GS-1** and **GS-2** would reduce potential impacts associated with paleontological resources. With implementation of these mitigation measures, the 2022 Project would not eliminate important examples of major periods of California history or prehistory.

As discussed in Response to Checklist Question 3.9a-b, all hazardous materials on the MacLaren Hall property would be handled in compliance with applicable federal, state, and local standards and regulations. The staining around the chiller in the kitchen and services area is considered an REC and that the water wells on the property should be managed accordingly and abandoned, if necessary. Mitigation Measure **HH-1** would ensure that potential heavy metals around the chiller and berm area are properly identified and removed, and Mitigation Measure **HH-2** would ensure that management and abandonment of the water wells would not create a significant hazard to the public. Mitigation Measures **HH-1** and **HH-2** would reduce the potential for the 2022 Project to degrade the quality of the environment. Mitigation Measure **HH-3** would ensure that emergency access to and egress from the MacLaren Hall property, and traffic and pedestrian safety are maintained.

With implementation of Mitigation Measures **BR-1**, **GS-1, GS-2, HH-1**, **HH-2**, **HH-3** and **TR-1** through **TR-3**, impacts would be less than significant.

2024 Modified Project

As documented in the Addendum the 2024 Project would have similar or fewer impacts as compared to the 2022 Project. The same mitigation measures would continue to apply. As for the 2022 Project, these mitigation measures would continue to ensure in less than significant impacts.

b) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The environmental topic areas that were found to have no impact are not expected to cause the 2022 Project to make any contributions to potential cumulative impacts because a no impact conclusion means that the 2022 Project would have no contribution to that environmental topic area. Similarly, the environmental topic areas that were found to have a less-than-significant impact are not expected to cause the 2022 Project to significantly contribute to cumulative impacts since the 2022 Project's contribution to that environmental topic area is not large enough to contribute to significant cumulative impacts.

As discussed in the 2022 MND, impacts to Aesthetics, Agriculture and Forestry Resources, Energy, GHG Emissions, Hydrology and Water Quality, Land Use and Planning, Mineral Resources, Population and Housing, Public Services, Recreation, Transportation (VMT), Utilities and Service Systems, and Wildfire were found to be none or less than significant. Impacts in these issue areas are generally limited to the MacLaren Hall property and would not contribute to a significant cumulative impact.

With respect to air emissions, individual projects that do not generate emissions greater than the SCAQMD regional significance thresholds (as is the case for the 2022 Project) are not expected to result in cumulatively considerable contribution to regional impacts related to criteria pollutants. Potential impacts related to localized air emissions were evaluated based on an analysis of combined emissions from the 2022 Project and the adjacent MacLaren Community Park and were found in combination to be less than significant.

Potential impacts to migratory wildlife; archaeological, paleontological, and tribal resources; hazardous materials; noise and traffic (emergency access) were determined to be less than significant with implementation of mitigation measures.

Development of nearby projects, including MacLaren Community Park, have the potential to remove existing trees and mature vegetation, which could potentially have active nests

associated with migratory birds. As with the 2022 Project, nearby projects would be required to comply with MBTA. Mitigation Measure **BR-1** would reduce the 2022 Project's impact on migratory birds and biological resources to less than significant levels that would not be cumulatively considerable.

While development of nearby projects (including MacLaren Community Park), when combined with the 2022 Project, have the potential to uncover or disturb known or previously unknown archaeological, paleontological, and tribal cultural resources, Mitigation Measures **TR-1** through **TR-3** would reduce 2022 Project impacts on archaeological and tribal cultural resources to less than significant levels, and Mitigation Measures **GS-1** and **GS-2** would reduce 2022 Project impacts on paleontological resources to less than significant levels. Therefore, the 2022 Project's effect on archaeological, paleontological, and tribal cultural resources would be reduced to a level that would not be cumulatively considerable.

The 2022 Project has the potential to handle hazardous materials during construction. The nearby projects (including MacLaren Community Park) and the 2022 Project are required to comply with all federal, state, and local standards and regulations associated with hazardous materials. Additionally, Mitigation Measures **HH-1** and **HH-2** would ensure that the 2022 Project would not create a significant hazard to the public or environment during construction. The 2022 Project and nearby projects (including MacLaren Community Park) do not involve any uses or activities that would result in the use or discharge of unregulated hazardous materials and/or substances. During operations, these projects would use common hazardous substances similar to those that are typically used for residential uses, commercial uses, offices, landscaping, and clinics. Hazardous materials that are used for these types of facilities are regulated at the federal, state, and local level. Therefore, with implementation of Mitigation Measure **HH-1** and **HH-2**, the 2022 Project would not make a cumulatively considerable contribution related to hazardous materials.

Construction and operational activities associated with the 2022 Project would not require temporary or permanent closure of any streets, including designated emergency and disaster routes near the MacLaren Hall property. Even with construction activities associated with the MacLaren Hall Community Park overlapping with the 2022 Project, access to streets, emergency and disaster routes, and surrounding properties would be maintained. Implementation of Mitigation Measure **HH-3** would ensure that emergency access to the MacLaren Hall property and that traffic and pedestrian safety are maintained and that the 2022 Project would not make a cumulatively considerable contribution related to hazards.

The effects of noise is generally localized. The adjacent MacLaren Community Park would be the only nearby project that has the potential to result in a cumulative noise increase that adversely affects nearby sensitive receptors. Demolition and site preparation of the MacLaren Community Park and the 2022 Project would be coordinated and would result in similar noise levels around the MacLaren Hall property. The 2022 Project would have more noise associated with building construction. Construction associated with the MacLaren Community Park could incrementally increase noise levels at nearby noise sensitive receptors. However, compliance with existing regulations and implementation of Mitigation Measures **N-1** through **N5** would reduce any potential for combined construction noise levels to adversely affect nearby noise sensitive receptors. With implementation of these mitigation measures, the 2022 Project would not make a cumulatively considerable contribution to noise levels during construction.

During operations of the 2022 Project, on-site noise sources would be below the ambient noise standards for residential zoning districts. Future traffic noise levels on the analyzed roadway segments (with and without the 2022 Project) take into consideration existing traffic

conditions, ambient increases in traffic, and traffic generated from nearby projects. The 2022 MND indicates that cumulative traffic would not result in a noticeable increase in noise levels. Therefore, the 2022 Project would not make a cumulatively considerable contribution to noise levels during operations.

As discussed above, none of the environmental topic areas that would result in less-than-significant impacts with implementation of mitigation measures would cause the 2022 Project to contribute to significant cumulative impacts. Therefore, the 2022 Project would not have impacts that are individually limited but cumulatively considerable. Impacts would be less than significant.

2024 Modified Project

Similar to the 2022 Project, for those impacts that are less than significant, including less than significant with mitigation, the 2024 Project would not result in a considerable contribution to any significant cumulative impacts. Therefore, the 2024 Project would not have impacts that are individually limited but cumulatively considerable and all impacts would remain less than significant with mitigation incorporated.

c) Level of Significance Identified in 2022 MND: Less-Than-Significant Impact with Mitigation Incorporated.

2022 Original Project

The 2022 MND indicates that the 2022 Project would have less-than-significant impacts with implementation of mitigation measures for the following environmental topic areas: migratory wildlife; archaeological, paleontological, and tribal cultural resources; hazards and hazardous materials; noise and transportation (emergency access). The 2022 Project would have less-than-significant impacts or no impacts for all other environmental topic areas. All potential impacts of the 2022 Project have been identified, and mitigation measures have been prescribed, where applicable, to reduce all potential impacts to less-than-significant levels. With implementation of mitigation measures included in the 2022 MND and compliance with existing regulations, the 2022 Project would not have the potential to result in any substantial adverse impacts on human beings either directly or indirectly. Therefore, the 2022 MND identifies a less-than-significant impact with incorporation of mitigation measures.

2024 Modified Project

As for the 2022 Project, with implementation of mitigation measures included in the 2022 MND and compliance with existing regulations, the 2024 Project would not have the potential to result in any substantial adverse impacts on human beings either directly or indirectly and therefore impacts would continue to be less than significant with mitigation incorporated.

4.0 LIST OF PREPARERS AND SOURCES CONSULTED

This section also documents all the sources that contributed in the preparation of this IS/MND.

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4.3 SOURCES CONSULTED

The 2022 MND was the primary source of information used to prepare this Addendum as impacts of the 2024 Project are compared to the analyses included in the 2022 MND. The sources consulted for the 2022 MND continue to apply to this Addendum.

Attachment A

Updated Traffic Impact Analysis

TRAFFIC STUDY

Esperanza Village Project

Traffic Impact Analysis

4024 Durfee Avenue
El Monte, CA

May 2024

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EXECUTIVE SUMMARY

This traffic study was prepared for Sirius Environmental by KOA for the proposed Esperanza Village Project. The following summarizes the traffic study results, conclusions, and recommendations:

- The project is the Esperanza Village project, proposed by Prima Development on the former MacLaren Hall property in the City of El Monte.

- The main objective of the project is to provide 202 affordable housing units to seniors and low-income families, as well as to provide new government space and other ancillary uses across three-buildings.

- The traffic impact analysis methodology and data sources were defined by a project scoping document, accepted by the City of El Monte on June 1, 2022. Additionally, the document was amended in May 2024 to accommodate revisions and updates to the plan descriptions.

- The project is anticipated to be completed and occupied within the year 2027.

CEQA and VMT Analysis

The project (California Environmental Quality Act) CEQA transportation impact determinations are as follows. There would be no significant project CEQA transportation impacts.

- The application of the project land uses to the San Gabriel Valley Council of Governments Vehicle Miles Traveled (VMT) Tool indicates that both the proposed residential and non-residential uses of the project can be screened from VMT analysis and be assumed to have a less than significant impact. The VMT impact standard of the City of El Monte is a threshold that is 15 percent below the local average.

- The project residential VMT value at 13.3 would be lower than the required 15 percent reduction from the area baseline value of 15.7 (with the maximum resulting threshold at 13.35). The project residential uses pass the low VMT screening.

- The project non-residential VMT value at 23.0 would be lower than the required 15 percent reduction from the area baseline value of 34.9 (with the maximum resulting threshold at 29.67). The project non-residential uses pass the low VMT screening.

- All of the proposed project uses can be screened from further analysis of VMT. A less than significant transportation impact under CEQA would occur due to the project.

Local Area Circulation Effects

- The project would generate a net total of 2,205 daily net trips, including 151 vehicle trips during the weekday a.m. peak hour and 195 vehicle trips during the weekday p.m. peak hour.

- The project has specific characteristics that are expected to reduce trips substantially from the totals analyzed, as a result of a highly transit-dependent population and an expected high usage of local transit shuttle routes. The mixed-use County Building 3 allows for up to 30 percent of its floor area (approximately 12,000 square feet) to be designated for community-serving facilities, which include Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, Alma Family Services, and Job Training Center. The analysis of project trips is therefore very conservative, as it considered all floor area as medical clinic trip-generating uses.

- Local circulation effects were analyzed at four study intersections and four roadway segments.

- Most of the intersections would operate at good Level of Service (LOS) values of A or B. The Durfee Avenue/Ramona Boulevard intersection would maintain in operations at LOS D under existing conditions with the project, while it would operate at LOS E under future conditions with the project. This delay occurs at the stop-sign controlled approach of Durfee Avenue at the intersection.

- A traffic signal warrant was conducted at the intersection of Durfee Avenue and Ramona Boulevard. This intersection meets the applied traffic signal warrant standards for peak-hour volumes, under future conditions both with and without the proposed project.

- The proposed project does not cause the signal warrant to be met at Durfee Avenue and Ramona Boulevard, but the LOS at this intersection is worsened to a value of E by the project. A fair-share financial contribution by the project toward future signalization of the intersection is recommended. The project volume share of volumes is 3.4 percent and 4.7 percent for the two peak hours.

- At the four study roadway segments, volume increases on the roadway segments would range from 19 percent to 33 percent (with this highest percent occurring on Gilman Road), but LOS values with the proposed project would be at LOS A based on the applied capacities and analyzed volumes. There would not be any significant circulation effects at the roadway segments due to the proposed project.

Parking Analysis

- Based on the proposed site uses and these requirements, the total required supply would be 321 spaces. The project site plan provides for 382 parking spaces, providing a surplus over Code requirements. Sharing of parking between uses will be defined as needed during final site plan review by the City, although reserved and/or gated parking is not planned to be established for any site uses.

- Hourly parking occupancy surveys were conducted on two roadways adjacent to the site on a weekday and a weekend day, during the 8:00 AM to 8:00 PM timeframes.

- The parking survey conducted at the roadway segments adjacent to the site in both the weekend and weekday periods, on-street parking on these roadway segment locations is half-occupied or less during all daylight hours.

Circulation and Access Analysis

- The southern project driveway on Gilman Road, to the south of Building 1, could create conflicts with the pick-up/drop-off driveways of Twin Lakes Elementary School on the east side of the roadway. The entrance driveway for the school pick-up/drop-off area would be roughly aligned with this southern site driveway, and the exit driveway for the pick-up/drop-off area would be located to the north of this site driveway.

- The establishment of prohibited left-turn movements into and out of the southern site driveway at this location is recommended, thru installation of regulatory signage for site outbound traffic and northbound traffic on Gilman Road to indicate that these left-turn outbound movements are prohibited, which would remove most conflicts. This turning prohibition would be enforceable as part of Police traffic operations.

- Right turn movements from the southern project driveway on Gilman Road would take place to the north of the nearby mid-block crosswalk location. Drivers would have clear visibility of the crosswalk while making this turning movement.

- The mid-block crosswalk location on Gilman Road, adjacent to the project site and the Twin Lakes Elementary School, is signed and striped, and stop signs provide control for approaching vehicles in the northbound and southbound directions.

- The developer of the proposed project is pursuing with the school district an access route through the school campus to provide a link to the San Gabriel River Trail. It is recommended that the proposed project provide improvements at the current mid-block crosswalk, including restriping the crosswalk with high visibility striping and replacing the warning and stop signs with new signs to improve visibility. These improvements should be designed, approved, and implemented to the satisfaction of the City Engineer. Other improvements at this location may be defined by the separate neighborhood traffic management plan.

Study Roadway Segment Speeds

- Vehicle speeds were collected at the four study roadway segments by automatic measuring equipment, during collection of the 24-hour volume counts. This analysis was conducted as defined in the study scoping document, to determine if adjacent roadway speeds are high and if traffic calming measures might be necessary.

- On Kerrwood Street west of Bannister Avenue, excessive speeding is not observed at this location as the pace speed is 5 MPH above the speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

- On Durfee Avenue south of Kerrwood Street, excessive speeding is observed at this location, at 10 MPH over the posted speed. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

- On Gilman Road south of Woodville Drive, the critical speed on Gilman Road is 6 MPH higher than the posted speed limit. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

- On Gilman Road south of Ramona Boulevard, the critical speed on Gilman Road south of Ramona Boulevard is 5 MPH higher than the posted speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

- The higher identified speeds on Durfee Avenue and Gilman Road have defined the need for a neighborhood traffic management plan. The study would be funded by the proposed project, and any final recommended neighborhood roadway improvements would be funded by the proposed project.

- An agreement will be entered into with the City by the project applicant for the completion of the neighborhood traffic management plan, with a schedule for completion and implementation to be determined as part of the agreement.

1. INTRODUCTION

1.1 LEAD AND LOCAL AGENCY REVIEW

The analysis summarized in this report was completed based on the methodologies and procedures outlined in the *City of El Monte Transportation Impact Analysis Guidelines for Vehicle Miles Traveled and Level of Service Assessment* dated October 2020. This report presents the conclusions of the evaluation of CEQA and non-CEQA transportation impacts of the project

The four study intersections and three roadways segments are located within the City of El Monte. A scoping document was submitted to the City and accepted on June 1, 2022. The scoping document is provided in Appendix A.

1.2 PROJECT DESCRIPTION

The Esperanza Village project is proposed on the MacLaren Hall property in the City of El Monte at 4024 Durfee Avenue. The planned opening year is 2027. The project site development area is an 6.11-acre area, within the overall 13.66-acre MacLaren Hall property. The project site is bordered by Durfee Avenue along its frontage to the west, Kerrwood Street to the north, Gilman Road to the east, and single and multifamily residential to the south.

The facility will be composed of three buildings that include 202 affordable dwelling units across two buildings. These units will have the following characteristics:

Units by Income
Extremely Low Income (ELI) -98 units or 48.5%
Very Low Income (VLI) – 20 units or 9.9%
Low Income (LI) – 82 units or 40.6%
Managers – 2 units or 1.0%

Units by Occupancy
Senior units - 100
Family units -102

Building 3 will be composed of a mix of community-serving facilities and County-related uses. This building would be situated at the southwestern portion of the MacLaren Hall property and would front Durfee Avenue. The 2024 Project mixed-use building will be a total of 45,900 square feet. This includes 20,000 square feet dedicated to County uses, with an 8,000 square foot Department of Health Services (DHS) clinic, a 1,700 square foot Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, 4,800 square foot Alma Family Services, and 5,100 square feet for the Job Training Center. In addition to government facilities, Building 3 will house a 7,000 square foot community clinic, a 13,000 square foot senior care center, and a 500 square-foot snack bar.

The remaining 7.55-acre portion of the MacLaren Hall property is not part of the 6.11-acre proposed development area and would be developed as a community park (MacLaren Community Park) separately from the proposed project.

The proposed site access points will be on Durfee Avenue. Parking will be provided throughout the site, with vehicular access via seven proposed driveways along Durfee Avenue, Kerrwood Street, and Gilman Road. Diagonal parking spaces could potentially be provided along the Durfee Avenue, Kerrwood Street, and Gilman Road rights-of-way adjacent to the project site.

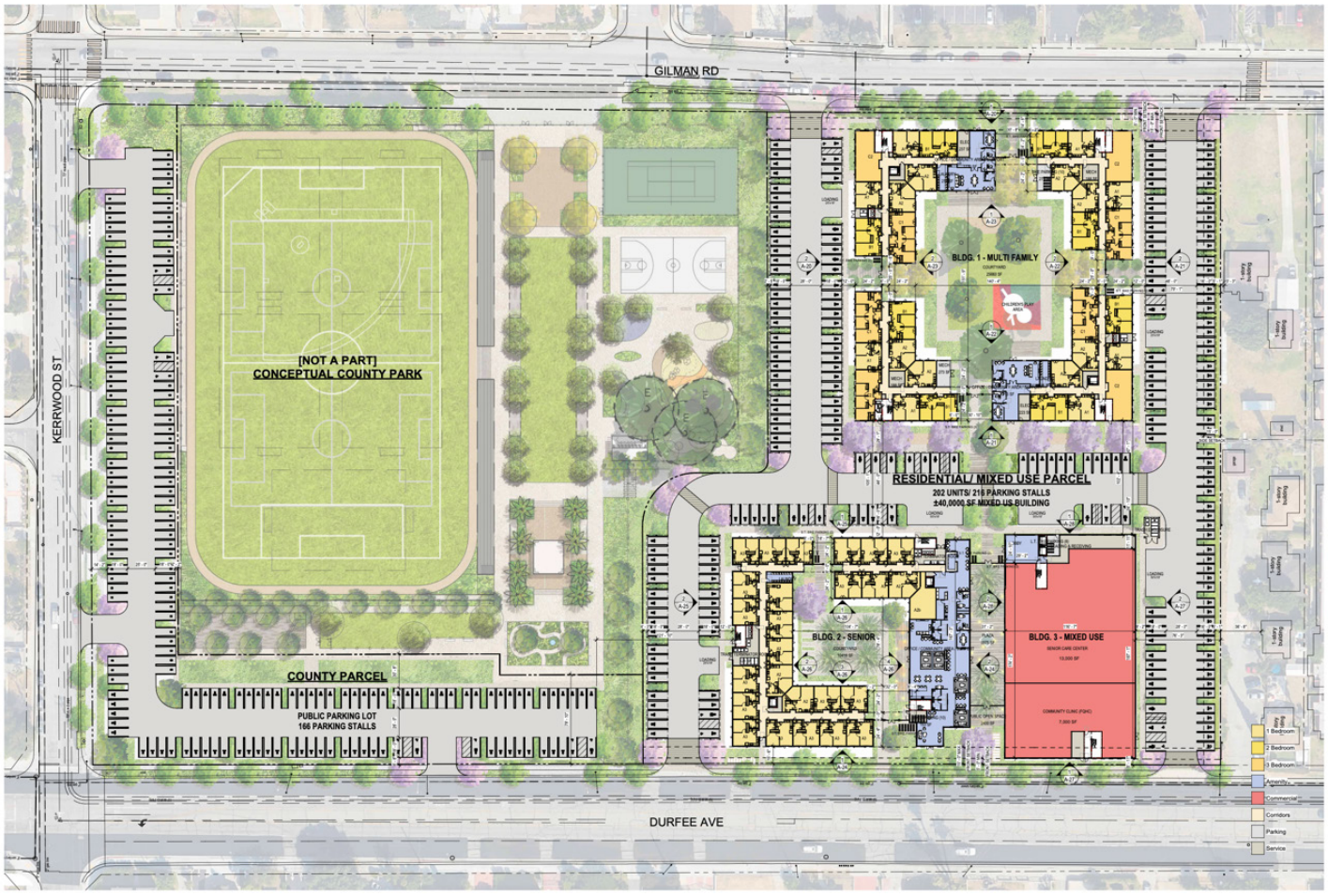
A recently approved 5.6-acre community park will also be built on the MacLaren property but it is not a part of the proposed project.

The proposed project site plan is provided on Figure 1.

FIGURE 1

MACLAREN HALL RESIDENTIAL PROJECT

Project Site Plan



2. CEQA TRANSPORTATION IMPACT ANALYSIS

The City of El Monte transportation guidelines for California Environmental Quality Act (CEQA) impacts are based on guidance from the State of California Office of Planning and Research for the assessment of vehicle miles traveled (VMT). City thresholds of significance and mitigation measure programs were considered for this analysis, as appropriate to the outcome of the VMT review for the project.

2.1 VMT ANALYSIS GUIDELINES

City guidelines for project VMT impacts are based on consistency with CEQA guidelines. Development projects are analyzed to determine if and how much each project would affect total VMT, unless they can be screened out from analysis requirements under specific categories. Guidance on screening and impact criteria was reviewed as part of the scoping process undertaken with the City for this project.

Screening Criteria Review

The following screening criteria were evaluated for the project, as they were deemed appropriate based on the project characteristics:

> *Residential and office projects located within a low VMT-generating area may be presumed to have a less than significant impact absent substantial evidence to the contrary. In addition, other employment-related and mixed-use land use projects may qualify for the use of screening if the project can reasonably be expected to generate VMT per resident, per employee, or per service population that is similar to the existing land uses in the low VMT area.*
>
> *1. If the proposed project is residential, the project is considered "screened out", if it is located within the Low VMT areas of the "PA/Residential Home-Based VMT per Capita". Alternatively, if the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the "Total Daily VMT per Service Population".*
>
> *2. If the proposed project is office, commercial or industrial, the project is considered "screened out", if it is located within the Low VMT areas of the "PA/Daily Home-Based Work VMT per Employee". Alternatively, if the predominant land uses in the vicinity are nominally of the same type as the proposed project and the proposed project is reasonably expected to generate similar VMT as the existing land uses, the project is considered screened out if it is in the low VMT area for the "Total Daily VMT Service per Population".*

The proposed project residential use VMT analysis applied the Residential Home-Based VMT per Capita category, and is therefore appropriate.

The guidelines also state that if the analysis applies the Total VMT per Service Population metric, it must be verified that the project is consistent with the existing land use. This metric applies to the non-residential portion of the VMT analysis, and as the proposed project uses are services and government offices, they are consistent with former MacLaren Hall uses at the site.

2.2 VMT IMPACT REVIEW

The San Gabriel Valley COG Vehicle Miles Traveled Evaluation Tool was used to review the screening potential for the project. The Tool allows for a screening of impacts based on the presence of a project in a low VMT area.

The application of the project land uses to the Tool indicates that both the proposed residential and non-residential uses of the project can be screened from VMT analysis and be assumed to have a less than significant impact. The VMT impact standard of the City of El Monte is a threshold that is 15 percent below the local average. New projects under State greenhouse gas reduction laws and the State CEQA guidelines must have VMT generating characteristics that provide for a lowering of average regional VMT.

These are the results from the Tool, based on the data it applies for the local Transportation Analysis Zone (TAZ) that includes the project site:

- The project residential VMT value at 13.3 would be lower than the required 15 percent reduction from the area baseline value of 15.7 (with the maximum resulting threshold at 13.35). The project residential uses pass the low VMT screening.

- The project non-residential VMT value at 23.0 would be lower than the required 15 percent reduction from the area baseline value of 34.9 (with the maximum resulting threshold at 29.67). The project non-residential uses pass the low VMT screening.

All of the proposed project uses can be screened from further analysis of VMT. A less than significant transportation impact under CEQA would occur due to the project.

The VMT Tool output for the project residential units and the non-residential floor area is provided in Appendix B.

3. SITE ACCESS STUDY – OPERATIONAL ANALYSIS

In addition to the analysis of potential CEQA impacts, the City requires the analysis of potential local circulation impacts for proposed development projects. The determinations for this area of analysis are not tied to CEQA, and are focused on the City review of local effects of development projects.

Per the traffic analysis guidelines from the City of El Monte, a level of service analysis is required whenever a proposed development is expected to exceed 50 vehicle trips during the AM or PM peak hour period. The proposed development would generate between 151 trips in the AM peak hour period and 195 during the PM peak hour period.

This section provides a summary of the local circulation review conducted for the proposed project. A project completion year of 2027 has been applied.

3.1 STUDY METHODOLOGY

To determine the effects of the project on the operation of vehicular travel within the immediate project vicinity, an evaluation was made of the project contribution to delay and queuing at the study intersections under existing and future conditions.

KOA coordinated with City staff as the first step in the traffic analysis, and provided an initial and revised scoping document to the City, in order to define the study area and other major details.

The project study area includes the following four study intersections along the primary access routes to and from the site:

1. Gilman Road/Ramona Boulevard
2. Durfee Avenue/Ramona Boulevard
3. Durfee Avenue/Kerrwood Street
4. Durfee Avenue/Deana Street

The study roadway segments, where existing vehicle speeds and daily volumes were analyzed, are as follows:

- Kerrwood Street, east of Durfee Avenue
- Durfee Avenue, south of Kerrwood Street
- Gilman Road, south of Kerrwood Street
- Gilman Road, south of Ramona Boulevard

Figure 2 illustrates the locations of the study intersections and study roadway segments.

FIGURE 2

MACLAREN HALL RESIDENTIAL PROJECT

Study Area Map

Analysis Scenarios

The study included the analysis of the following traffic scenarios:

- Existing
- Existing with-Project
- Future without-Project
- Future with-Project

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation, 11th edition,* published by the Institute of Transportation Engineers (ITE). Project trip distribution percentages were defined based on the expected local travel routes to and from the facility.

The existing with-project conditions scenario was included to analyze project impacts without cumulative projects and annual ambient growth.

In order to account for traffic growth in the study area through the Project opening year, an ambient/background traffic growth rate of one percent per year for five years (between existing year of 2022 and future project opening year of 2027) was applied to the traffic counts as well as a Peak Hour Factor (PHF) of 0.95 per the City of El Monte *Traffic Analysis Guidelines*.

Traffic from related projects (approved and pending developments) was also added to the study area. Based on the future without-project volumes plus traffic from the proposed project, the future with-project traffic volume conditions were determined and analyzed.

Level of Service Methodology

For analysis of Level of Service (LOS) at signalized intersections, the City of El Monte has designated the Highway Capacity Manual (HCM) methodology as the desired tool. A facility is at capacity (delay of 80 seconds or greater) when extreme congestion occurs. This total vehicle approach delay output of the HCM is a function of hourly volumes, signal phasing, and approach lane configuration, and green time for each leg of the intersection.

Level of service values range from LOS A to LOS F. LOS A indicates excellent operating conditions with little delay to motorists, whereas LOS F represents congested conditions with excessive vehicle delay. LOS E is typically defined as the operating capacity of a roadway. Table 1 defines the level of service criteria applied to the study intersections.

The City policy on LOS is to maintain a level of service (LOS) D at most intersections outside of major roadway corridors, freeway interchanges, and commercial districts. Intersections in the City that do not meet these targets are considered deficient. If a Project increases total traffic at an intersection that is deficient based on LOS, improvements are to be considered.

Signalized intersections typically require improvements if the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of intersection operations from operations from a level that meets the City's targets to a level that does not meet the City's target.

Unsignalized intersections typically require improvements if both of the following conditions are met:

- The addition of project traffic to an intersection results in the degradation of any individual movement at the intersection from operations from a level that meets the City's targets to a level that does not meet the City's target, and
- The intersection meets peak hour signal warrants either caused by project volumes, or project volumes are added at an intersection that meets peak hour signal warrants in the baseline scenario(s). Peak hour signal warrants should be determined based on one or more of the latest California Manual on Uniform Traffic Control Devices (CA MUTCD).

The fair share cost for the proposed improvements at unsignalized intersections in the cumulative condition are also to be calculated.

Table 1 –Intersection Level of Service Definitions

LOS	Definition	Signalized Intersection Average Stop Delay Per Vehicle (Sec/Veh) (HCM)	Stop-Controlled Intersection Average Stop Delay Per Vehicle (Sec/Veh) (HCM)
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers find freedom of operation.	≤10	≤10
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	>10 - 20	>10 - 15
C	Good operation. Occasionally backups may develop behind turning vehicles. Most drivers feel somewhat restricted.	>20 - 35	>15 - 25
D	Fair operation. There are no long-standing traffic queues. This level is typically associated with design practice for peak periods.	>35 - 55	>25 - 35
E	Poor operation. Some long standing vehicular queues develop on critical approaches.	>55 - 80	>35 - 50
F	Forced flow. Represents jammed conditions. Backups from locations downstream or on the cross street may restrict or prevent movements of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	>80	>50

Source*: Highway Capacity Manual*

3.2 EXISTING MOBILITY SYSTEM

This section describes the existing conditions within the study area in terms of roadway facilities, transit service, and traffic operating conditions.

All the roadway classifications are based on the City's Circulation Element. The key roadways within the study area are described here. The discussion is limited to specific roadways that traverse the study

intersections and serve the project site.

Deana Street is classified as a Local Street. This east-west roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the street with the exception of Thursdays from 7 AM to 12 PM on the north side and 12-5PM on the south side of the street for street sweeping. The speed limit is 30 mph prima facie.

Durfee Avenue is classified as a Collector Street. This north-south roadway provides two travel lanes in each direction as well as a center left turn-lane. On-street parking is generally permitted on both sides of the roadway with the exception of Monday and Thursdays for street sweeping between 3AM-6AM. The posted speed limit is 35 miles per hour.

Gilman Road is classified as a Local Street. This north-south roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the roadway with the exception of Thursdays between 7AM-12PM on the west side of the street and from 12PM-1PM on the east side of the street. The posted speed limit is 25 mph.

Kerrwood Street is classified as a Local Street. This east-west roadway provides one travel lane in each direction. On-street parking is generally permitted on both sides of the street with the exception of Thursdays from 7 AM to 12 PM for street sweeping. The speed limit is 30 mph prima facie.

Ramona Boulevard is classified as a Secondary Arterial Street. This east-west roadway provides two travel lanes in each direction. On-street parking is generally prohibited on both sides of the roadway in the vicinity of the site. The posted speed limit is 35 miles per hour.

Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections.

Transit service is provided within one-quarter mile radius from the proposed project site, which is operated by Foothill Transit. Table 2 summarizes the project study area transit service.

Table 2 – Existing Transit Service

Agency	Line	From	To	Via	Peak Frequency
Foothill Transit	488	El Monte Station	Glendora	Ramona Boulevard	30 Mins
Foothill Transit	190	El Monte Station	Cal Poly Pomona	Ramona Boulevard	15 Mins
City of El Monte	Blue	Trolley Station	Trolley Station	Peck Road, Ramona Boulevard	40 Mins

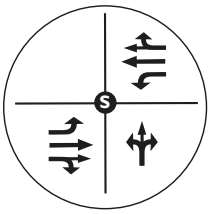
Source: *Foothilltransit.org*

FIGURE 3

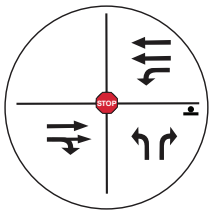
MACLAREN HALL RESIDENTIAL PROJECT

Existing Lane Configurations

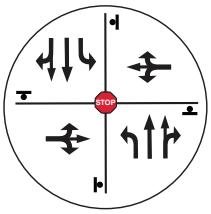
#1) Gilman Road & Ramona Boulevard



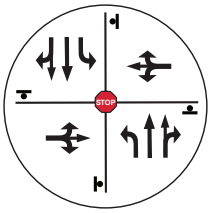
#2) Durfee Avenue & Ramona Boulevard



#3) Durfee Avenue & Kerrwood Street



#4) Durfee Avenue & Deana Street



LANE CONFIGURATION

- Signalized Intersection
- Stop Controlled Intersection
- Intersection Lane Geometry
- Stop Location

3.3 EXISTING CIRCULATION CONDITIONS

Traffic data was compiled from a combination of current year-2022 counts collected in the field by National Data and Surveying Services (NDS).

The traffic counts were conducted at the study intersections on Monday, June 06, 2022 during the peak timeframes of 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM. The day was considered appropriate for counts, as no known atypical traffic conditions existed in the area and local schools were in session.

Fieldwork within the study area was undertaken to identify the condition of key study area roadways, including traffic control and approach lane configurations at each study intersection and on-street parking restrictions.

Based on the intersection lane configurations and the existing traffic volumes, average vehicle delay and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hours for existing conditions. The existing with-project traffic volumes were derived by adding project trips to the existing traffic volumes.

Table 3 provides the operations analysis results for the existing conditions scenario, with vehicle delay in seconds and LOS values at the study intersections.

Table 3 – Existing Intersection Operations

Study Intersections		AM Peak		PM Peak	
		Delay	LOS	Delay	LOS
1	Gilman Dr/ Ramona Blvd	17.1	B	18.6	B
2	Durfee Ave/ Ramona Blvd*	41.9	D	36.5	D
3	Durfee Ave/ Kerrwood St**	10.1	B	8.4	A
4	Durfee Ave/ Deana St**	10.50	B	9.0	A

LOS = Level of Service; HCM delay shown in X.X format.

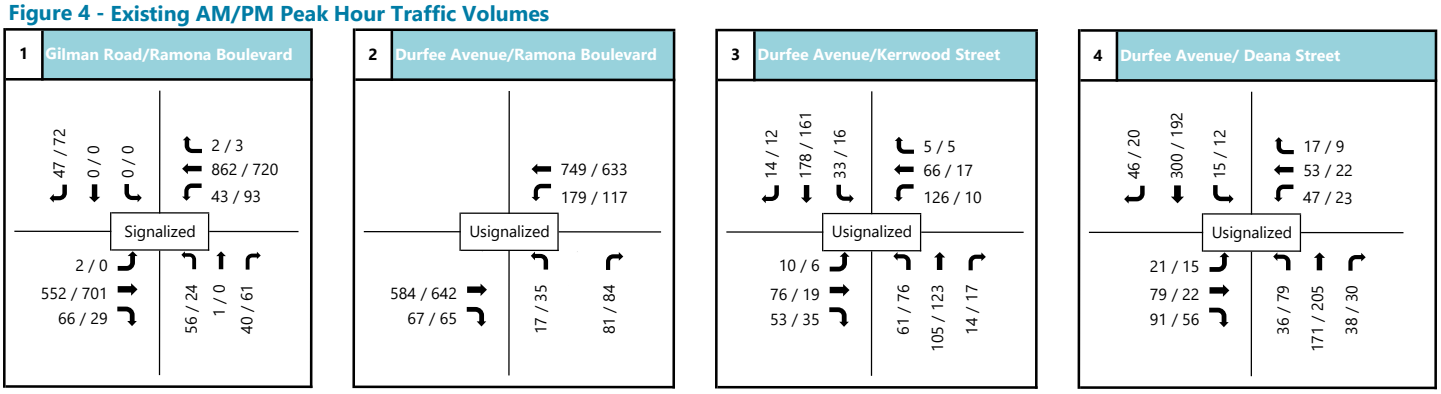
**Two-Way Stop Controlled Intersection- Delay is based on higher approach delay*

*** All-Way Stop Controlled Intersecton - Delay is based on overall intersection delay*

All study intersections currently operate at LOS D or better during the peak hours.

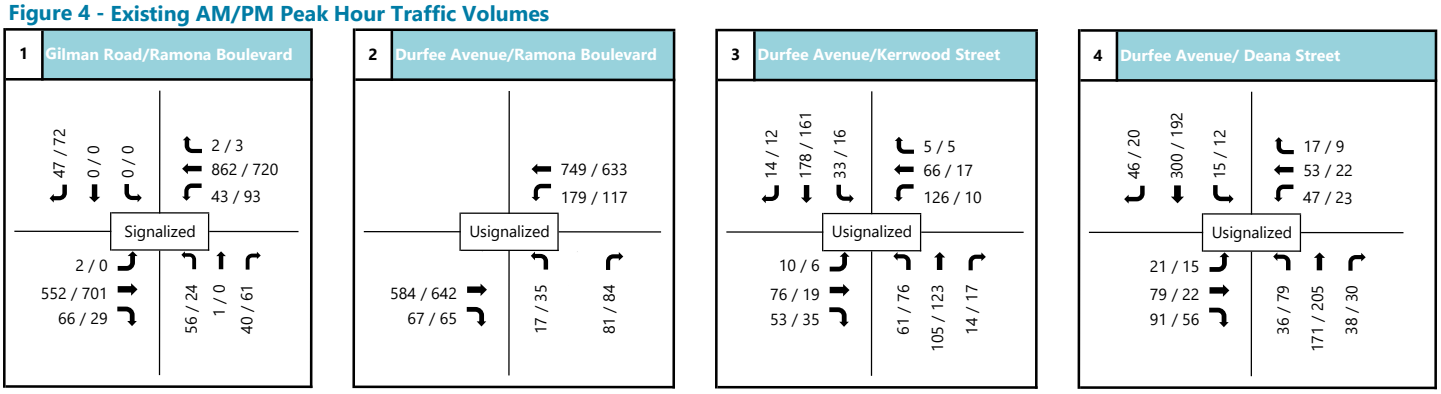
The existing weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated on Figure 4. The traffic count data sheets are provided in Appendix C, and the existing traffic analysis scenario worksheets are provided in Appendix D.

Figure 4 - Existing AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

Figure 4 - Existing AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes

3.4 PROJECT TRAFFIC

This section defines the traffic generated by the proposed project in a three-step process, including trip generation, trip distribution, and trip assignment.

The project land uses were analyzed as 45,900 square feet of medical clinic, 100 units of senior affordable housing and 102 units of family affordable housing, and two dwelling units for managers. Trip generation rates for each land use were applied from *Trip Generation, 11th edition*, published by the Institute of Transportation Engineers (ITE).

A trip generation credit was included for the previous MacLaren Hall site uses that would be replaced by the proposed project, based on the number of employees in those uses as defined by the County of Los Angeles. According to data from the County of Los Angeles Chief Executive Office and the County-wide eHR system, the number of employees that worked at the former uses at the project site within the proposed project footprint were a total of 90. Based on this number of employees, daily trips by employees are at least 180 per day, including inbound AM peak-hour trips and outbound PM peak-hour trips. Applying a conservative peak-hour commute ratio of 33 percent, it is estimated that there are 30 trips each peak-hour. The totals conservatively do not include visitor trips.

The project has specific characteristics that are expected to reduce trips substantially from the totals analyzed, as a result of a highly transit-dependent population and an expected high usage of local transit shuttle routes. The mixed-use Building 3 allows for up to 30 percent of its floor area (approximately 12,000 square feet) to be designated for community-serving facilities, which include Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, Alma Family Services, and Job Training Center. The analysis of project trips is therefore very conservative, as it considered all floor area as medical clinic trip-generating uses.

The total estimated net weekday daily project vehicle trip total is 2,205, as calculated in Table 4. This includes 151 AM peak hour trips and 195 PM peak hour trips.

Table 4 – Project Trip Generation

MacLaren Park				Daily	AM Peak Hour			PM Peak Hour		
				Rates[1]						
ITE Code	Land Use	Intensity	Units	Total	Total	In	Out	Total	In	Out
220	Multifamily Housing (Low-Rise)	-	DU	6.74	0.4	0.24	0.76	0.51	0.63	0.37
223	Affordable Housing (Senior)	-	DU	-	0.18	0.58	0.42	0.09	0.61	0.39
223	Affordable Housing (Family)	-	DU	4.81	0.36	0.29	0.71	0.46	0.59	0.41
630	Medical Clinic	-	KSF	37.6	2.75	0.81	0.19	3.69	0.3	0.7
				Proposed Uses						
220	Multifamily Housing (Low-Rise)	2	DU	13	1	0	1	1	1	0
223	Affordable Housing (Senior)[2]	99	DU	160	18	10	8	9	5	4
223	Affordable Housing (Family)	101	DU	486	36	10	26	46	27	19
630	Medical Clinic	45.9	KSF	1726	126	102	24	169	51	118
				2385	181	122	59	225	84	141
Previous Use - Employee Trip Credit				(180)	(30)	(30)	0	(30)	0	(30)
			Total	**2205**	**151**	**92**	**59**	**195**	**84**	**111**

[1]Source: *ITE Trip Generation Manual 11th Edition*

[2] *Daily Trips for Senior Affordable Housing, for which rates are not defined by ITE, were calculated by applying a peak to daily ratio from the Family Affordable Housing category. The factor to define daily trips from peak hour trips in both the AM and PM is 5.926 (486/36+46), and this was applied to the 27 (18+9) senior affordable housing trips to define the 160 daily trips for that category.*

Project Trip Distribution

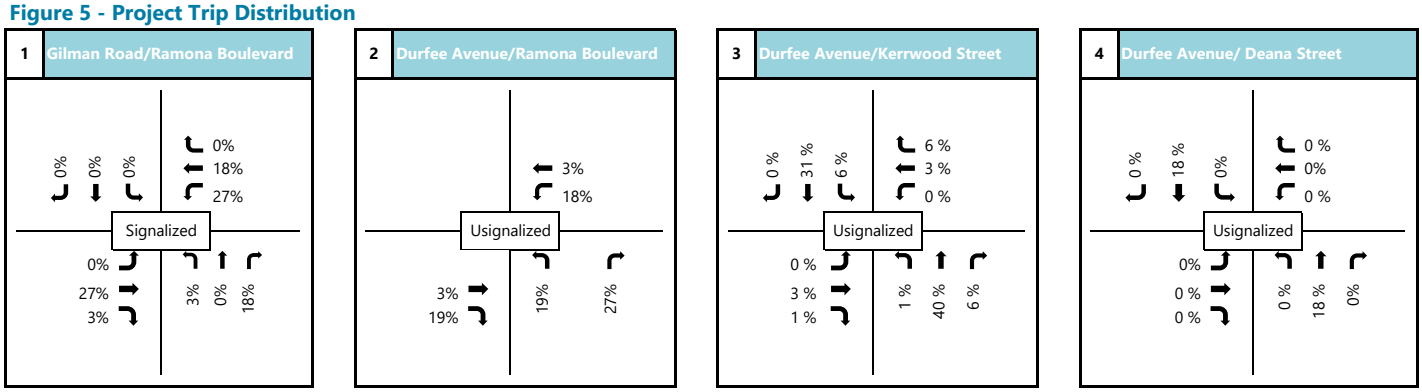
Trip distribution is the process of assigning the directions from which traffic will access the project site. Trip distribution is dependent upon the land use characteristics of the project, the local roadway network, and the general locations of other land uses to which project trips would originate or terminate.

Figure 5 illustrates the trip distribution percentages that were utilized for the project traffic.

Project Trip Assignment

Based on the trip generation and distribution assumptions described above, project traffic was assigned to the roadway system. The peak-hour project trip assignment is illustrated on Figure 6.

Figure 5 - Project Trip Distribution



XX% Project Trip Distribution

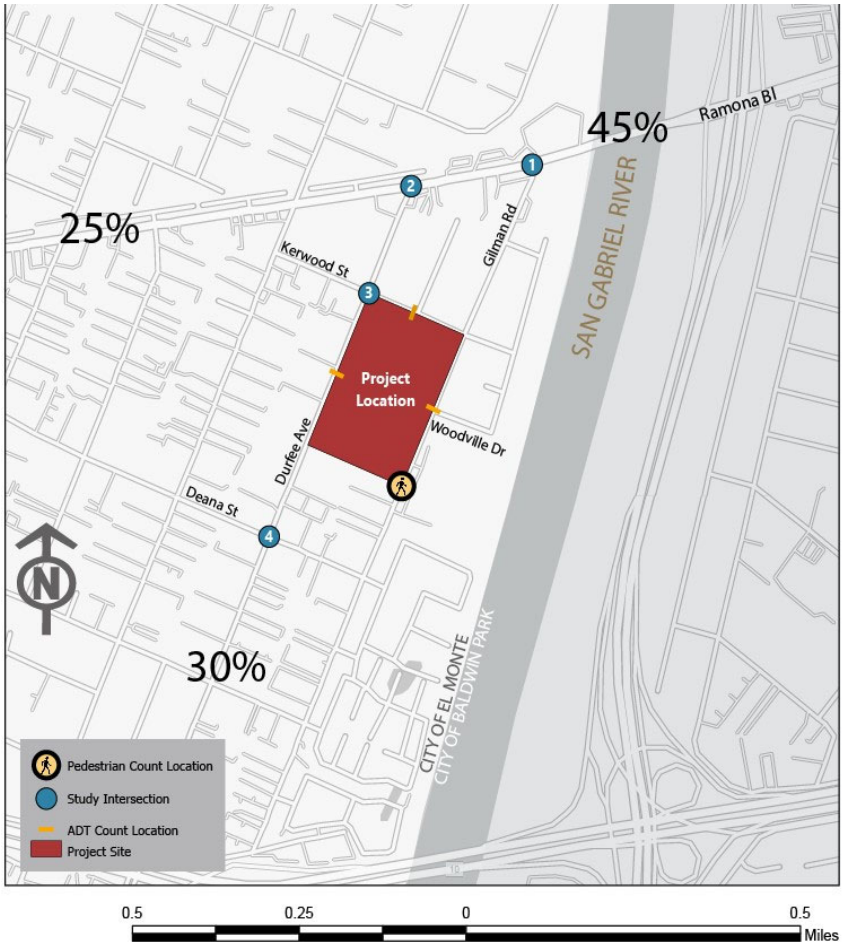
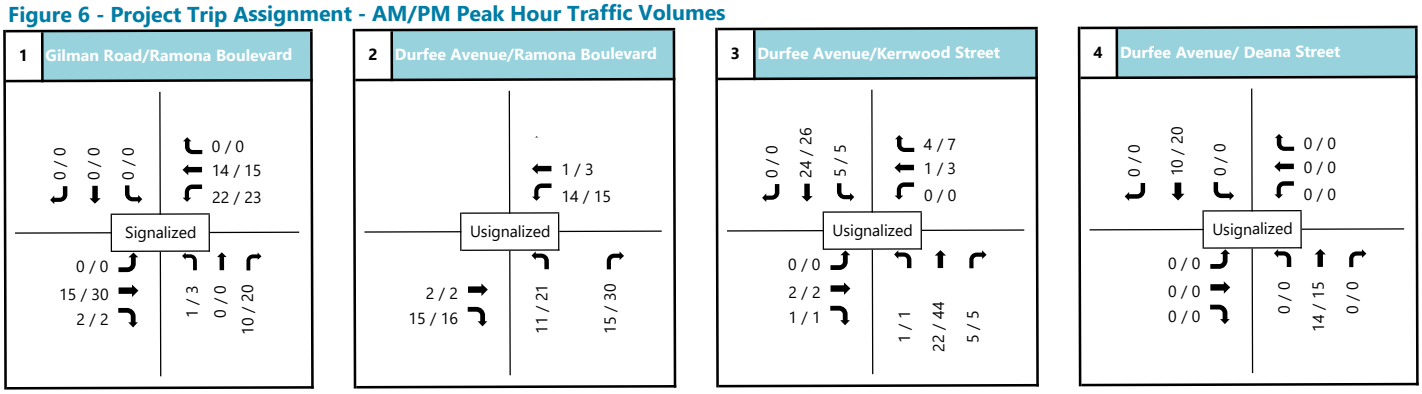
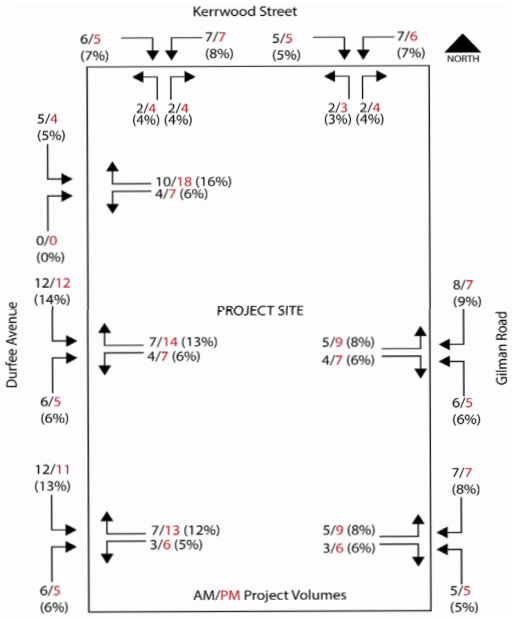


Figure 6 - Project Trip Assignment - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



3.5 EXISTING WITH -PROJECT CONDITIONS

The existing conditions scenario traffic volumes were analyzed with the addition of proposed project trips. Table 5 provides a summary of study intersection operations for existing with-project conditions.

Table 5 – Existing with-Project Intersection Delay and Performance

Study Intersections		Peak Hour	Existing Conditions (2022)		Existing with Project Conditions (2022)		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Gilman Dr/ Ramona Blvd	AM	17.1	B	17.6	B	0.5
		PM	18.6	B	19.5	B	0.9
2	Durfee Ave/ Ramona Blvd*	AM	41.9	D	51.7	D	9.8
		PM	36.5	D	48.6	D	12.1
3	Durfee Ave/ Kerrwood St**	AM	10.1	B	10.3	B	0.2
		PM	8.4	A	8.6	A	0.2
4	Durfee Ave/ Deana St**	AM	10.5	B	10.7	B	0.2
		PM	9.0	A	9.1	A	0.1

LOS = Level of Service; HCM delay shown in X.X format.

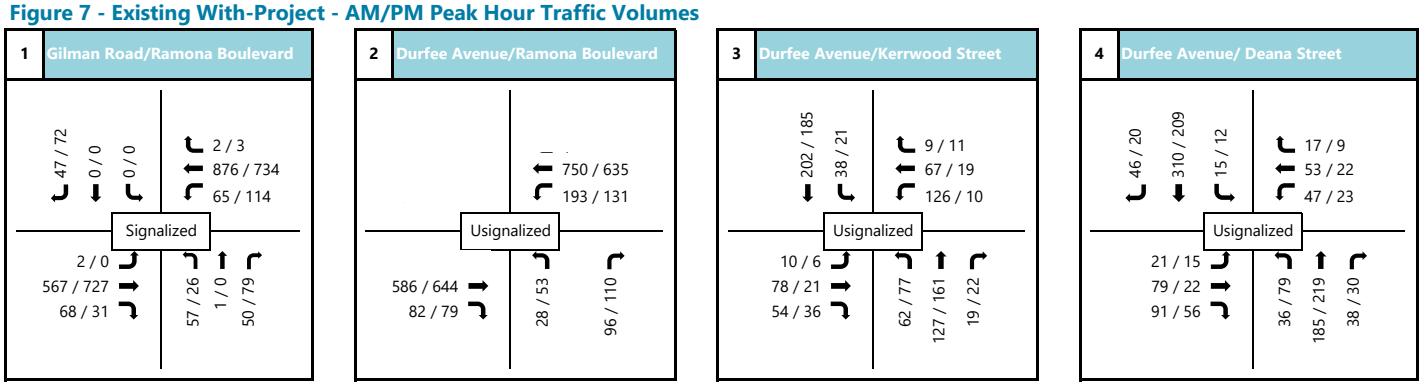
**Two-Way Stop Controlled Intersection- Delay is based on higher approach delay*

*** All-Way Stop Controlled Intersecton - Delay is based on overall intersection delay*

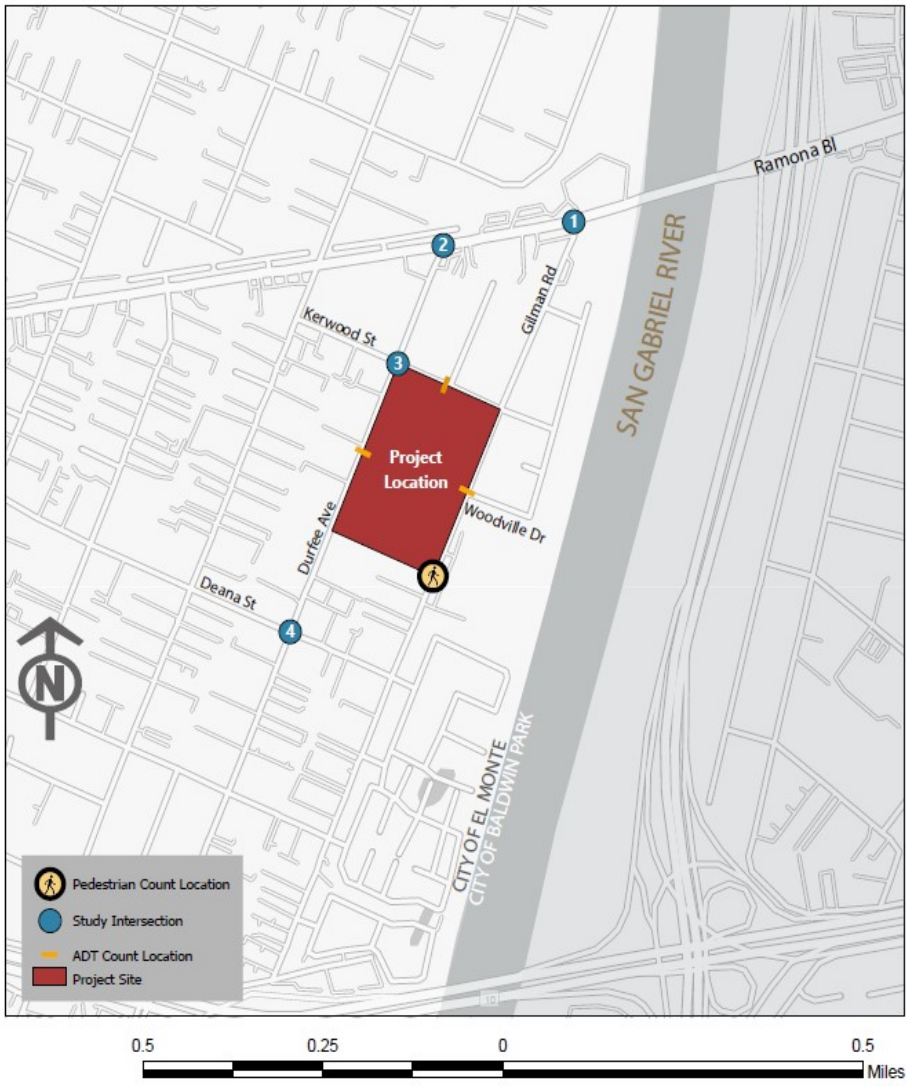
The addition of project traffic to the existing study area volumes is not expected to impact the AM/PM peak LOS values of all the study intersections. However, there are overall delay increases of 9.8 seconds and 12.1 seconds at the Durfee Avenue/Ramona Boulevard intersection.

The existing with-project volumes at the study intersections for the weekday a.m. peak-hour and p.m. peak-hour traffic turning movement volumes are illustrated on Figure 7. The analysis worksheets for this scenario are provided in Appendix E.

Figure 7 - Existing With-Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



3.6 FUTURE CONDITIONS

This section provides an analysis of future traffic conditions in the study area with cumulative/area project trips and background growth added, but without project traffic. The proposed project is anticipated to be completed within the year 2027, and therefore this defined the future analysis year.

Ambient Growth

In order to acknowledge regional population and employment growth outside of the study area, an annual ambient traffic growth rate of one percent was applied to the existing scenario traffic volumes.

Area Projects

Traffic from cumulative area projects (approved and pending developments) was also included in the analysis. The projects were identified during coordination with the City of El Monte. A total of six pending projects within a one-mile radius of the project site were identified for inclusion in the analysis, including the adjacent and separate MacLaren Community Park.

Table 6 provides the trip generation estimates for the area projects. The last project in the list is the separate Community Park project adjacent to the proposed project site. That project has net negative trip totals in most timeframes, due to the credits taken in that project study for the removed MacLaren Hall uses and the former employment levels documented by the County.

The cumulative project locations are illustrated on Figure 8. The area project trip assignment volumes for the AM and PM peak hours are provided on Figure 9.

Table 6 – Area Projects Trip Generation

Cumulative Projects						Daily	AM Peak Hour			PM Peak Hour		
ID	Address	ITE Code	Land Use	Intensity	Units	Total	Total	In	Out	Total	In	Out
1	11730 Ramona Blvd	223	Affordable Housing	38	DU	183	14	4	10	17	10	7
		220	Multifamily Housing	1		7	0	0	0	1	1	0
2	11710-11720 Forest Grove St	220	Multifamily Housing	5	DU	34	2	0	2	3	2	1
3	3937 Peck Road	822	Retail	4	KSF	218	9	5	4	26	13	13
		712	Office	5		72	8	7	1	11	4	7
4	4123-4131 Peck Road	220	Multifamily Housing	14	DU	94	6	1	5	7	4	3
5	4336 Peck Road	822	Retail	9.406	KSF	512	22	13	9	62	31	31
6	4055 Gilman Road [1]	411 & 488	City Park	5.6	Acre	-179	-47	-54	8	-27	23	-50
Total						**941**	**14**	**-24**	**39**	**100**	**88**	**12**

[1] The Trip Generation for this project was defined by the *County of Los Angeles MacLaren Community Park Master Plan - Traffic Review* completed by KOA in September, 2021.

FIGURE 8

MACLAREN HALL RESIDENTIAL PROJECT

Location of Related Projects

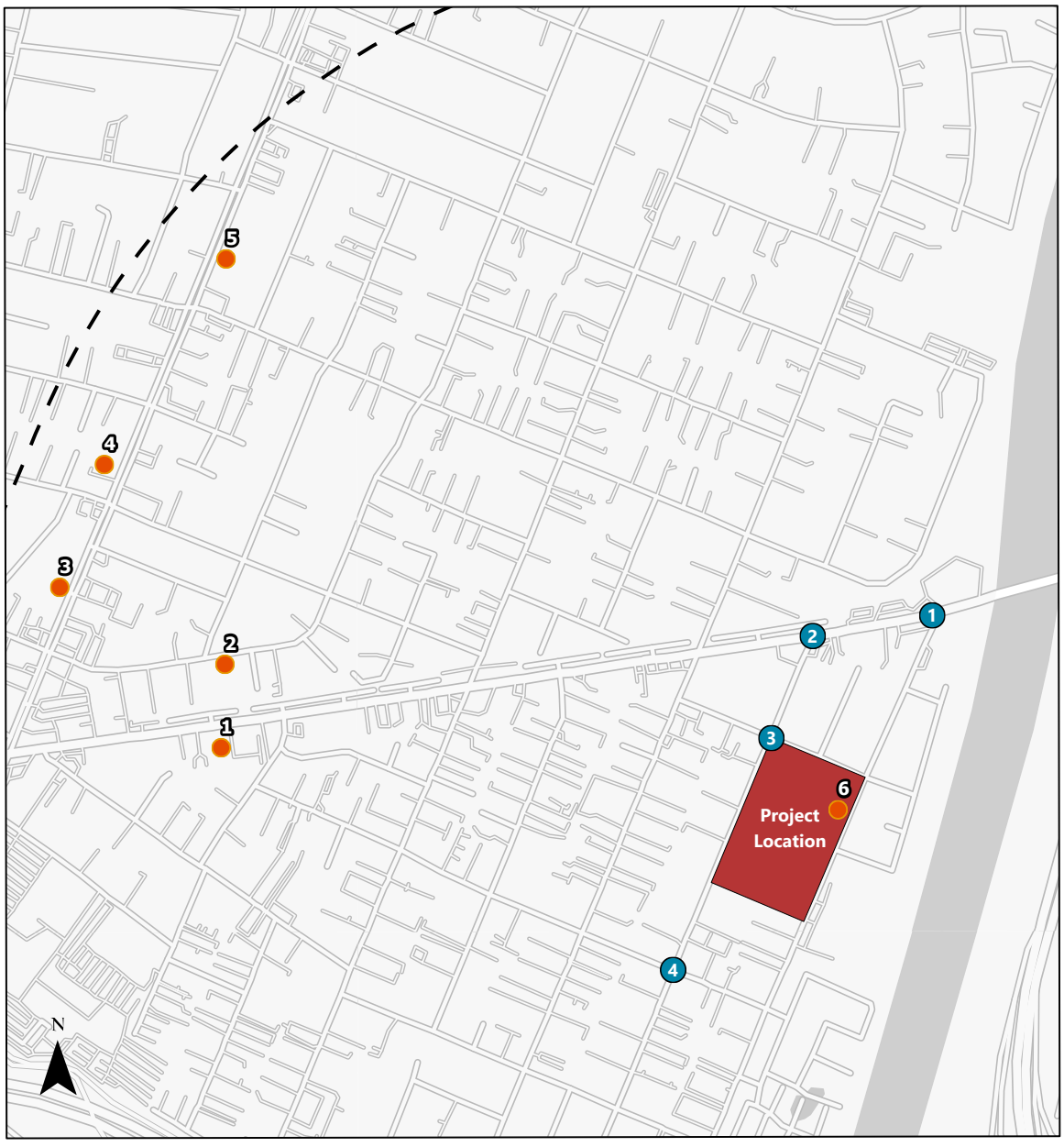
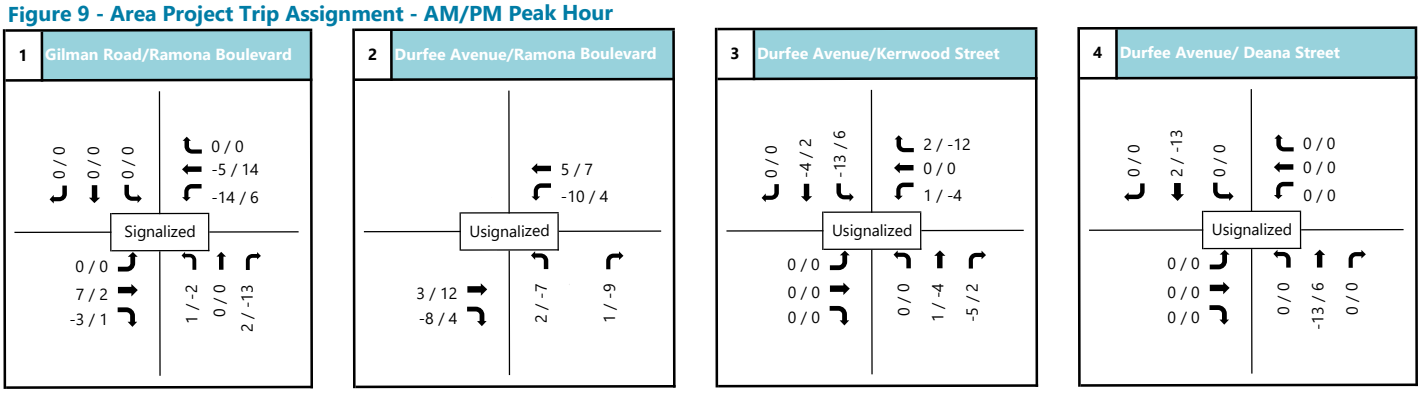


Figure 9 - Area Project Trip Assignment - AM/PM Peak Hour



XX/XX AM /PM Peak Hour Traffic Volumes

Future Conditions without and with Project Traffic

Future baseline traffic volumes for the without-project condition were determined by applying ambient traffic growth and area project traffic volumes to the existing traffic volumes. Under the future with-project scenario, the traffic volumes were derived by adding project trips to the future baseline traffic volumes.

Table 7 provides the results of the vehicle delay in seconds and LOS values at the study intersections for future without-project and future with-project conditions.

Table 7 – Future Intersection Delay and Performance

Study Intersections		Peak Hour	Future (2027) Without Project		Future (2027) with Project		Change in Delay
			Delay in Sec.	LOS	Delay in Sec.	LOS	
1	Gilman Dr/ Ramona Blvd	AM	17.7	B	18.2	B	0.5
		PM	18.7	B	19.6	B	0.9
2	Durfee Ave/ Ramona Blvd*	AM	54.7	D	73.8	E	19.1
		PM	49.0	D	73.2	E	24.2
3	Durfee Ave/ Kerrwood St**	AM	10.5	B	10.8	B	0.3
		PM	8.5	A	8.7	A	0.2
4	Durfee Ave/ Deana St**	AM	11.2	B	11.3	B	0.1
		PM	9.2	A	9.3	A	0.1

LOS = Level of Service; HCM delay shown in X.X format.

**Two-Way Stop Controlled Intersection- Delay is based on higher approach delay*

*** All-Way Stop Controlled Intersecton - Delay is based on overall intersection delay*

Most of the study intersections will continue to operate similarly to operations analyzed for the existing with-project conditions scenario.

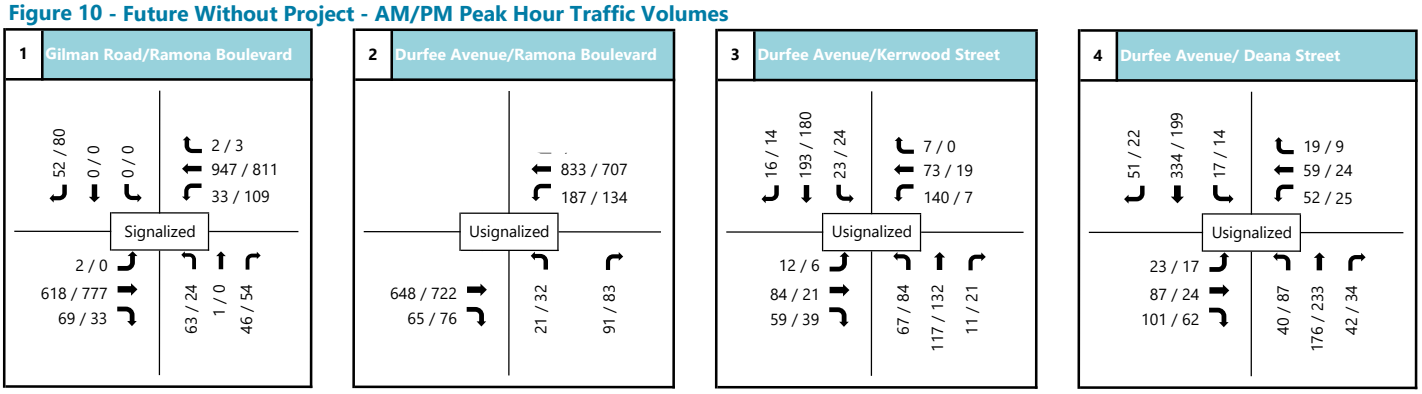
The intersection of Durfee Avenue and Ramona Boulevard is expected to worsen in level of service from D to E due to the project, with an increase in average approach delay to 73.8 seconds during the AM and to 73.2 seconds during the PM peak hour period. This increased delay is at the stop-sign controlled approach of Durfee Avenue at this location.

The Durfee Avenue/Ramona Boulevard is deficient in terms of LOS with project traffic. Traffic signal warrants for this intersection are discussed at the end of this section, along with improvement recommendations. The other three study intersections do not have deficient LOS under this analysis scenario.

The Future without-project traffic volumes for the weekday a.m. and p.m. peak hours are illustrated on Figure 10. The Future without-project traffic analysis worksheets for this scenario are provided in Appendix F.

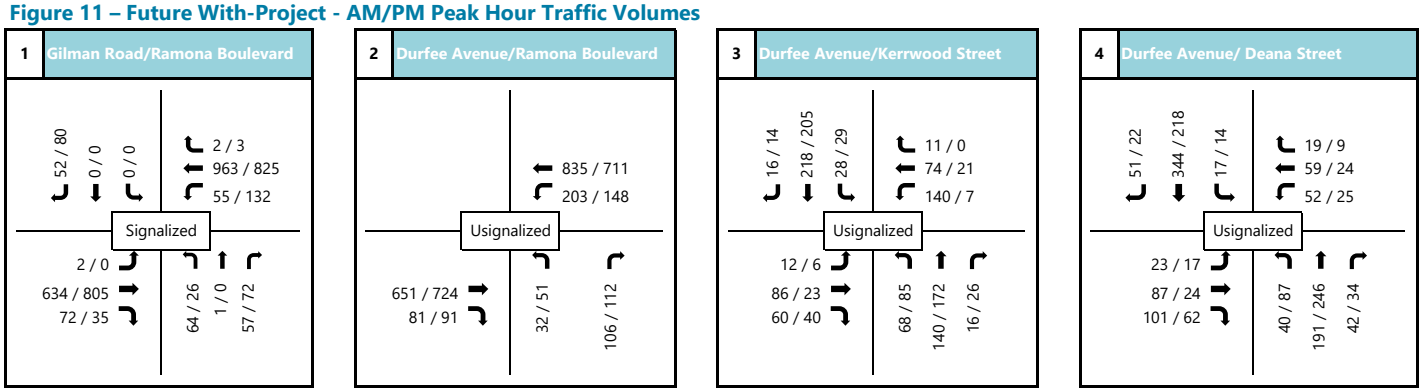
The Future with-project traffic volumes for the weekday a.m. and p.m. peak-hour volumes are illustrated in Figure 11. The analysis worksheets for this scenario are provided in Appendix G.

Figure 10 - Future Without Project - AM/PM Peak Hour Traffic Volumes

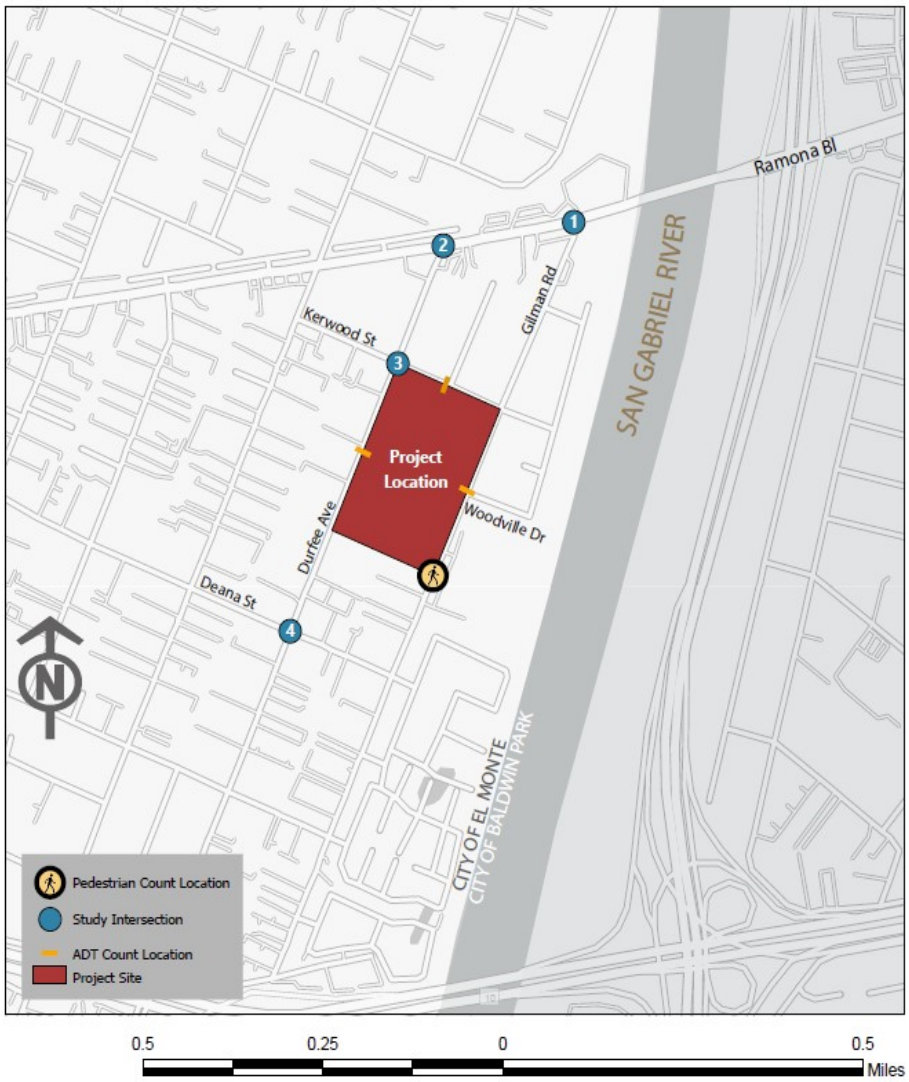


XX/XX AM /PM Peak Hour Traffic Volumes

Figure 11 – Future With-Project - AM/PM Peak Hour Traffic Volumes



XX/XX AM /PM Peak Hour Traffic Volumes



Traffic Signal Warrant

A traffic signal warrant was conducted at the intersection of Durfee Avenue and Ramona Boulevard. This intersection meets the applied Manual for Uniform Traffic Control Devices (MUTCD) traffic signal warrant standards for peak-hour volumes, based on the scenario volumes and number of approach lanes. The warrant is met under future conditions both with and without the proposed project.

The proposed project does not cause the signal warrant to be met, but the LOS at this intersection is worsened to a value of E by the project. A fair-share financial contribution by the project toward future signalization of the intersection is recommended. Table 8 provides the fair-share calculations based on vehicle volumes. The project volume share of volumes is 27.7 percent and 33.3 percent for the two peak hours. The fair-share amount was calculated using the following formula:

$$Fair\ Share = \frac{\text{Future with Project Volumes} - \text{Existing Volumes}}{\text{Project Trips}} \text{ x } 100$$

Table 8 – Fair-Share Proportion of Project Traffic – Durfee Avenue and Ramona Boulevard Intersection

Volumes Basis	AM	PM	Combined AM/PM
Future with Project Volumes	1,908	1,837	3,745
Existing Volumes	1,677	1,576	3,253
Project Trips	64	87	151
Project Trips Proportion	27.7%	33.3%	30.7%

The signal warrant analysis worksheets are provided in Appendix H.

3.7 PARKING ANALYSIS

Project Site Parking Supply

A total of 382 off-street vehicle parking spaces would be provided across the project site and the adjacent County parcel. The Esperanza Village site and the mixed-use Building 3 will have 321 spaces out of this total supply, and 61 surface parking spaces would be allocated to the adjacent Community Park, as follows:

- 181 spaces for the residential buildings
    - 64 spaces for the affordable units, 63 spaces for the senior units, and 4 spaces for the manager units, with 50 surplus spaces
    - 103 spaces for Building 1 and 52 spaces for Building 2 at the project site (circulation/common area parcel)
    - 13 spaces for Building 1 and 13 spaces for Building 2 at the County parcel
- 61 spaces for mixed-use Building 3 at the project site (circulation/common area parcel)
- 79 spaces for mixed-use Building 3 at the County parcel
- 61 public spaces for Community Park at the County parcel

The surface parking areas in circulation and common area parcel would have a total of 216 parking spaces, of which 103 spaces would be allocated to Building 1, 52 spaces would be allocated to Building 2, and 61 spaces would be allocated to Building 3.

County related parcel would be developed with 166 surface parking spaces including 61 spaces for use by the adjacent park, 13 spaces to be used by residents and visitors to Building 1, 13 spaces to be used by residents and visitors to Building 2 and 79 spaces to be used by residents and visitors to the 2nd Floor of Building 3.

Table 9 provides a summary of the parking requirements for the project site uses, based on the City of El Monte Municipal Code. Based on the proposed site uses and these requirements, the total maximum required supply would be 321 spaces. The project site plan provides for 382 parking spaces, providing a surplus over the Code requirements. Community Park use would peak outside of the daily operational hours for Building 3, and that surface parking in the County parcel is therefore shared between the two uses.

Table 9 – Project Parking Summary

Land Use	Size	Parking Requirement	Total Spaces Required
Affordable Housing - Extremely Low/Low Income	101 units	0.5 space/unit, 1 guest space for each 8 units	51 + 13 or 64
Affordable Housing - Senior	99 units	0.5 spaces/unit, 1 guest space for each 8 units	50 + 13 or 63
Manager Units	2 units	2 spaces/unit under 1,200 sq.ft. area	4
Building 3			
Health Center - Office	19.6 KSF	1 space/350 sq.ft	56
Health Center - Exam Rooms	400 SF (4 exam rooms)	1 space/room	4
County Offices	17.5 KSF	1 space/250 sf for first 20,000 sf.ft	70
Job Training Center	12 students max 4 employees max	1 space/2 students 1 space/employee	10
		Totals:	**271**
		Supply Provided:	**382**

In addition to the parking supply proposed within the project site, diagonal parking spaces could potentially be provided along the Durfee Avenue. The feasibility of providing this additional on-street parking adjacent to the project site is reviewed later within this report section.

On-Street Parking Existing Demand

Hourly parking occupancy surveys were conducted on two roadways adjacent to the site (west side of site and north side of site), on a weekday and a weekend day, during the 8:00 AM to 8:00 PM timeframes.

The locations were the following:

- Durfee Avenue, along the project frontage side of the street
- Kerrwood Street from Durfee Ave to Gilman Road (both sides of the street)

Table 10 provides a summary of parking demand at the analyzed locations for the weekend survey day of Saturday, June 4, 2022. The supply in number of spaces for each roadway segment is shown at the top of the table. The demand or occupancy in number of vehicles parked is shown by hour in the remaining rows of the table. The following are the highest periods of occupancy on the weekend:

- Durfee Avenue, east side – 7 percent occupied during the 11:00 AM and 12:00 PM hours
- Kerrwood Street, south side – 31 percent occupied during the 8:00 AM hour
- Kerrwood Street, south side – 57 percent occupied during the 8:00 AM, 9:00 AM, 12:00 PM, and 5:00 PM hours

The occupancy of the three corridors is highest on the north side of Kerrwood Street, which is directly adjacent to residential uses.

Table 10 – Weekend Parking Study Data

Restriction	Durfee Ave, East Side		Kerrwood St, South Side		Kerrwood St, North Side	
	From: South End of Project Site	*To:* Kerrwood St	*From:* Durfee Ave	*To:* Gilman Rd	*From:* Gilman Rd	*To:* Durfee Ave
	No Restriction		No Parking Thursday 12nn-5pm Street Sweeping		No Parking Thursday 7am-12nn Street Sweeping	
Spaces	**46**		**26**		**16**	
8:00 AM	2		8		9	
9:00 AM	2		4		9	
10:00 AM	2		5		1	
11:00 AM	3		6		1	
12:00 PM	3		4		9	
1:00 PM	1		4		7	
2:00 PM	2		3		7	
3:00 PM	2		7		8	
4:00 PM	2		7		7	
5:00 PM	2		5		9	
6:00 PM	2		2		8	
7:00 PM	1		2		8	

Table 11 provides a summary of parking demand at the analyzed locations for the weekend survey day of Monday, June 6, 2022, in the same format as Table 9. The following are the highest periods of occupancy on the weekday:

- Durfee Avenue, east side – 2 percent occupied during the 8:00 AM, 10:00 AM., and 3:00 PM to 6:00 PM hours.
- Kerrwood Street, south side – 34 percent occupied during the 8:00 AM hour
- Kerrwood Street, south side – 43 percent occupied during the 8:00 AM, 9:00 AM, 11:00 AM, 2:00 PM, and 7:00 PM hours.

The occupancy of the three corridors remains highest on the north side of Kerrwood Street on weekdays, similar to weekend demand.

Table 11 – Weekday Parking Study Data

Restriction	Durfee Ave, East Side		Kerrwood St, South Side		Kerrwood St, North Side	
	From: South End of Project Site	*To:* Kerrwood St	*From:* Durfee Ave	*To:* Gilman Rd	*From:* Gilman Rd	*To:* Durfee Ave
	No Restriction		No Parking Thursday 12nn-5pm Street Sweeping		No Parking Thursday 7am-12nn Street Sweeping	
Spaces	**46**		**26**		**16**	
8:00 AM	1		9		7	
9:00 AM	0		8		7	
10:00 AM	1		7		6	
11:00 AM	0		8		7	
12:00 PM	0		8		5	
1:00 PM	0		8		6	
2:00 PM	0		7		7	
3:00 PM	1		8		5	
4:00 PM	1		7		6	
5:00 PM	1		8		6	
6:00 PM	1		7		6	
7:00 PM	0		6		7	

In general, in both the weekend and weekday periods, on-street parking on these roadway segment locations is half-occupied or less during all daylight hours. Therefore, additional on-street parking is unnecessary.

On-Street Parking Supply

Originally, the project developer intended to introduce diagonal parking on nearby roads to increase the site's parking capacity. However, the decision not to proceed with diagonal parking was made because the existing parking meets Code requirements and there is already sufficient off-street parking available.

3.8 ACCESS AND CIRCULATION ANALYSIS

The project site will be accessed by vehicles via seven proposed driveways. Pedestrians will be able to access the site via multiple access points on all site frontages. Three driveways on Durfee Avenue, two driveways on Kerrwood Street adjacent to the park use, and two driveways on Gilman Road.

The residential and mixed-use parking areas will be accessible via the Durfee Avenue and Gilman Road driveways, and internal roadways will provide access to the parking areas within the two residential buildings. Building 3 will share access with the residential buildings. The separate Community Park will have a separate circulation route and access points on Kerrwood Street and Durfee Avenue. Signage within the residential parking areas and the parking area for Building 3 will define designations of the parking areas by use, and use by park patrons will be prohibited via signage in these areas as well.

Driveways are adequately spaced along the site and there are no congestion issues that are expected to occur due to site vehicular ingress and egress activity. The southern project driveway on Gilman Road, to the south of Building 1, could create conflicts with the pick-up/drop-off driveways of Twin Lakes Elementary School on the east side of the roadway. The entrance driveway for the school pick-up/drop-off area would be roughly aligned with this southern site driveway, and the exit driveway for the pick-up/drop-off area would be located to the north of this site driveway. The establishment of prohibited left-turn movements into and out of the southern site driveway at this location is recommended, thru installation of regulatory signage for site outbound traffic and northbound traffic on Gilman Road to indicate that these left-turn outbound movements are prohibited, which would remove most conflicts.

This turning prohibition would be enforceable as part of Police traffic operations. Other potential measures may be considered during final review with the City, including potential physical designs of the driveway to restrict the related turning movements.

Right turn movements from the southern project driveway on Gilman Road would take place to the north of the nearby mid-block crosswalk location. Drivers would have clear visibility of the crosswalk while making this turning movement.

A pick-up/drop-off area for the separate but adjacent park use has been designated within the Project site, in the County parcel. Pick-up/drop-off operations would not conflict with adjacent roadway travel lanes, as this designated area is located within the development site. Access to this drop-off area would be possible through driveways on either Durfee Avenue or Gilman Road. This area would allow for loading and unloading of park users adjacent to the park without the use of parking spaces.

Pedestrian access to the site from Gilman Road and Durfee Avenue would be provided through proposed sidewalks that continue to the site residential buildings. Access to the park would also be provided via the on-site sidewalks.

Mid-Block Crosswalk Analysis

A pedestrian volume analysis was conducted at the Gilman Road mid-block crosswalk, located between the south end of the project site frontage and the frontage of Twin Lakes Elementary School. Pedestrian and bicycle volume counts were conducted on Monday June 6, 2022, during peak hours that overlapped the elementary school ingress and egress times.

The volumes are summarized in Table 12, in 15-minute increments by direction for the AM and PM peak hours when data was collected. The highest periods of pedestrian volumes are in the 8:00 AM to 8:15 PM period when 66 pedestrians crossed in an eastbound direction towards the school, and in the 2:45 PM to 3:00 PM period when 142 pedestrians crossed in a westbound direction away from the school. No bicyclists used this crossing location.

Table 12 – Gilman Road Mid-Block Crosswalk Pedestrian Volumes

TIME	Crosswalk Peds		TOTAL
	Going East	Going West	
7:30 AM	4	2	***6***
7:45 AM	52	3	***55***
8:00 AM	66	5	***71***
8:15 AM	24	1	***25***
2:40 PM	0	19	***19***
2:45 PM	2	142	***144***
3:00 PM	0	4	***4***
3:15 PM	0	0	***0***
3:30 PM	0	5	***5***
Totals	***148***	***181***	***329***

The mid-block crosswalk location on Gilman Road, adjacent to the project site and the Twin Lakes Elementary School, is signed and striped, and stop signs provide control for approaching vehicles in the northbound and southbound directions.

The developer of the proposed project is pursuing with the school district an access route through the school campus to provide a link to the San Gabriel River Trail. It is recommended that the proposed project provide improvements at the current mid-block crosswalk, including restriping the crosswalk with high visibility striping and replacing the warning and stop signs with new signs to improve visibility. These improvements should be designed, approved, and implemented to the satisfaction of the City Engineer. Other potential future improvements will be evaluated with the City before implementation of these improvements. The location will also be evaluated as part of the separate neighborhood traffic management plan.

Local Roadway Volumes Analysis

Gilman Road, a local roadway, will provide access between the project site and Ramona Boulevard to the north, the nearest arterial to the project site. Gilman Road borders the Project site on the east. Other roadways including Durfee Avenue and Kerrwood Street would provide access to other regional routes in other directions. The project is not expected to add a level of vehicle trips to the analyzed roadway segments that would cause deterioration to poor levels of service.

A volume and level of service analysis was completed for the study roadway segments, including project trip generation effects, as summarized in Table 13. The 24-hour traffic counts were conducted at the study roadway segments on Monday, June 6, 2022. Volume increases on the roadway segments would range from 19 percent to 33 percent (with this highest percent occurring on Gilman Road), but LOS values with the proposed project would be at LOS A based on the applied capacities and analyzed volumes. The project would not reduce the number of travel lanes on any of the analyzed roadways.

There would not be any significant circulation effects at the roadway segments due to the proposed project, based on this analysis.

Table 13 – Study Roadway Segment Analysis

ID	Segment	Classification	Lanes	Existing ADT	Capacity Per Lane	Total Capacity	Existing V/C Ratio	Existing LOS	With Project Trips Added	With Project ADT	With Project V/C Ratio	With Project LOS	% increase
1	Kerrwood Street	Local	2	1,864	2,500	5,000	0.373	A	507	2,371	0.474	A	27%
2	Durfee Avenue	Collector	4	6,033	5,000	20,000	0.302	A	1,130	7,163	0.358	A	19%
3	Gilman Road (S/O Woodville Dr)	Local	2	1,891	2,500	5,000	0.378	A	623	2,514	0.503	A	33%
4	Gilman Road (S/O Ramona Blvd)	Local	2	2,335	2,500	5,000	0.467	A	552	2,887	0.577	A	24%

Local Roadway Speeds Analysis

Vehicle speeds were collected at the four study roadway segments by automatic measuring equipment, during collection of the 24-hour volume counts. This analysis was conducted as defined in the study scoping document, to determine if adjacent roadway speeds are high and if traffic calming measures might be necessary. Speed measurements were made during periods of free-flowing traffic on normal weekdays with dry pavement conditions on one weekday. The following speed data was calculated from the collected data:

- Average Speed – This speed represents the arithmetic average of all speeds recorded at the location.

- Critical Speed – This speed, also known as the 85th percentile speed, is the speed at or below which 85 percent of the traffic was observed. This value is the primary guide in establishing the speed limit as this value represents the top speed of most safe and reasonable motorists. In the absence of other factors such as a high collision rate, speed limits are usually established within a range of 5 miles per hour less than this speed.

- Pace – This is the 10 mile per hour speed range that contains the largest number of vehicles that were observed. The pace provides a measure of the dispersion of speeds within the sample surveyed. In the absence of other factors such as a high collision rate, speed limits are usually established within the 10 miles per hour speed range in the pace.

Posted speed guidelines established by the State of California were reviewed to determine if the posted speed limits are appropriate and if average vehicle speeds are in compliance. The following are the analysis summaries for each of the locations.

Kerrwood Street West of Bannister Avenue

Kerrwood Street is a two-lane residential roadway at the north frontage of the project site. Parking is permitted on both sides of the roadway. There is no posted speed limit, and therefore, the 25 MPH prima facie speed applies.

Speeds measured include an average speed of 24 MPH, a 10 MPH pace from 20 through 29, and a critical speed of 30 MPH. The speed limit on Kerrwood Street is consistent with California Vehicle Code guidelines. Excessive speeding is not observed at this location as the pace speed is 5 MPH above the speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

Durfee Avenue South of Kerrwood Street

This segment of Durfee Avenue is a four-lane north-south roadway on the west side of the project site. The posted speed limit is 35 MPH. This segment of roadway has few driveways or access points.

Speeds measured include an average of 39 MPH, a 10 MPH pace from 35 through 44, and a critical speed of 45 MPH.

The speed limit on Durfee Avenue is not consistent with California Vehicle Code guidelines. Excessive speeding is observed at this location by 10 MPH. This major roadway is adjacent to residential uses and the west side of the project site. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

Gilman Road South of Woodville Drive

This segment of Gilman Road is a two-lane north-south local roadway, located at the east frontage of the project site. Parking is permitted on both sides of the roadway with the exception of Thursdays for street sweeping from 7:00AM to 12:00PM on the west side of the street and on Thursdays from 12:00PM to 5:00PM on the east side of the street. There is a posted speed limit of 25 MPH.

Speeds measured include an average of 24 MPH, a 10 MPH pace from 20 through 29, and a critical speed of 31 MPH.

The critical speed on Gilman Road is 6 MPH higher than the posted speed limit. As this location has a pace speed that exceeds the posted speed limit. This local roadway is adjacent to the east frontage of the project site and is adjacent to Twin Lake Elementary School. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

Gilman Road South of Ramona Boulevard

This segment of Gilman Road is a two-lane north-south local roadway on the east frontage of the project site. Parking is permitted on the west side of the roadway and on the east side it is generally prohibited during school days from 7:30AM to 8:00AM, from 1:00PM to 3:00PM, and from 12:00PM to 1:00PM for street sweeping on Thursdays. There is a posted speed limit of 25MPH.

Speeds measured include an average of 23 MPH, a 10 MPH pace from 20 through 29, and a critical speed of 30 MPH.

The critical speed on Gilman Road south of Ramona Boulevard is 5 MPH higher than the posted speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

The higher identified speeds on Durfee Avenue and Gilman Road have defined the need for a neighborhood traffic management plan. The study would be funded by the proposed project, and any final recommended neighborhood roadway improvements would be funded by the proposed project. Development of the plan will include the following efforts.

- A review of conditions on the two impacted roadways in the vicinity of the project site
- Development of potential solutions to high vehicle speeds in a toolbox or menu of improvements
- Conduct a first public meeting of local neighborhood residents to discuss the plan framework, issues, roadway characteristics, and the range of potential solutions.
- Generate recommended solutions, including options for each roadway
- Conduct a second public meeting to review solutions and options, and receive input on preferred solutions
- Provide a method for voting for the desired option amongst residents – through a mailer or in-meeting voting if feasible
- Conduct a third public meeting to discuss the final chosen options and implementation

An agreement will be entered into with the City by the project applicant for the completion of the neighborhood traffic management plan, with a schedule for completion and implementation to be determined as part of the agreement.

4. IMPACTS AND EFFECTS CONCLUSIONS

The project impact determinations are as follows, based on the analysis conducted and the application of the City of El Monte traffic impact guidelines:

CEQA and VMT Analysis

The project (California Environmental Quality Act) CEQA transportation impact determinations are as follows:

- The application of the project land uses to the San Gabriel Valley Council of Governments Vehicle Miles Traveled (VMT) Tool indicates that both the proposed residential and non-residential uses of the project can be screened from VMT analysis and be assumed to have a less than significant impact. The VMT impact standard of the City of El Monte is a threshold that is 15 percent below the local average.

- The project residential VMT value at 13.3 would be lower than the required 15 percent reduction from the area baseline value of 15.7 (with the maximum resulting threshold at 13.35). The project residential uses pass the low VMT screening.

- The project non-residential VMT value at 23.0 would be lower than the required 15 percent reduction from the area baseline value of 34.9 (with the maximum resulting threshold at 29.67). The project non-residential uses pass the low VMT screening.

- All of the proposed project uses can be screened from further analysis of VMT. A less than significant transportation impact under CEQA would occur due to the project.

Local Area Circulation Effects

- The project would generate a net total of 2,205 daily net trips, including 151 vehicle trips during the weekday a.m. peak hour and 195 vehicle trips during the weekday p.m. peak hour.

- The project has specific characteristics that are expected to reduce trips substantially from the totals analyzed, as a result of a highly transit-dependent population and an expected high usage of local transit shuttle routes. The mixed-use County Building 3 allows for up to 30 percent of its floor area (approximately 12,000 square feet) to be designated for community-serving facilities, which include Department of Child and Family Services (DCFS) Transitional Age Youth (TAY) resource center, Alma Family Services, and Job Training Center. The analysis of project trips is therefore very conservative, as it considered all floor area as medical clinic trip-generating uses.

- Local circulation effects were analyzed at four study intersections and four roadway segments.

- Most of the intersections would operate at good Level of Service (LOS) values of A or B. The Durfee Avenue/Ramona Boulevard intersection would maintain in operations at LOS D under existing conditions with the project, while it would operate at LOS E under future conditions with the project.

This delay occurs at the stop-sign controlled approach of Durfee Avenue at the intersection.

- A traffic signal warrant was conducted at the intersection of Durfee Avenue and Ramona Boulevard. This intersection meets the applied traffic signal warrant standards for peak-hour volumes, under future conditions both with and without the proposed project.

- The proposed project does not cause the signal warrant to be met at Durfee Avenue and Ramona Boulevard, but the LOS at this intersection is worsened to a value of E by the project. A fair-share financial contribution by the project toward future signalization of the intersection is recommended. The project volume share of volumes is 3.4 percent and 4.7 percent for the two peak hours.

- At the four study roadway segments, volume increases on the roadway segments would range from 19 percent to 33 percent (with this highest percent occurring on Gilman Road), but LOS values with the proposed project would be at LOS A based on the applied capacities and analyzed volumes. There would not be any significant circulation effects at the roadway segments due to the proposed project.

Parking Analysis

- Based on the proposed site uses and these requirements, the total required supply would be 321 spaces. The project site plan provides for 382 parking spaces, providing a surplus over Code requirements. Sharing of parking between uses will be defined as needed during final site plan review by the City, although reserved and/or gated parking is not planned to be established for any site uses.

- Hourly parking occupancy surveys were conducted on two roadways adjacent to the site on a weekday and a weekend day, during the 8:00 AM to 8:00 PM timeframes.

- The parking survey conducted at the roadway segments adjacent to the site in both the weekend and weekday periods, on-street parking on these roadway segment locations is half-occupied or less during all daylight hours.

- Originally, the project developer intended to introduce diagonal parking on nearby roads to increase the site's parking capacity. However, the decision not to proceed with diagonal parking was made because the existing parking meets Code requirements and there is already sufficient off-street parking available.

Circulation and Access Analysis

- The southern project driveway on Gilman Road, to the south of Building 1, could create conflicts with the pick-up/drop-off driveways of Twin Lakes Elementary School on the east side of the roadway. The entrance driveway for the school pick-up/drop-off area would be roughly aligned with this southern site driveway, and the exit driveway for the pick-up/drop-off area would be located to the north of this site driveway.

- The establishment of prohibited left-turn movements into and out of the southern site driveway at this location is recommended, thru installation of regulatory signage for site outbound traffic and

northbound traffic on Gilman Road to indicate that these left-turn outbound movements are prohibited, which would remove most conflicts.

- The mid-block crosswalk location on Gilman Road, adjacent to the project site and the Twin Lakes Elementary School, is signed and striped and stop signs provide control for approaching vehicles in the northbound and southbound directions.

- The developer of the proposed project is interested in pursuing an access route through the school campus to provide a link to the San Gabriel River Trail. It is recommended that the proposed project provide improvements at the current mid-block crosswalk, including upgrading the crosswalk striping and warning and stop signs to improve visibility. These improvements should be designed, approved, and implemented to the satisfaction of the City Engineer. Other improvements at this location may be defined by the separate neighborhood traffic management plan.

Study Roadway Segment Speeds

- Vehicle speeds were collected at the four study roadway segments by automatic measuring equipment, during collection of the 24-hour volume counts. This analysis was conducted as defined in the study scoping document, to determine if adjacent roadway speeds are high and if traffic calming measures might be necessary.

- On Kerrwood Street west of Bannister Avenue, excessive speeding is not observed at this location as the pace speed is 5 MPH above the speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

- On Durfee Avenue south of Kerrwood Street, excessive speeding is observed at this location, at 10 MPH over the posted speed. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

- On Gilman Road south of Woodville Drive, the critical speed on Gilman Road is 6 MPH higher than the posted speed limit. It is recommended that the project fund a local neighborhood study including public outreach to define traffic-calming measures to be implemented at this location by project opening.

- On Gilman Road south of Ramona Boulevard, the critical speed on Gilman Road south of Ramona Boulevard is 5 MPH higher than the posted speed limit, within the acceptable range of critical speed value as compared to the posted speed. No changes to the roadway, roadway striping or speed limits are recommended within this roadway segment.

- The higher identified speeds on Durfee Avenue and Gilman Road have defined the need for a neighborhood traffic management plan. The study would be funded by the proposed project, and any final recommended neighborhood roadway improvements would be funded by the proposed project. An agreement will be entered into with the City by the project applicant for the completion of the neighborhood traffic management plan, with a schedule for completion and implementation to be determined as part of the agreement.

APPENDIX A
Scoping Document

1100 Corporate Center Drive, Suite 201, Monterey Park, CA 91754
T: (323) 260-4703 | F: (323) 260-4705 | www.koacorp.com
MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA

MEMORANDUM

Date: May 31, 2022

To: Jana Robbins – TransTech / City of El Monte

Cc: Betty Donavanik – City of El Monte
Kevin Ko – City of El Monte
Wendy Lockwood – Sirius Environmental

From: Brian Marchetti, AICP

Subject: Revised Traffic Scoping Document for MacLaren Project, El Monte

This document provides the proposed project details and traffic study methodology for consideration and comment by the City of El Monte, with updates based on City comments of 5/23.

Project Description

The El Monte MacLaren Hall Project is proposed for the site at 4024 Durfee Avenue in the City of El Monte. The planned opening year is 2024. The project site is bordered by Durfee Avenue along its frontage to the west, Kerrwood Street to the north, Gillman Road to the east, and single and multi-family residential to the south.

The facility will be composed of six buildings that include 340 affordable dwelling units across four buildings. These units will have the following characteristics:

Broken down by Income

- Extremely Low income (ELI) — 174 units or 51.2%
- Low Income (LI) — 162 units or 47.6%
- Managers — 4 units or 1.2%

Broken Down by Occupancy and Income

- ELI Family/Senior — 82
- LI Family/Senior — 86
- 168 Family units

The other two buildings will contain the following:

Building 5 will be composed of a County PACE Center (elderly healthcare) of 18,000 square feet, a vocational school linked to the other clinic uses of 5,000 square feet, and a community medical clinic of 13,000 square feet. All of this space, at a total of 36,000 square feet, will be analyzed as medical clinic use, based on the overall characteristics of the uses.

Building 6 will have 20,000 to 40,000 square feet of space, and will predominantly be used for government office space with a majority of the space being used as government offices and the remaining 4,000 square feet as a child care center that is ancillary to the other site uses. All of this space, at a total size of up to 40,000 square feet, will be analyzed as government office use.

The project is adjacent to a separate County/City site of 5.6 acres, which is being used for public park, recreation, and open space uses.

The proposed the site plan is provided in Attachment A.

The proposed site access points will be on Durfee Avenue. Parking will be provided throughout the site, with vehicular access via seven proposed driveways along Durfee Avenue, Kerrwood Street, and Gillman Road.

Vehicle Miles Traveled (VMT) Analysis

The San Gabriel Valley COG Vehicle Miles Traveled Evaluation Tool was used to review the screening potential for the project. The Tool allows for a screening of impacts based on the presence of a project in a low VMT area. The application of the project land used to the Tool indicates that the project can be screened from VMT analysis and be assumed to have a less than significant impact for both the proposed residential and non-residential uses.

The VMT Tool output for the project residential units and the non-residential floor area is provided in Attachment B.

Project Trip Generation

The trip generation land use inputs included the following:

- 168 affordable housing units for seniors
- 168 affordable housing units for families.
- Four manager residential units
- 36,000 square feet of medical clinic space
- 40,000 square feet of government office space.

According to data from the County of Los Angeles Chief Executive Office and the County-wide eHR system, there are 90 employees that work at the current uses within the project site that would be removed as a result of the project.

Based on this data, existing daily trips by employees are at least 180 per day, including outbound AM trips and inbound PM trips. Applying a conservative peak-hour commute ratio of 33 percent, out of the total number of 90 employees, it is estimated that there are 30 peak-hour employee trips.

The application of Institute of Transportation Engineers (ITE) rates from *Trip Generation, 11th edition* to these land uses results in estimated daily trips of 3,178, including 295 AM peak hour trips and 265 PM peak hour trips.

PROJECT TRIP GENERATION

MacLaren Park				Daily	AM Peak Hour			PM Peak Hour		
				Rates[1]						
ITE Code	Land Use	Intensity	Units	Total	Total	In	Out	Total	In	Out
220	Multifamily Housing (Low-Rise)	-	DU	6.74	0.4	0.24	0.76	0.51	0.63	0.37
223	Affordable Housing (Senior)	-	DU	-	0.18	0.58	0.42	0.09	0.61	0.39
223	Affordable Housing (Family)	-	DU	4.81	0.36	0.29	0.71	0.46	0.59	0.41
630	Medical Clinic	-	KSF	37.6	2.75	0.81	0.19	3.69	0.3	0.7
730	Government Office	-	KSF	22.59	3.34	0.75	0.25	1.71	0.25	0.75
				Proposed Uses						
220	Multifamily Housing (Low-Rise)	4	DU	27	2	0	2	2	1	1
223	Affordable Housing (Senior)[2]	168	DU	265	30	17	13	15	9	6
223	Affordable Housing (Family)	168	DU	808	60	17	43	77	45	32
630	Medical Clinic	36	KSF	1354	99	80	19	133	40	93
730	Government Office	40	KSF	904	134	101	34	68	17	51
				3358	325	215	111	295	112	183
Previous Use - Employee Trip Credit				(180)	(30)	(30)	0	(30)	0	(30)
			Total	**3178**	**295**	**185**	**111**	**265**	**112**	**153**

[1]Source: *ITE Trip Generation Manual 11th Edition*

[2] *Daily Trips for Senior Affodable Housing, for which rates are not defined by ITE, were calculated by applying a peak to daily ratio from the Family Affordable Housing category.*

Operational Analysis

The quantitative evaluation of the expected access and circulation operations will include a level of service and queuing analysis. Queuing will be evaluated for pre-project and post-project conditions at turn pockets, at the project study intersections and the major site driveway access point. It will be determined if the project would cause queuing to block nearby intersections and other site driveways.

The traffic study will examine four study intersections in the local area for analysis of local project circulation effects. The intersection traffic counts will be conducted on a weekday during the 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM time periods.

The study intersection locations are as follows, and are shown on the figure in Attachment C:

1. Gilman Road/Ramona Boulevard
2. Durfee Avenue/Ramona Boulevard
3. Durfee Avenue/ Kerwood Street
4. Durfee Avenue/Deana Street

The overall area project trip distribution percentages are included on the Attachment C figure. The percentages at the study intersections, totaling 100 percent for inbound and 100 percent for outbound trips, are provided on the figure in Attachment D.

The study roadway segments, where existing vehicle speeds and daily volumes will be analyzed, are as follows:

- Kerwood Street, east of Durfee Avenue
- Durfee Avenue, south of Kerwood Street
- Gilman Road, south of Kerwood Street
- Gilman Road, south of Ramona Boulevard

Hourly parking occupancy surveys will be conducted on two roadways, on a weekday and a Saturday, between 8AM to 8PM each day on:

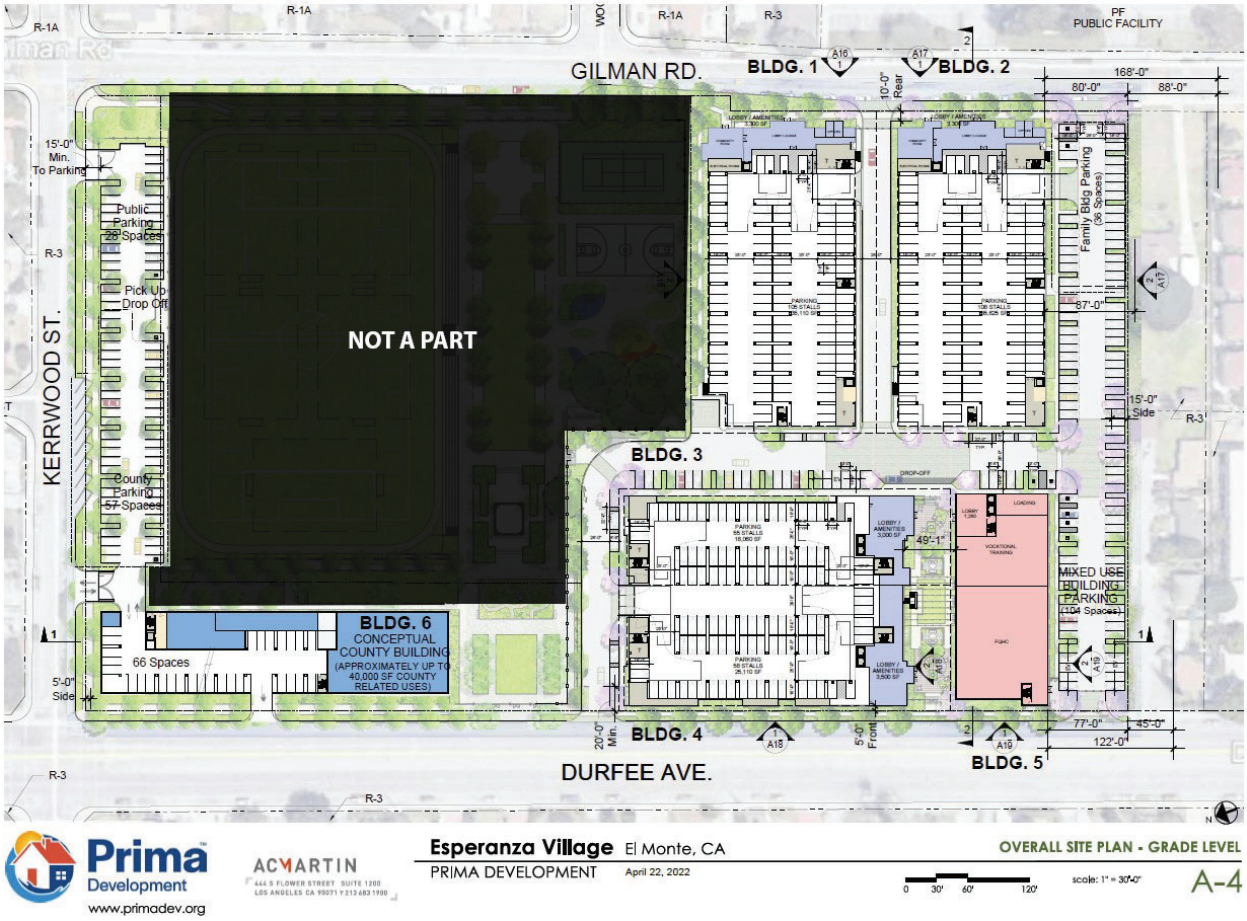
- Durfee Avenue, along the project frontage side of the street
- Kerwood Street from Durfee Ave to Gilman Road (both sides of the street)

Based on the results of the speed data analysis, potential solutions of traffic calming will be recommended as part of the study, as appropriate to the analysis results. The potential for diagonal parking on Durfee Avenue, based on final proposed off-site parking designs separate from this study, will be evaluated in terms of potential effects on operations.

Pedestrian counts will also be conducted during the peak egress and ingress hours of the Twin Lakes Elementary School, for the existing mid-block crosswalk on Gilman Road near the southeast corner of the project site between 7:30 AM and 8:30 AM and 2:40 PM and 3:40 PM during a weekday either Tuesday, Wednesday, or Thursday.

The report will evaluate potential queuing at the inbound left-turn of the project on driveways on Durfee Avenue, Gilman Road, and Kerwood Street. A Highway Capacity Manual analysis will be conducted based on the project trip generation and the volumes analyzed at the nearby study intersection. Cumulative/area projects as defined by City planning staff will be included to define future pre-project conditions. The change in projected operations between future pre-project and future post-project conditions will be analyzed to determine effects at the study intersections and study roadway segments.

ATTACHMENT A –
PROJECT SITE PLAN



Prima Development
www.primadev.org

ACMARTIN
444 S FLOWER STREET SUITE 1200
LOS ANGELES CA 90071 T 213 683 1900

Esperanza Village El Monte, CA
PRIMA DEVELOPMENT April 22, 2022

OVERALL SITE PLAN - GRADE LEVEL
0 30' 60' 120'
scale: 1" = 30'-0"
A-4

ATTACHMENT B –
CEQA ANALYSIS - VMT TOOL OUTPUT

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: May 13, 2022, 11:24:34 AM

Project Name: El Monte Esperanza Village

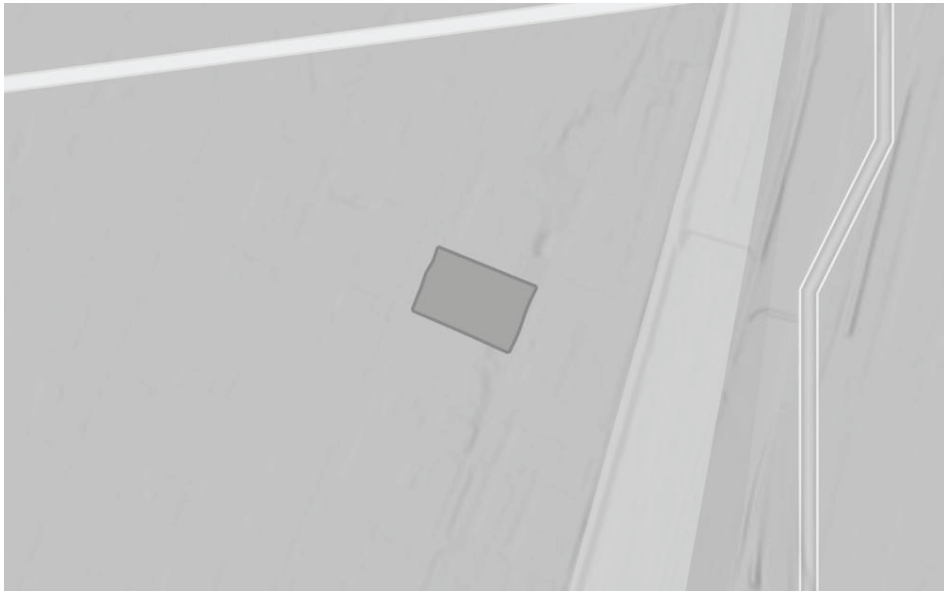
Project Description: County Office (Building 6) - Up to 40 ksfMixed-Use Building (Building 5) - Clinic 36ksfResidential units: 340Extremely Low income 51.2%, Low Income 47.6%, Managers 1.2% (4 units)168 Family units, 168 senior units

Project Location

jurisdiction:
El Monte

apn	TAZ
8549-005-900	22242100

Inside a TPA?
No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2023

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	340
Total DUs:	340

Non-Residential:

Office KSF:	76
Local Serving Retail KSF:	
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	51 %
Very Low Income:	0 %
Low Income:	48 %

Parking:

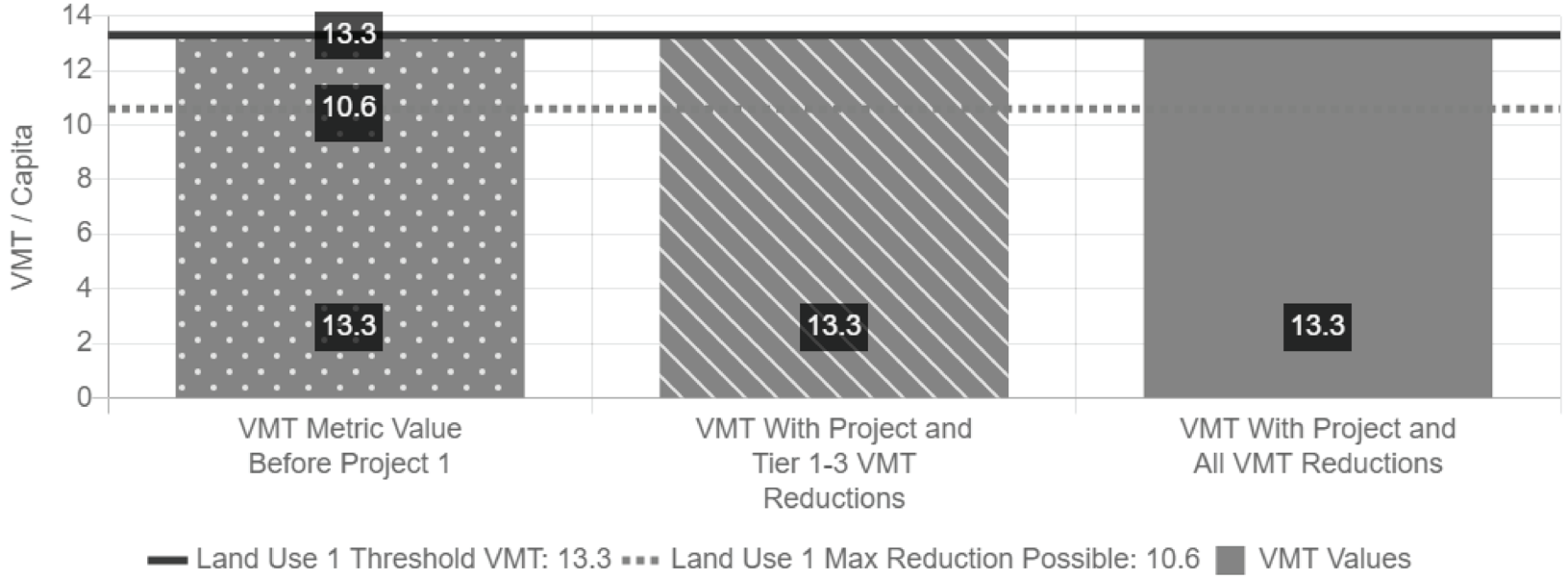
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.65
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

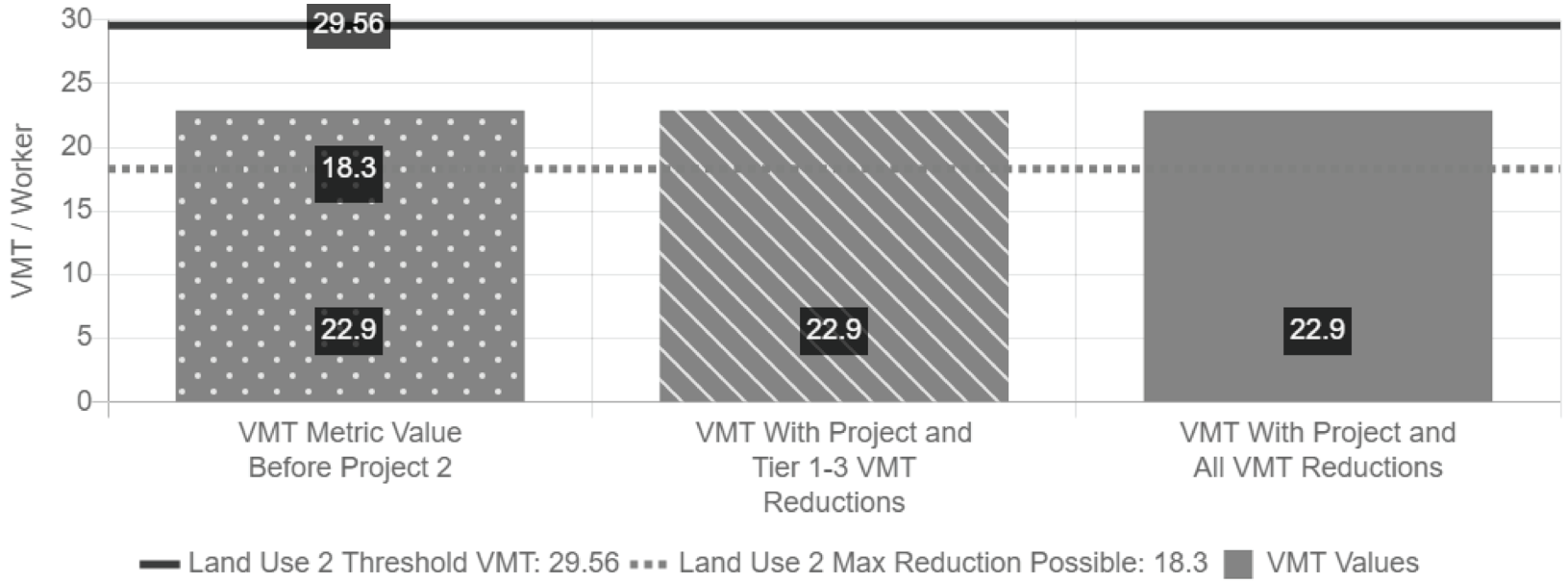
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	13.3	13.3	13.3
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



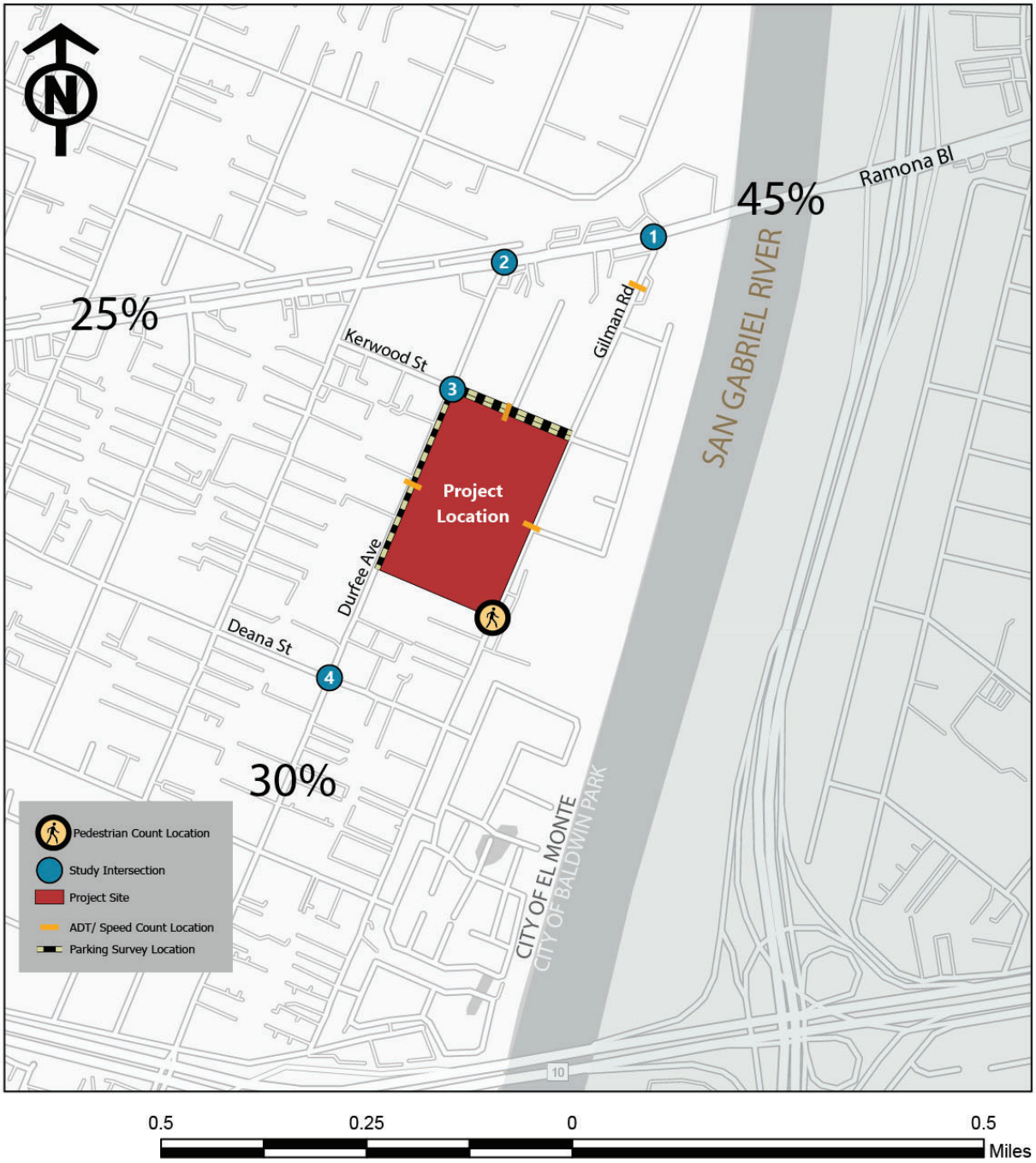
Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Office
VMT Without Project 2:	Total VMT per Service Population
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	34.78
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	22.9	22.9	22.9
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



ATTACHMENT C –
LOCAL TRAFFIC ANALYSIS – MAP OF STUDY LOCATIONS
AND OVERALL TRIP DISTRIBUTION



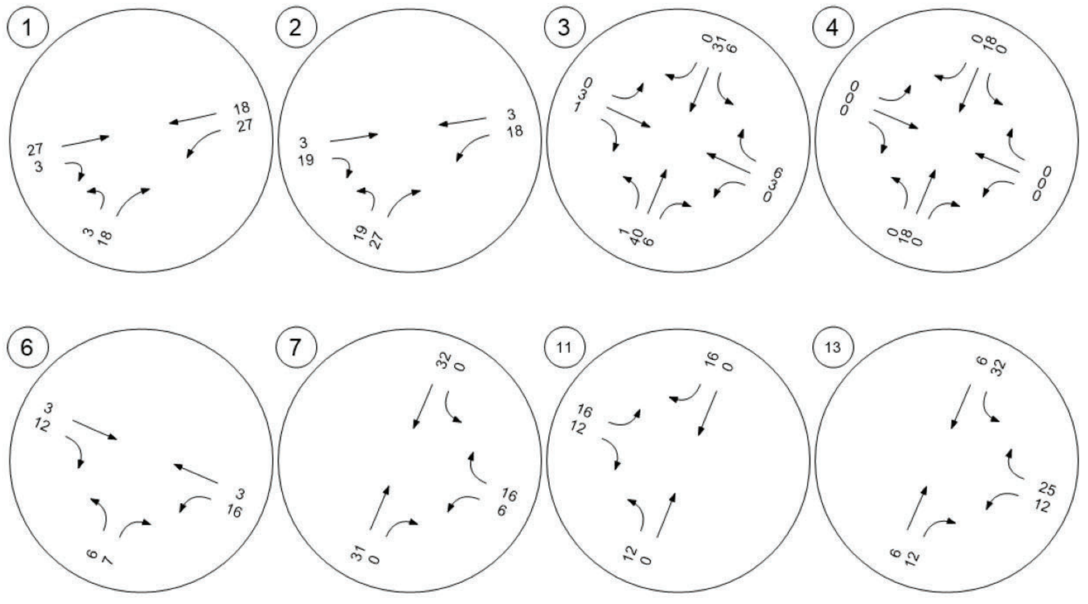
ATTACHMENT D –

PROJECT TRIP DISTRIBUTION PERCENTAGES -
STUDY INTERSECTIONS

Generated with PTV VISTRO

Version 2021 (SP 0-6)

Traffic Volume - Net New Site Trips



APPENDIX B
VMT Calculations Output

SGVCOG VMT Evaluation Tool Report

Project Details

Timestamp of Analysis: May 01, 2024, 01:12:18 PM

Project Name: Esperanza Village

Project Description: 202 units multi-family, senior and affordable family, mixed-used building of 45,900sq.ft

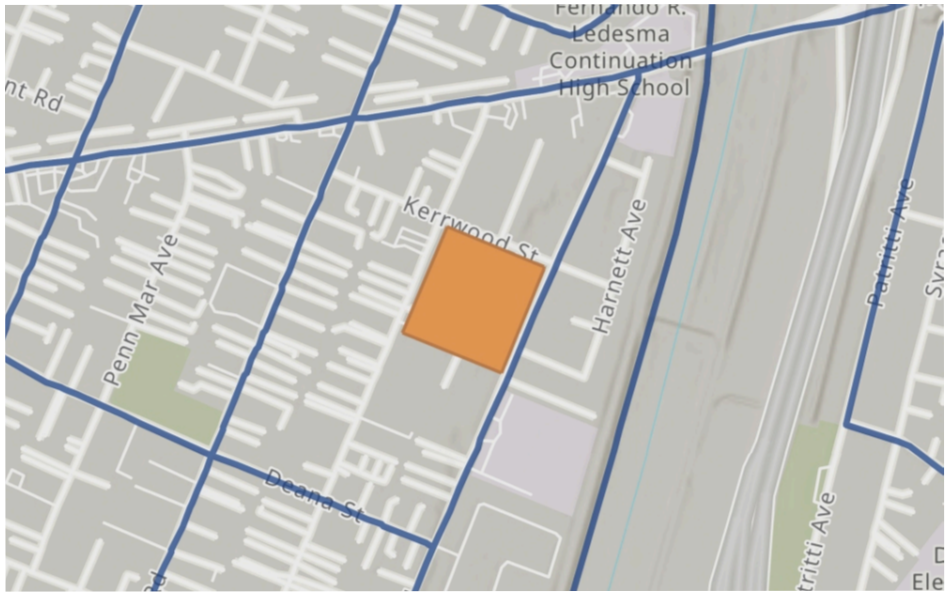
Project Location

jurisdiction:
El Monte

apn	TAZ
8549-004-900	22242100

Inside a TPA?

No (Fail)



Analysis Details

Data Version: SCAG Regional Travel Demand Model 2016 RTP Base Year 2012

Analysis Methodology: TAZ

Baseline Year: 2022

Project Land Use

Residential:

Single Family DU:	
Multifamily DU:	202
Total DUs:	202

Non-Residential:

Office KSF:	45
Local Serving Retail KSF:	
Industrial KSF:	

Residential Affordability (percent of all units):

Extremely Low Income:	48 %
Very Low Income:	9 %
Low Income:	82 %

Parking:

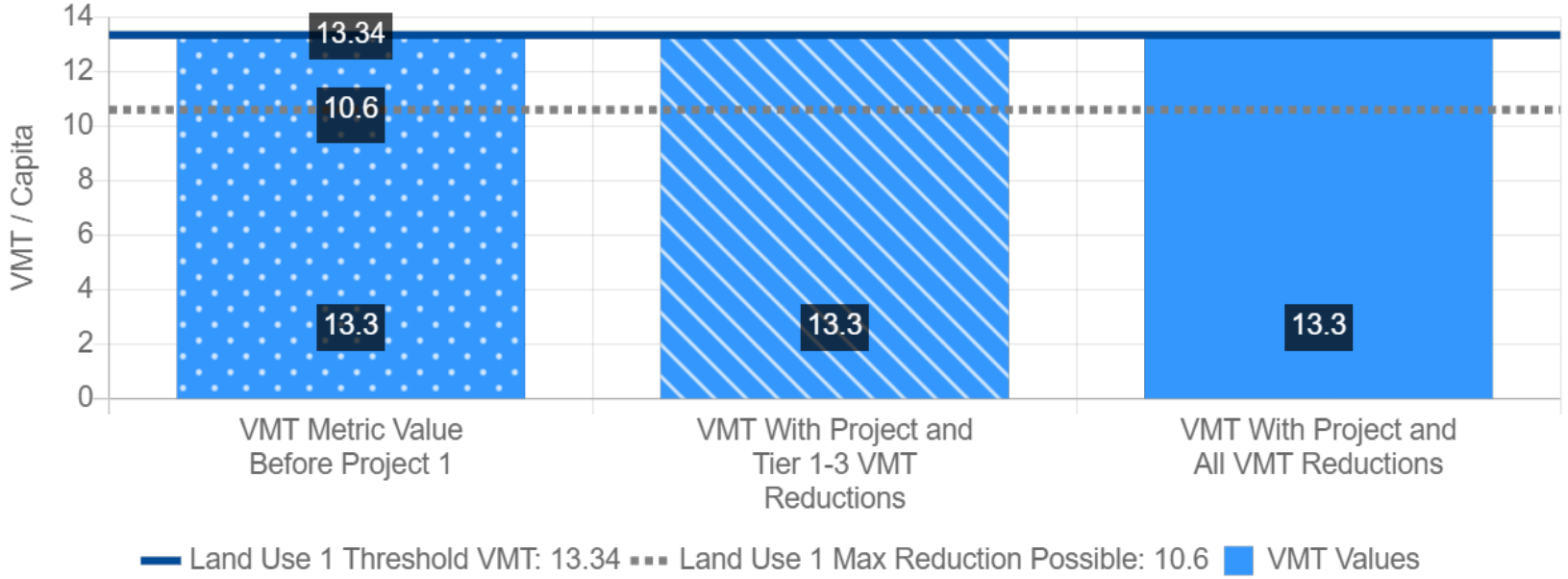
Motor Vehicle Parking:

Bicycle Parking:

Residential Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 1:	Residential
VMT Without Project 1:	Home-based VMT per Capita
VMT Baseline Description 1:	SGVCOG Average
VMT Baseline Value 1:	15.7
VMT Threshold Description 1:	-15%
Land Use 1 has been Pre-Screened by the Local Jurisdiction:	N/A

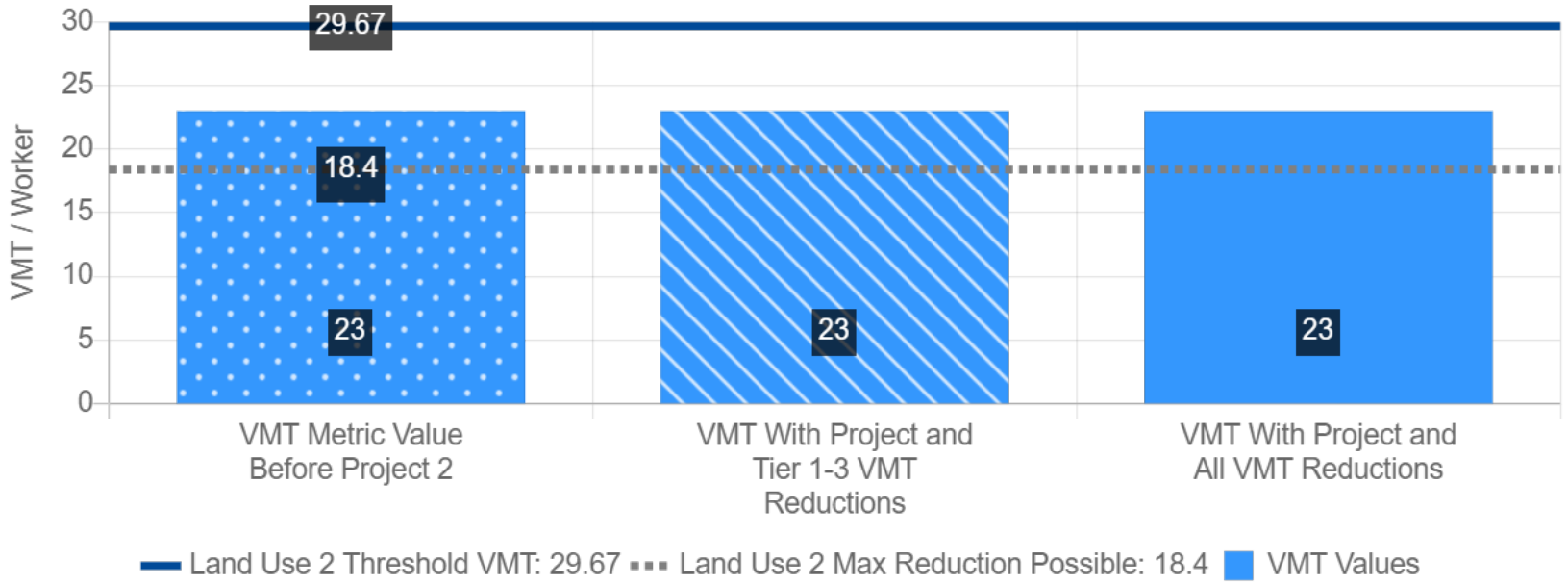
	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	13.3	13.3	13.3
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



Office Vehicle Miles Traveled (VMT) Screening Results

Land Use Type 2:	Office
VMT Without Project 2:	Total VMT per Service Population
VMT Baseline Description 2:	SGVCOG Average
VMT Baseline Value 2:	34.9
VMT Threshold Description 2:	-15%
Land Use 2 has been Pre-Screened by the Local Jurisdiction:	N/A

	Without Project	With Project & Tier 1-3 VMT Reductions	With Project & All VMT Reductions
Project Generated Vehicle Miles Traveled (VMT) Rate	23	23	23
Low VMT Screening Analysis	Yes (Pass)	Yes (Pass)	Yes (Pass)



APPENDIX C
Traffic Count Summaries

Prepared by National Data & Surveying Services

SPEED

Kerrwood St W/O Bannister Ave

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	5
1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	2	1	1	2	0	0	0	0	0	0	0	0	0	6
5:00	6	3	3	6	0	0	0	0	0	0	0	0	0	18
6:00	4	5	9	5	2	0	0	0	0	0	0	0	0	25
7:00	9	17	55	82	15	2	0	0	0	0	0	0	0	180
8:00	13	22	90	92	33	1	0	0	0	0	0	0	0	251
9:00	15	15	28	40	15	0	0	0	0	0	0	0	0	113
10:00	14	9	26	46	14	2	0	0	0	0	0	0	0	111
11:00	16	13	34	39	13	1	0	0	0	0	0	0	0	116
12:00 PM	17	17	22	41	15	0	0	0	0	0	0	0	0	112
13:00	11	11	49	52	24	2	0	0	0	0	0	0	0	149
14:00	13	25	100	99	24	1	0	0	0	0	0	0	0	262
15:00	10	16	44	32	15	1	0	0	0	0	0	0	0	118
16:00	12	6	28	39	11	1	0	0	0	0	0	0	0	97
17:00	10	14	30	23	7	4	0	0	0	0	0	0	0	88
18:00	6	8	20	28	7	0	0	0	0	0	0	0	0	69
19:00	6	5	18	12	2	1	0	0	0	0	0	0	0	44
20:00	4	7	16	6	4	0	0	0	0	0	0	0	0	37
21:00	3	9	8	10	1	0	0	0	0	0	0	0	0	31
22:00	1	2	1	7	1	0	0	0	0	0	0	0	0	12
23:00	5	2	3	3	1	0	0	0	0	0	0	0	0	14
Totals	**178**	**209**	**590**	**667**	**204**	**16**								**1864**
% of Totals	10%	11%	32%	36%	11%	1%								100%

AM Volumes	80	87	251	315	92	6	0	0	0	0	0	0	0	831
% AM	4%	5%	13%	17%	5%	0%								45%
AM Peak Hour	11:00	8:00	8:00	8:00	8:00	7:00								8:00
Volume	16	22	90	92	33	2								251
PM Volumes	98	122	339	352	112	10	0	0	0	0	0	0	0	1033
% PM	5%	7%	18%	19%	6%	1%								55%
PM Peak Hour	12:00	14:00	14:00	14:00	13:00	17:00								14:00
Volume	17	25	100	99	24	4								262

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	431 ⟷	23%	261 ⟷	14%	185 ⟷	10%	987 ⟷	53%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Kerrwood St	Summary	17	25	24	30	33	1864

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Kerrwood St W/O Bannister Ave

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	907	957	1,864

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		1		1		12:00	0	0	13		20		33	
0:15	0	0	0		1		1		12:15	0	0	11		11		22	
0:30	0	0	0		2		2		12:30	0	0	19		9		28	
0:45	0	0	1	1	0	4	1	5	12:45	0	0	18	61	11	51	29	112
1:00	0	0	0		1		1		13:00	0	0	23		10		33	
1:15	0	0	0		0				13:15	0	0	22		10		32	
1:30	0	0	0		1		1		13:30	0	0	22		18		40	
1:45	0	0	0		0	2		2	13:45	0	0	27	94	17	55	44	149
2:00	0	0	1		0		1		14:00	0	0	24		45		69	
2:15	0	0	0		0				14:15	0	0	17		35		52	
2:30	0	0	0		1		1		14:30	0	0	20		18		38	
2:45	0	0	0	1	0	1		2	14:45	0	0	28	89	75	173	103	262
3:00	0	0	0		0				15:00	0	0	19		11		30	
3:15	0	0	0		0				15:15	0	0	11		17		28	
3:30	0	0	0		0				15:30	0	0	16		14		30	
3:45	0	0	2	2	0		2	2	15:45	0	0	17	63	13	55	30	118
4:00	0	0	1		0		1		16:00	0	0	16		11		27	
4:15	0	0	0		1		1		16:15	0	0	15		9		24	
4:30	0	0	1		3		4		16:30	0	0	10		10		20	
4:45	0	0	0	2	0	4		6	16:45	0	0	14	55	12	42	26	97
5:00	0	0	1		4		5		17:00	0	0	19		6		25	
5:15	0	0	1		5		6		17:15	0	0	14		5		19	
5:30	0	0	1		3		4		17:30	0	0	7		10		17	
5:45	0	0	0	3	3	15	3	18	17:45	0	0	15	55	12	33	27	88
6:00	0	0	0		2		2		18:00	0	0	15		9		24	
6:15	0	0	2		4		6		18:15	0	0	11		7		18	
6:30	0	0	1		3		4		18:30	0	0	7		7		14	
6:45	0	0	3	6	10	19	13	25	18:45	0	0	4	37	9	32	13	69
7:00	0	0	2		3		5		19:00	0	0	5		4		9	
7:15	0	0	12		16		28		19:15	0	0	9		1		10	
7:30	0	0	23		17		40		19:30	0	0	8		4		12	
7:45	0	0	61	98	46	82	107	180	19:45	0	0	6	28	7	16	13	44
8:00	0	0	50		75		125		20:00	0	0	4		5		9	
8:15	0	0	26		54		80		20:15	0	0	2		5		7	
8:30	0	0	13		12		25		20:30	0	0	9		4		13	
8:45	0	0	7	96	14	155	21	251	20:45	0	0	4	19	4	18	8	37
9:00	0	0	10		33		43		21:00	0	0	7		3		10	
9:15	0	0	8		15		23		21:15	0	0	4		6		10	
9:30	0	0	13		11		24		21:30	0	0	2		1		3	
9:45	0	0	9	40	14	73	23	113	21:45	0	0	6	19	2	12	8	31
10:00	0	0	7		12		19		22:00	0	0	1		1		2	
10:15	0	0	26		7		33		22:15	0	0	1		4		5	
10:30	0	0	21		8		29		22:30	0	0	2		2		4	
10:45	0	0	19	73	11	38	30	111	22:45	0	0	1	5	0	7	1	12
11:00	0	0	13		11		24		23:00	0	0	2		1		3	
11:15	0	0	14		13		27		23:15	0	0	4		1		5	
11:30	0	0	10		32		42		23:30	0	0	2		2		4	
11:45	0	0	14	51	9	65	23	116	23:45	0	0	1	9	1	5	2	14
TOTALS				373		458		831	TOTALS				534		499		1033
SPLIT %				44.9%		55.1%		44.6%	SPLIT %				51.7%		48.3%		55.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	907	957	1,864

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			13:15	14:00	14:00
AM Pk Volume			160	192	352	PM Pk Volume			95	173	262
Pk Hr Factor			0.656	0.640	0.704	Pk Hr Factor			0.880	0.577	0.636
7 - 9 Volume	0	0	194	237	431	4 - 6 Volume	0	0	110	75	185
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	160	192	352	4 - 6 Pk Volume	0	0	58	42	97
Pk Hr Factor	0.000	0.000	0.656	0.640	0.704	Pk Hr Factor	0.000	0.000	0.763	0.875	0.898

Prepared by National Data & Surveying Services

SPEED

Durfee Ave S/O Kerrwood St

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	5	9	11	5	3	1	1	1	0	0	39
1:00	0	0	0	0	9	6	5	1	1	0	1	0	0	23
2:00	0	0	1	1	6	7	0	1	0	1	0	0	0	17
3:00	0	0	1	2	3	8	7	3	1	0	0	0	0	25
4:00	0	0	0	5	11	12	16	7	0	1	0	0	0	52
5:00	0	1	5	7	18	32	23	13	4	1	0	0	0	104
6:00	2	4	4	7	33	70	49	18	7	1	0	0	0	195
7:00	1	2	6	21	92	164	138	54	16	2	0	0	0	496
8:00	3	7	8	22	96	171	104	41	10	2	0	0	0	464
9:00	0	3	11	13	50	94	65	34	6	1	0	0	0	277
10:00	3	4	3	15	43	80	69	26	4	1	0	0	0	248
11:00	1	2	16	16	48	102	88	42	9	1	1	0	0	326
12:00 PM	2	6	12	15	59	96	93	35	7	0	1	0	0	326
13:00	1	3	11	28	65	120	103	56	13	1	1	0	0	402
14:00	2	1	5	22	78	153	149	54	10	0	0	0	0	474
15:00	0	0	5	13	62	150	133	35	18	6	0	0	0	422
16:00	4	0	4	12	43	148	131	51	17	5	0	0	0	415
17:00	0	3	4	18	42	142	155	52	15	2	2	0	0	435
18:00	1	2	6	8	57	128	92	40	7	2	0	0	0	343
19:00	4	2	8	24	61	84	68	28	11	2	1	0	0	293
20:00	0	1	6	14	69	97	66	20	3	0	0	0	0	276
21:00	0	1	5	9	32	61	47	12	5	2	0	0	0	174
22:00	2	6	4	6	29	29	33	8	4	1	1	0	0	123
23:00	1	0	1	10	18	27	20	5	0	1	1	0	0	84
Totals	**27**	**48**	**129**	**293**	**1033**	**1992**	**1659**	**639**	**169**	**34**	**10**			**6033**
% of Totals	0%	1%	2%	5%	17%	33%	27%	11%	3%	1%	0%			100%

AM Volumes	10	23	58	114	418	757	569	243	59	12	3	0	0	2266
% AM	0%	0%	1%	2%	7%	13%	9%	4%	1%	0%	0%			38%
AM Peak Hour	8:00	8:00	11:00	8:00	8:00	8:00	7:00	7:00	7:00	7:00				7:00
Volume	3	7	16	22	96	171	138	54	16	2	1			496
PM Volumes	17	25	71	179	615	1235	1090	396	110	22	7	0	0	3767
% PM	0%	0%	1%	3%	10%	20%	18%	7%	2%	0%	0%			62%
PM Peak Hour	16:00	12:00	12:00	13:00	14:00	14:00	17:00	13:00	15:00	15:00	17:00			14:00
Volume	4	6	12	28	78	153	155	56	18	6	2			474

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	960	16%	728	12%	850	14%	3495	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Durfee Ave	Summary	32	39	39	45	49	6033

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Durfee Ave S/O Kerrwood St

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,815	3,218	0	0	6,033

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	4		8		0	0	12		12:00	43		41		0	0	84	
0:15	6		5		0	0	11		12:15	36		42		0	0	78	
0:30	3		5		0	0	8		12:30	48		43		0	0	91	
0:45	5	18	3	21	0	0	8	39	12:45	30	157	43	169	0	0	73	326
1:00	1		6		0	0	7		13:00	51		41		0	0	92	
1:15	2		2		0	0	4		13:15	47		47		0	0	94	
1:30	2		6		0	0	8		13:30	39		53		0	0	92	
1:45	1	6	3	17	0	0	4	23	13:45	64	201	60	201	0	0	124	402
2:00	2		2		0	0	4		14:00	57		75		0	0	132	
2:15	3		3		0	0	6		14:15	55		65		0	0	120	
2:30	1		3		0	0	4		14:30	52		50		0	0	102	
2:45	0	6	3	11	0	0	3	17	14:45	57	221	63	253	0	0	120	474
3:00	2		3		0	0	5		15:00	45		58		0	0	103	
3:15	3		1		0	0	4		15:15	59		51		0	0	110	
3:30	6		3		0	0	9		15:30	41		54		0	0	95	
3:45	4	15	3	10	0	0	7	25	15:45	66	211	48	211	0	0	114	422
4:00	5		8		0	0	13		16:00	44		51		0	0	95	
4:15	6		5		0	0	11		16:15	52		48		0	0	100	
4:30	4		9		0	0	13		16:30	57		53		0	0	110	
4:45	9	24	6	28	0	0	15	52	16:45	57	210	53	205	0	0	110	415
5:00	9		11		0	0	20		17:00	57		46		0	0	103	
5:15	11		11		0	0	22		17:15	57		50		0	0	107	
5:30	20		14		0	0	34		17:30	54		61		0	0	115	
5:45	12	52	16	52	0	0	28	104	17:45	60	228	50	207	0	0	110	435
6:00	18		19		0	0	37		18:00	46		56		0	0	102	
6:15	20		25		0	0	45		18:15	51		43		0	0	94	
6:30	24		26		0	0	50		18:30	47		33		0	0	80	
6:45	20	82	43	113	0	0	63	195	18:45	36	180	31	163	0	0	67	343
7:00	26		61		0	0	87		19:00	28		33		0	0	61	
7:15	35		76		0	0	111		19:15	33		49		0	0	82	
7:30	42		85		0	0	127		19:30	37		35		0	0	72	
7:45	62	165	109	331	0	0	171	496	19:45	32	130	46	163	0	0	78	293
8:00	61		115		0	0	176		20:00	39		56		0	0	95	
8:15	32		77		0	0	109		20:15	33		28		0	0	61	
8:30	44		52		0	0	96		20:30	30		28		0	0	58	
8:45	44	181	39	283	0	0	83	464	20:45	32	134	30	142	0	0	62	276
9:00	28		44		0	0	72		21:00	28		20		0	0	48	
9:15	28		50		0	0	78		21:15	24		18		0	0	42	
9:30	27		32		0	0	59		21:30	24		17		0	0	41	
9:45	30	113	38	164	0	0	68	277	21:45	26	102	17	72	0	0	43	174
10:00	34		38		0	0	72		22:00	15		20		0	0	35	
10:15	26		23		0	0	49		22:15	10		19		0	0	29	
10:30	28		28		0	0	56		22:30	13		15		0	0	28	
10:45	35	123	36	125	0	0	71	248	22:45	12	50	19	73	0	0	31	123
11:00	37		27		0	0	64		23:00	11		8		0	0	19	
11:15	40		43		0	0	83		23:15	13		15		0	0	28	
11:30	37		46		0	0	83		23:30	9		11		0	0	20	
11:45	51	165	45	161	0	0	96	326	23:45	8	41	9	43	0	0	17	84
TOTALS		950		1316				2266	TOTALS		1865		1902				3767
SPLIT %		41.9%		58.1%				37.6%	SPLIT %		49.5%		50.5%				62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,815	3,218	0	0	6,033

AM Peak Hour	7:15	7:30					7:15		PM Peak Hour	13:45	13:30					13:45		
AM Pk Volume	200	386					585		PM Pk Volume	228	253					478		
Pk Hr Factor	0.806	0.839					0.831		Pk Hr Factor	0.891	0.843					0.905		
7 - 9 Volume	346	614	0	0			960		4 - 6 Volume	438	412	0	0			850		
7 - 9 Peak Hour	7:15	7:30					7:15		4 - 6 Peak Hour	16:30	16:45					16:45		
7 - 9 Pk Volume	200	386	0	0			585		4 - 6 Pk Volume	228	210	0	0			435		
Pk Hr Factor	0.806	0.839	0.000	0.000			0.831		Pk Hr Factor	1.000	0.861	0.000	0.000			0.946		

Prepared by National Data & Surveying Services

SPEED

Gilman Rd S/O Woodville Dr

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	4	4	4	0	0	0	0	0	0	0	0	12
1:00	0	0	1	4	3	1	0	0	0	0	0	0	0	9
2:00	1	0	4	1	1	0	0	0	0	0	0	0	0	7
3:00	2	1	2	1	1	1	0	0	0	0	0	0	0	8
4:00	2	0	3	4	1	0	0	0	0	0	0	0	0	10
5:00	7	2	8	12	6	2	1	0	0	0	0	0	0	38
6:00	4	4	10	14	9	11	1	0	0	0	0	0	0	53
7:00	9	42	64	54	17	2	0	0	0	0	0	0	0	188
8:00	16	67	92	59	12	4	2	0	0	0	0	0	0	252
9:00	7	8	27	23	17	5	1	0	0	0	0	0	0	88
10:00	5	4	22	39	20	2	2	0	0	0	0	0	0	94
11:00	11	6	29	22	11	2	0	0	0	0	0	0	0	81
12:00 PM	7	6	18	34	16	6	0	0	0	0	0	0	0	87
13:00	7	13	29	41	24	4	1	0	0	0	0	0	0	119
14:00	41	66	82	43	6	2	0	0	0	0	0	0	0	240
15:00	16	26	30	24	11	0	2	0	0	0	0	0	0	109
16:00	8	18	26	24	9	1	0	0	0	0	0	0	0	86
17:00	17	8	13	14	12	3	0	0	0	0	0	0	0	67
18:00	19	6	12	7	9	2	0	0	0	0	0	0	0	55
19:00	13	11	13	28	9	3	3	0	0	0	0	0	0	80
20:00	10	7	19	30	11	6	1	0	0	0	0	0	0	84
21:00	14	9	11	16	14	3	0	0	0	0	0	0	0	67
22:00	1	4	10	3	12	6	0	0	0	0	0	0	0	36
23:00	3	2	6	5	3	1	1	0	0	0	0	0	0	21
Totals	**220**	**310**	**535**	**506**	**238**	**67**	**15**							**1891**
% of Totals	12%	16%	28%	27%	13%	4%	1%							100%

AM Volumes	64	134	266	237	102	30	7	0	0	0	0	0	0	840
% AM	3%	7%	14%	13%	5%	2%	0%							44%
AM Peak Hour	8:00	8:00	8:00	8:00	10:00	6:00	8:00							8:00
Volume	16	67	92	59	20	11	2							252
PM Volumes	156	176	269	269	136	37	8	0	0	0	0	0	0	1051
% PM	8%	9%	14%	14%	7%	2%	0%							56%
PM Peak Hour	14:00	14:00	14:00	14:00	13:00	12:00	19:00							14:00
Volume	41	66	82	43	24	6	3							240

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	440	23%	206	11%	153	8%	1092	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Gilman Rd	Summary	16	24	24	31	35	1891

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Gilman Rd S/O Woodville Dr

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,152	739	0	0	1,891

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		1		0	0	3		12:00	16		8		0	0	24	
0:15	2		2		0	0	4		12:15	10		10		0	0	20	
0:30	0		0		0	0			12:30	11		10		0	0	21	
0:45	3	7	2	5	0	0	5	12	12:45	14	51	8	36	0	0	22	87
1:00	1		2		0	0	3		13:00	11		11		0	0	22	
1:15	0		1		0	0	1		13:15	17		12		0	0	29	
1:30	2		3		0	0	5		13:30	21		15		0	0	36	
1:45	0	3	0	6	0	0		9	13:45	19	68	13	51	0	0	32	119
2:00	0		2		0	0	2		14:00	28		31		0	0	59	
2:15	0		1		0	0	1		14:15	44		25		0	0	69	
2:30	0		2		0	0	2		14:30	28		17		0	0	45	
2:45	1	1	1	6	0	0	2	7	14:45	58	158	9	82	0	0	67	240
3:00	1		3		0	0	4		15:00	24		9		0	0	33	
3:15	1		0		0	0	1		15:15	20		6		0	0	26	
3:30	2		0		0	0	2		15:30	11		6		0	0	17	
3:45	1	5	0	3	0	0	1	8	15:45	26	81	7	28	0	0	33	109
4:00	2		2		0	0	4		16:00	21		10		0	0	31	
4:15	2		1		0	0	3		16:15	11		7		0	0	18	
4:30	2		1		0	0	3		16:30	15		8		0	0	23	
4:45	0	6	0	4	0	0		10	16:45	13	60	1	26	0	0	14	86
5:00	6		4		0	0	10		17:00	14		3		0	0	17	
5:15	6		1		0	0	7		17:15	11		3		0	0	14	
5:30	5		3		0	0	8		17:30	16		2		0	0	18	
5:45	9	26	4	12	0	0	13	38	17:45	14	55	4	12	0	0	18	67
6:00	8		1		0	0	9		18:00	17		1		0	0	18	
6:15	8		6		0	0	14		18:15	10		3		0	0	13	
6:30	9		6		0	0	15		18:30	9		2		0	0	11	
6:45	8	33	7	20	0	0	15	53	18:45	11	47	2	8	0	0	13	55
7:00	10		8		0	0	18		19:00	11		3		0	0	14	
7:15	7		12		0	0	19		19:15	11		5		0	0	16	
7:30	28		21		0	0	49		19:30	9		16		0	0	25	
7:45	59	104	43	84	0	0	102	188	19:45	11	42	14	38	0	0	25	80
8:00	75		56		0	0	131		20:00	8		14		0	0	22	
8:15	60		17		0	0	77		20:15	4		13		0	0	17	
8:30	18		6		0	0	24		20:30	7		15		0	0	22	
8:45	11	164	9	88	0	0	20	252	20:45	9	28	14	56	0	0	23	84
9:00	11		16		0	0	27		21:00	6		7		0	0	13	
9:15	15		9		0	0	24		21:15	10		8		0	0	18	
9:30	10		10		0	0	20		21:30	5		5		0	0	10	
9:45	15	51	2	37	0	0	17	88	21:45	13	34	13	33	0	0	26	67
10:00	10		7		0	0	17		22:00	7		6		0	0	13	
10:15	14		6		0	0	20		22:15	4		9		0	0	13	
10:30	18		12		0	0	30		22:30	3		4		0	0	7	
10:45	19	61	8	33	0	0	27	94	22:45	2	16	1	20	0	0	3	36
11:00	13		10		0	0	23		23:00	2		2		0	0	4	
11:15	9		9		0	0	18		23:15	2		4		0	0	6	
11:30	5		15		0	0	20		23:30	5		3		0	0	8	
11:45	14	41	6	40	0	0	20	81	23:45	1	10	2	11	0	0	3	21
TOTALS		502		338				**840**	**TOTALS**		650		401				**1051**
SPLIT %		59.8%		40.2%				**44.4%**	**SPLIT %**		61.8%		38.2%				**55.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,152	739	0	0	1,891

AM Peak Hour	7:30		7:30					**7:30**	**PM Peak Hour**	14:00		13:45					**14:00**
AM Pk Volume	222		137					**359**	**PM Pk Volume**	158		86					**240**
Pk Hr Factor	0.740		0.612					**0.685**	**Pk Hr Factor**	0.681		0.694					**0.870**
7 - 9 Volume	268		172		0	0		**440**	**4 - 6 Volume**	115		38		0	0		**153**
7 - 9 Peak Hour	7:30		7:30					**7:30**	**4 - 6 Peak Hour**	16:00		16:00					**16:00**
7 - 9 Pk Volume	222		137		0	0		**359**	**4 - 6 Pk Volume**	60		26		0	0		**86**
Pk Hr Factor	0.740		0.612		0.000	0.000		**0.685**	**Pk Hr Factor**	0.714		0.650		0.000	0.000		**0.694**

Prepared by National Data & Surveying Services

SPEED

Gilman Rd S/O Ramona Blvd

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	5	13	7	0	0	0	0	0	0	0	0	26
1:00	0	2	3	6	3	1	0	0	0	0	0	0	0	15
2:00	1	0	1	2	1	0	0	0	0	0	0	0	0	5
3:00	0	0	4	1	1	3	0	0	0	0	0	0	0	9
4:00	0	2	3	7	0	4	0	0	0	0	0	0	0	16
5:00	0	1	9	15	20	3	0	0	0	0	0	0	0	48
6:00	6	4	15	31	14	5	0	0	1	0	0	0	0	76
7:00	55	25	36	37	8	2	0	1	0	0	0	0	0	164
8:00	32	28	36	24	6	1	0	0	0	0	0	0	0	127
9:00	21	26	43	40	3	0	0	0	0	0	0	0	0	133
10:00	21	38	51	23	5	0	0	0	0	0	0	0	0	138
11:00	19	33	52	15	10	1	0	0	0	0	0	0	0	130
12:00 PM	10	17	37	45	14	0	0	0	0	0	0	0	0	123
13:00	29	31	42	15	5	0	0	0	0	0	0	0	0	122
14:00	29	28	41	34	9	2	1	0	0	0	0	0	0	144
15:00	10	19	41	47	12	2	0	0	0	0	0	0	0	131
16:00	10	20	63	66	22	3	0	0	0	0	0	0	0	184
17:00	11	25	56	55	29	2	0	0	0	0	0	0	0	178
18:00	6	14	57	62	35	6	1	0	0	0	0	0	0	181
19:00	2	7	32	56	22	2	0	0	0	0	0	0	0	121
20:00	0	3	30	54	20	2	0	0	0	0	0	0	0	109
21:00	0	6	19	24	21	2	0	0	0	0	0	0	0	72
22:00	1	6	9	17	12	4	0	0	0	0	0	0	0	49
23:00	0	4	11	11	7	1	0	0	0	0	0	0	0	34
Totals	263	340	696	700	286	46	2	1	1					2335
% of Totals	11%	15%	30%	30%	12%	2%	0%	0%	0%					100%

AM Volumes	155	160	258	214	78	20	0	1	1	0	0	0	0	887
% AM	7%	7%	11%	9%	3%	1%		0%	0%					38%
AM Peak Hour	7:00	10:00	11:00	9:00	5:00	6:00		7:00	6:00					7:00
Volume	55	38	52	40	20	5		1	1					164
PM Volumes	108	180	438	486	208	26	2	0	0	0	0	0	0	1448
% PM	5%	8%	19%	21%	9%	1%	0%							62%
PM Peak Hour	13:00	13:00	16:00	16:00	18:00	18:00	14:00							16:00
Volume	29	31	63	66	35	6	1							184

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	291		12%	245		10%	362		16%	1437		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Gilman Rd	Summary	16	24	23	30	34	2335

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Gilman Rd S/O Ramona Blvd

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,324	1,011	0	0	2,335

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		4		0	0	7		12:00	19		14		0	0	33	
0:15	2		5		0	0	7		12:15	20		12		0	0	32	
0:30	1		4		0	0	5		12:30	17		12		0	0	29	
0:45	4	10	3	16	0	0	7	26	12:45	15	71	14	52	0	0	29	123
1:00	2		5		0	0	7		13:00	19		15		0	0	34	
1:15	0		1		0	0	1		13:15	15		10		0	0	25	
1:30	3		4		0	0	7		13:30	20		14		0	0	34	
1:45	0	5	0	10	0	0		15	13:45	13	67	16	55	0	0	29	122
2:00	0		1		0	0	1		14:00	23		19		0	0	42	
2:15	0		1		0	0	1		14:15	25		9		0	0	34	
2:30	0		1		0	0	1		14:30	13		13		0	0	26	
2:45	1	1	1	4	0	0	2	5	14:45	29	90	13	54	0	0	42	144
3:00	1		0		0	0	1		15:00	26		7		0	0	33	
3:15	0		0		0	0			15:15	28		12		0	0	40	
3:30	4		0		0	0	4		15:30	18		6		0	0	24	
3:45	3	8	1	1	0	0	4	9	15:45	26	98	8	33	0	0	34	131
4:00	2		2		0	0	4		16:00	23		19		0	0	42	
4:15	2		1		0	0	3		16:15	25		18		0	0	43	
4:30	8		0		0	0	8		16:30	22		28		0	0	50	
4:45	1	13	0	3	0	0	1	16	16:45	20	90	29	94	0	0	49	184
5:00	6		1		0	0	7		17:00	24		25		0	0	49	
5:15	9		3		0	0	12		17:15	26		22		0	0	48	
5:30	11		1		0	0	12		17:30	21		11		0	0	32	
5:45	13	39	4	9	0	0	17	48	17:45	25	96	24	82	0	0	49	178
6:00	13		0		0	0	13		18:00	26		18		0	0	44	
6:15	7		6		0	0	13		18:15	16		24		0	0	40	
6:30	13		9		0	0	22		18:30	21		31		0	0	52	
6:45	21	54	7	22	0	0	28	76	18:45	21	84	24	97	0	0	45	181
7:00	22		9		0	0	31		19:00	17		16		0	0	33	
7:15	16		16		0	0	32		19:15	14		7		0	0	21	
7:30	30		14		0	0	44		19:30	14		12		0	0	26	
7:45	43	111	14	53	0	0	57	164	19:45	13	58	28	63	0	0	41	121
8:00	19		22		0	0	41		20:00	13		16		0	0	29	
8:15	22		10		0	0	32		20:15	7		18		0	0	25	
8:30	23		7		0	0	30		20:30	7		19		0	0	26	
8:45	15	79	9	48	0	0	24	127	20:45	10	37	19	72	0	0	29	109
9:00	21		13		0	0	34		21:00	8		10		0	0	18	
9:15	20		11		0	0	31		21:15	7		9		0	0	16	
9:30	21		10		0	0	31		21:30	8		7		0	0	15	
9:45	25	87	12	46	0	0	37	133	21:45	9	32	14	40	0	0	23	72
10:00	15		7		0	0	22		22:00	7		11		0	0	18	
10:15	24		13		0	0	37		22:15	4		14		0	0	18	
10:30	20		17		0	0	37		22:30	4		4		0	0	8	
10:45	30	89	12	49	0	0	42	138	22:45	3	18	2	31	0	0	5	49
11:00	19		14		0	0	33		23:00	2		4		0	0	6	
11:15	18		16		0	0	34		23:15	3		3		0	0	6	
11:30	21		20		0	0	41		23:30	9		6		0	0	15	
11:45	12	70	10	60	0	0	22	130	23:45	3	17	4	17	0	0	7	34
TOTALS		566		321				887	TOTALS		758		690				1448
SPLIT %		63.8%		36.2%				38.0%	SPLIT %		52.3%		47.7%				62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,324	1,011	0	0	2,335

AM Peak Hour	7:30	7:15					7:15		PM Peak Hour	14:45	16:30					16:30		
AM Pk Volume	114	66					174		PM Pk Volume	101	104					196		
Pk Hr Factor	0.663	0.750					0.763		Pk Hr Factor	0.871	0.897					0.980		
7 - 9 Volume	190	101	0	0			291		4 - 6 Volume	186	176	0	0			362		
7 - 9 Peak Hour	7:30	7:15					7:15		4 - 6 Peak Hour	17:00	16:30					16:30		
7 - 9 Pk Volume	114	66	0	0			174		4 - 6 Pk Volume	96	104	0	0			196		
Pk Hr Factor	0.663	0.750	0.000	0.000			0.763		Pk Hr Factor	0.923	0.897	0.000	0.000			0.980		

National Data & Surveying Services Intersection Turning Movement Count

Location: Gilman Rd & Ramona Blvd
City: El Monte
Control: Signalized

Project ID: 22-020196-001
Date: 6/6/2022

Data - Totals

NS/EW Streets:	Gilman Rd				Gilman Rd				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	0	14	0	0	0	7	0	2	106	1	0	12	142	0	0	286
7:15 AM	3	1	9	0	0	0	15	0	1	100	9	0	14	212	0	0	364
7:30 AM	10	0	13	0	0	0	14	0	1	141	4	0	15	217	1	1	417
7:45 AM	26	0	10	0	0	0	10	0	0	165	30	0	6	234	1	0	482
8:00 AM	17	0	8	0	0	0	8	0	0	146	23	0	7	199	0	0	408
8:15 AM	3	0	10	0	0	0	18	0	1	142	8	0	5	138	0	0	325
8:30 AM	2	0	15	1	0	0	8	0	1	145	4	0	1	171	0	0	348
8:45 AM	0	1	6	1	0	0	8	0	0	125	5	0	2	154	0	0	302
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	2	85	2	0	0	88	0	6	1070	84	0	62	1467	2	1	2932
APPROACH %'s :	41.45%	1.32%	55.92%	1.32%	0.00%	0.00%	100.00%	0.00%	0.52%	92.24%	7.24%	0.00%	4.05%	95.76%	0.13%	0.07%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	56	1	40	0	0	0	47	0	2	552	66	0	42	862	2	1	1671
PEAK HR FACTOR :	0.538	0.250	0.769	0.000	0.000	0.000	0.783	0.000	0.500	0.836	0.550	0.000	0.700	0.921	0.500	0.250	0.867
	0.674				0.783				0.795				0.941				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	15	0	0	0	30	0	0	175	9	0	5	186	1	0	423
4:15 PM	9	0	12	0	0	1	9	1	0	149	15	0	9	160	1	0	366
4:30 PM	3	0	12	0	0	0	10	0	0	186	10	0	22	154	0	0	397
4:45 PM	8	0	12	0	0	0	11	0	0	153	8	0	23	181	3	0	399
5:00 PM	7	0	16	0	0	0	20	0	0	184	4	0	27	196	0	1	455
5:15 PM	6	0	21	0	0	0	31	0	0	178	7	0	20	189	0	0	452
5:30 PM	4	0	9	0	0	0	27	0	0	150	5	1	9	177	0	0	382
5:45 PM	5	0	12	0	0	0	22	0	1	167	10	0	18	167	0	0	402
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	0	109	0	0	1	160	1	1	1342	68	1	133	1410	5	1	3276
APPROACH %'s :	28.76%	0.00%	71.24%	0.00%	0.00%	0.62%	98.77%	0.62%	0.07%	95.04%	4.82%	0.07%	8.59%	91.03%	0.32%	0.06%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	24	0	61	0	0	0	72	0	0	701	29	0	92	720	3	1	1703
PEAK HR FACTOR :	0.750	0.000	0.726	0.000	0.000	0.000	0.581	0.000	0.000	0.942	0.725	0.000	0.852	0.918	0.250	0.250	0.936
	0.787				0.581				0.931				0.911				

Prepared by National Data & Surveying Services

Gilman Rd & Ramona Blvd

Peak Hour Turning Movement Count

ID: 22-020196-001
City: El Monte

Day: Monday
Date: 6/6/2022

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

Gilman Rd

SOUTHBOUND

AM	47	0	0	0	5
NOON	0	0	0	0	0
PM	72	0	0	0	3

0 0 0 0

EASTBOUND

Ramona Blvd

AM	NOON	PM	
965	0	816	
0	0	0	0
2	0	0	1
552	0	701	2
66	0	29	0
AM	NOON	PM	

WESTBOUND

Ramona Blvd

PM	NOON	AM	
3	0	2	0
720	0	862	2
92	0	42	1
1	0	1	0
763	0	593	
PM	NOON	AM	

0 0 1 0

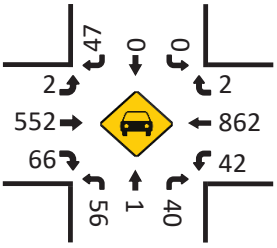
NORTHBOUND

PM	121	0	24	0	61
NOON	0	0	0	0	0
AM	108	0	56	1	40

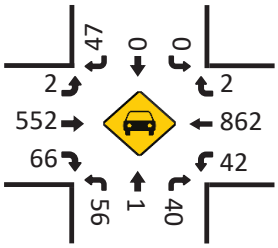
Gilman Rd

CONTROL			
Signalized			
TEV	1671 AM	0 NOON	1703 PM
PHF	0.87		0.94

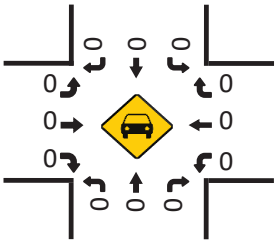
Total (AM)



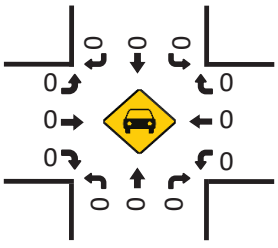
Total (AM)



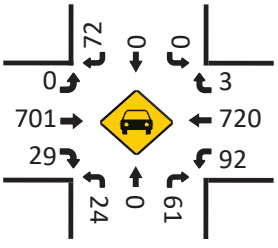
Total (NOON)



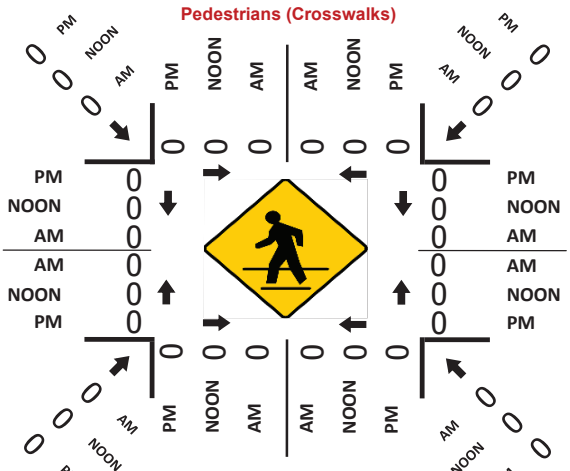
Total (NOON)



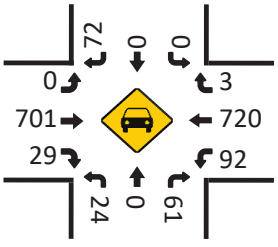
Total (PM)



Pedestrians (Crosswalks)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Durfee Ave & Ramona Blvd
City: El Monte
Control: 1-Way Stop (NB)

Project ID: 22-020196-002
Date: 6/6/2022

Data - Totals

NS/EW Streets:	Durfee Ave				Durfee Ave				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	5	0	18	0	0	0	0	0	0	104	7	0	25	117	0	0	276
7:15 AM	3	0	15	0	0	0	0	0	0	105	11	1	42	178	0	0	355
7:30 AM	6	0	14	0	0	0	0	0	0	144	13	0	47	177	0	0	401
7:45 AM	5	0	32	0	0	0	0	0	0	175	18	0	62	197	0	1	490
8:00 AM	3	0	20	0	0	0	0	0	0	160	25	1	23	197	0	4	433
8:15 AM	3	0	25	0	0	0	0	0	0	133	17	0	8	137	0	0	323
8:30 AM	6	0	20	0	0	0	0	0	0	129	7	0	10	161	0	0	333
8:45 AM	10	0	27	0	0	0	0	0	0	107	13	0	16	141	0	1	315
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	0	171	0	0	0	0	0	0	1057	111	2	233	1305	0	6	2926
APPROACH %'s :	19.34%	0.00%	80.66%	0.00%					0.00%	90.34%	9.49%	0.17%	15.09%	84.52%	0.00%	0.39%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	17	0	81	0	0	0	0	0	0	584	67	2	174	749	0	5	1679
PEAK HR FACTOR :	0.708	0.000	0.633	0.000	0.000	0.000	0.000	0.000	0.000	0.834	0.670	0.500	0.702	0.951	0.000	0.313	0.857
	0.662				0.000				0.846				0.892				

	Mjaor	Minor
	1581	98

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	0	0	2	0	0	1	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	0	27	0	0	0	0	0	0	168	17	0	12	176	0	0	408
4:15 PM	7	0	20	0	0	0	0	0	0	145	13	0	24	149	0	0	358
4:30 PM	12	0	22	0	0	0	0	0	0	177	16	0	18	139	0	0	384
4:45 PM	9	0	19	0	0	0	0	0	0	143	13	0	27	163	0	0	374
5:00 PM	4	0	20	0	0	0	0	0	0	164	14	0	42	167	0	0	411
5:15 PM	10	0	23	0	0	0	0	0	0	158	22	0	30	164	0	0	407
5:30 PM	10	0	18	0	0	0	0	0	0	142	11	0	24	163	0	0	368
5:45 PM	10	0	21	0	0	0	0	0	0	164	11	0	22	145	0	0	373
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	70	0	170	0	0	0	0	0	0	1261	117	0	199	1266	0	0	3083
APPROACH %'s :	29.17%	0.00%	70.83%	0.00%					0.00%	91.51%	8.49%	0.00%	13.58%	86.42%	0.00%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	35	0	84	0	0	0	0	0	0	642	65	0	117	633	0	0	1576
PEAK HR FACTOR :	0.729	0.000	0.913	0.000	0.000	0.000	0.000	0.000	0.000	0.907	0.739	0.000	0.696	0.948	0.000	0.000	0.959
	0.875				0.000				0.916				0.897				

	Mjaor	Minor
	1457	119

Prepared by National Data & Surveying Services

Durfee Ave & Ramona Blvd

Peak Hour Turning Movement Count

ID: 22-020196-002
City: El Monte

Day: Monday
Date: 6/6/2022

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Durfee Ave)

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND (Ramona Blvd)

AM	NOON	PM	
768	0	668	
2	0	0	0
0	0	0	0
584	0	642	2
67	0	65	0
AM	NOON	PM	

WESTBOUND (Ramona Blvd)

PM	NOON	AM	
0	0	0	0
633	0	749	2
117	0	174	1
0	0	5	0
726	0	670	
PM	NOON	AM	

NORTHBOUND (Durfee Ave)

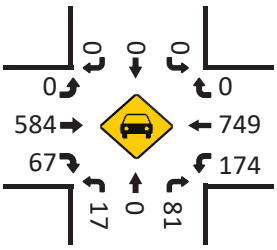
PM	182	0	35	0	84	PM
NOON	0	0	0	0	0	NOON
AM	241	0	17	0	81	AM
		0	1	0	1	

CONTROL

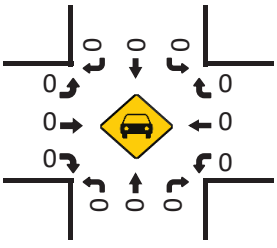
1-Way Stop (NB)

TEV	1679 AM	0 NOON	1576 PM
PHF	0.86		0.96

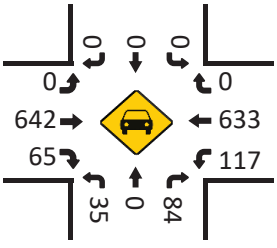
Total (AM)



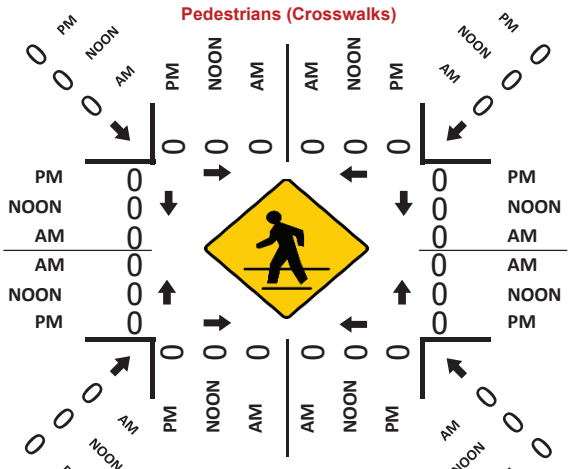
Total (NOON)



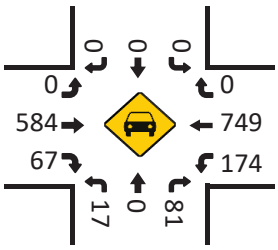
Total (PM)



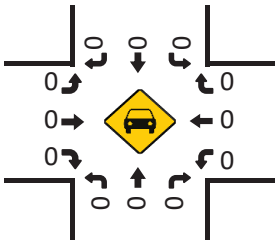
Pedestrians (Crosswalks)



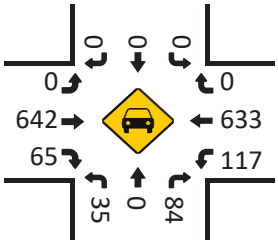
Total (AM)



Total (NOON)



Total (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Durfee Ave & Kerrwood St
City: El Monte
Control: 4-Way Stop

Project ID: 22-020196-003
Date: 6/6/2022

Data - Totals

NS/EW Streets:	Durfee Ave				Durfee Ave				Kerrwood St				Kerrwood St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	19	1	0	1	29	1	0	2	1	2	0	1	1	0	0	67
7:15 AM	10	12	3	0	4	45	3	0	2	3	6	0	8	4	2	0	102
7:30 AM	17	14	1	0	0	59	1	0	4	10	18	0	8	13	1	0	146
7:45 AM	20	35	4	0	12	67	4	0	3	27	14	0	29	16	0	0	231
8:00 AM	12	23	5	0	15	32	5	0	2	22	13	0	49	23	0	0	201
8:15 AM	12	33	4	0	6	20	4	0	1	17	8	0	40	14	4	0	163
8:30 AM	10	26	3	0	2	12	3	0	2	9	15	0	5	6	1	0	94
8:45 AM	15	25	3	0	3	22	3	0	3	4	11	0	6	3	3	0	101
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	105	187	24	0	43	286	24	0	19	93	87	0	146	80	11	0	1105
APPROACH %'s :	33.23%	59.18%	7.59%	0.00%	12.18%	81.02%	6.80%	0.00%	9.55%	46.73%	43.72%	0.00%	61.60%	33.76%	4.64%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	61	105	14	0	33	178	14	0	10	76	53	0	126	66	5	0	741
PEAK HR FACTOR :	0.763	0.750	0.700	0.000	0.550	0.664	0.700	0.000	0.625	0.704	0.736	0.000	0.643	0.717	0.313	0.000	0.802
	0.763				0.678				0.790				0.684				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	32	2	0	4	25	2	0	2	9	12	0	3	7	2	0	115
4:15 PM	8	28	2	0	4	34	1	0	3	6	10	0	5	4	1	0	106
4:30 PM	15	34	3	0	3	33	1	0	1	5	9	0	4	6	2	0	116
4:45 PM	23	29	4	0	2	43	3	0	1	6	10	0	4	4	2	0	131
5:00 PM	18	23	6	0	6	41	5	0	3	4	12	0	1	3	1	0	123
5:15 PM	20	37	4	0	5	44	3	0	1	4	4	0	1	4	0	0	127
5:30 PM	18	24	3	0	0	32	3	0	2	3	10	0	6	5	0	0	106
5:45 PM	18	27	3	0	1	31	2	0	3	6	10	0	4	3	4	0	112
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	135	234	27	0	25	283	20	0	16	43	77	0	28	36	12	0	936
APPROACH %'s :	34.09%	59.09%	6.82%	0.00%	7.62%	86.28%	6.10%	0.00%	11.76%	31.62%	56.62%	0.00%	36.84%	47.37%	15.79%	0.00%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	76	123	17	0	16	161	12	0	6	19	35	0	10	17	5	0	497
PEAK HR FACTOR :	0.826	0.831	0.708	0.000	0.667	0.915	0.600	0.000	0.500	0.792	0.729	0.000	0.625	0.708	0.625	0.000	0.948
	0.885				0.909				0.789				0.667				

Prepared by National Data & Surveying Services

Durfee Ave & Kerrwood St

Peak Hour Turning Movement Count

ID: 22-020196-003
City: El Monte

Day: Monday
Date: 6/6/2022

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	7:00 AM - 09:00 AM
NONE	NONE
04:30 PM - 05:30 PM	4:00 PM - 06:00 PM

SOUTHBOUND (Durfee Ave)

AM	14	178	33	0	120	AM
NOON	0	0	0	0	0	NOON
PM	12	161	16	0	134	PM
	0	2	1	0		

EASTBOUND (Kerrwood St)

AM	NOON	PM	
141	0	105	
0	0	0	0
10	0	6	0
76	0	19	1
53	0	35	0
AM	NOON	PM	

WESTBOUND (Kerrwood St)

PM	NOON	AM	
5	0	5	0
17	0	66	1
10	0	126	0
0	0	0	0
52	0	123	
PM	NOON	AM	

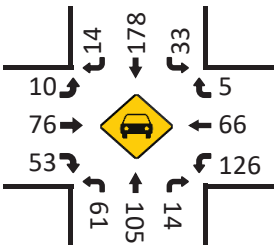
CONTROL: 4-Way Stop

TEV	741 AM	0 NOON	497 PM
PHF	0.80		0.95

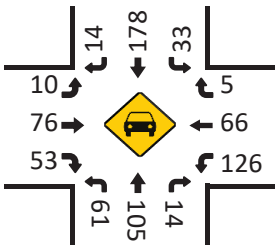
NORTHBOUND (Durfee Ave)

PM	206	0	76	123	17	PM
NOON	0	0	0	0	0	NOON
AM	357	0	61	105	14	AM
		0	1	2	0	

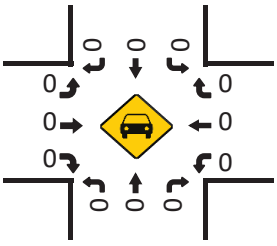
Total (AM)



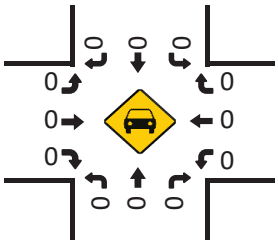
Total (AM)



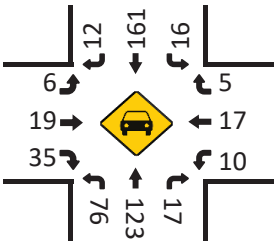
Total (NOON)



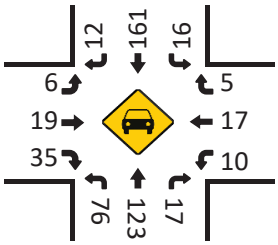
Total (NOON)



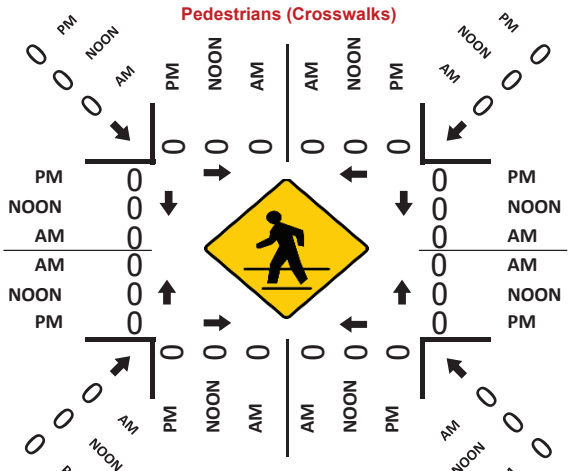
Total (PM)



Total (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Durfee Ave & Deana St
City: El Monte
Control: 4-Way Stop

Project ID: 22-020196-004
Date: 6/6/2022

Data - Total

NS/EW Streets:	Durfee Ave				Durfee Ave				Deana St				Deana St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	24	3	0	0	23	2	0	5	0	11	0	4	2	0	0	81
7:15 AM	13	28	9	0	1	55	6	0	2	4	16	0	8	3	2	0	147
7:30 AM	8	35	8	0	3	79	5	0	4	11	20	0	13	6	1	0	193
7:45 AM	6	59	10	0	5	89	10	0	6	19	19	0	11	12	6	0	252
8:00 AM	14	41	15	0	4	77	17	0	7	27	35	0	12	17	6	0	272
8:15 AM	8	36	5	0	3	55	14	0	4	22	17	0	11	18	4	0	197
8:30 AM	6	38	4	0	1	28	1	0	3	1	15	0	7	5	3	0	112
8:45 AM	4	31	3	0	3	32	5	0	4	4	20	0	6	4	1	0	117
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	66	292	57	0	20	438	60	0	35	88	153	0	72	67	23	0	1371
APPROACH %'s :	15.90%	70.36%	13.73%	0.00%	3.86%	84.56%	11.58%	0.00%	12.68%	31.88%	55.43%	0.00%	44.44%	41.36%	14.20%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	36	171	38	0	15	300	46	0	21	79	91	0	47	53	17	0	914
PEAK HR FACTOR :	0.643	0.725	0.633	0.000	0.750	0.843	0.676	0.000	0.750	0.731	0.650	0.000	0.904	0.736	0.708	0.000	0.840
	0.817				0.868				0.692				0.836				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	47	5	0	4	34	2	0	5	6	16	0	7	8	3	0	152
4:15 PM	14	38	8	0	3	54	3	0	1	5	12	0	8	6	1	0	153
4:30 PM	18	53	9	0	3	43	3	0	2	6	19	0	7	4	0	0	167
4:45 PM	24	52	7	0	5	50	3	0	2	7	12	0	4	11	4	0	181
5:00 PM	18	44	5	0	1	56	7	0	7	6	15	0	4	4	2	1	170
5:15 PM	19	56	9	0	3	43	7	0	4	3	10	0	7	3	3	0	167
5:30 PM	27	42	5	0	2	49	5	0	2	4	15	0	5	4	1	0	161
5:45 PM	19	53	9	0	1	42	2	0	0	6	16	0	3	2	1	0	154
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	154	385	57	0	22	371	32	0	23	43	115	0	45	42	15	1	1305
APPROACH %'s :	25.84%	64.60%	9.56%	0.00%	5.18%	87.29%	7.53%	0.00%	12.71%	23.76%	63.54%	0.00%	43.69%	40.78%	14.56%	0.97%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	79	205	30	0	12	192	20	0	15	22	56	0	22	22	9	1	685
PEAK HR FACTOR :	0.823	0.915	0.833	0.000	0.600	0.857	0.714	0.000	0.536	0.786	0.737	0.000	0.786	0.500	0.563	0.250	0.946
	0.935				0.875				0.830				0.711				

National Data & Surveying Services Intersection Turning Movement Count

Location: Durfee Ave & Deana St
City: El Monte
Control: 4-Way Stop

Project ID: 22-020196-004
Date: 6/6/2022

Data - Totals

NS/EW Streets:	Durfee Ave				Durfee Ave				Deana St				Deana St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	7	24	3	0	0	23	2	0	5	0	11	0	4	2	0	0	81
7:15 AM	13	28	9	0	1	55	6	0	2	4	16	0	8	3	2	0	147
7:30 AM	8	35	8	0	3	79	5	0	4	11	20	0	13	6	1	0	193
7:45 AM	6	59	10	0	5	89	10	0	6	19	19	0	11	12	6	0	252
8:00 AM	14	41	15	0	4	77	17	0	7	27	35	0	12	17	6	0	272
8:15 AM	8	36	5	0	3	55	14	0	4	22	17	0	11	18	4	0	197
8:30 AM	6	38	4	0	1	28	1	0	3	1	15	0	7	5	3	0	112
8:45 AM	4	31	3	0	3	32	5	0	4	4	20	0	6	4	1	0	117
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	66	292	57	0	20	438	60	0	35	88	153	0	72	67	23	0	1371
APPROACH %'s :	15.90%	70.36%	13.73%	0.00%	3.86%	84.56%	11.58%	0.00%	12.68%	31.88%	55.43%	0.00%	44.44%	41.36%	14.20%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	36	171	38	0	15	300	46	0	21	79	91	0	47	53	17	0	914
PEAK HR FACTOR :	0.643	0.725	0.633	0.000	0.750	0.843	0.676	0.000	0.750	0.731	0.650	0.000	0.904	0.736	0.708	0.000	0.840
	0.817				0.868				0.692				0.836				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	15	47	5	0	4	34	2	0	5	6	16	0	7	8	3	0	152
4:15 PM	14	38	8	0	3	54	3	0	1	5	12	0	8	6	1	0	153
4:30 PM	18	53	9	0	3	43	3	0	2	6	19	0	7	4	0	0	167
4:45 PM	24	52	7	0	5	50	3	0	2	7	12	0	4	11	4	0	181
5:00 PM	18	44	5	0	1	56	7	0	7	6	15	0	4	4	2	1	170
5:15 PM	19	56	9	0	3	43	7	0	4	3	10	0	7	3	3	0	167
5:30 PM	27	42	5	0	2	49	5	0	2	4	15	0	5	4	1	0	161
5:45 PM	19	53	9	0	1	42	2	0	0	6	16	0	3	2	1	0	154
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	154	385	57	0	22	371	32	0	23	43	115	0	45	42	15	1	1305
APPROACH %'s :	25.84%	64.60%	9.56%	0.00%	5.18%	87.29%	7.53%	0.00%	12.71%	23.76%	63.54%	0.00%	43.69%	40.78%	14.56%	0.97%	
PEAK HR :	04:30 PM - 05:30 PM																TOTAL
PEAK HR VOL :	79	205	30	0	12	192	20	0	15	22	56	0	22	22	9	1	685
PEAK HR FACTOR :	0.823	0.915	0.833	0.000	0.600	0.857	0.714	0.000	0.536	0.786	0.737	0.000	0.786	0.500	0.563	0.250	0.946
	0.935				0.875				0.830				0.711				

Prepared by National Data & Surveying Services

Durfee Ave & Deana St

Peak Hour Turning Movement Count

ID: 22-020196-004
City: El Monte

Day: Monday
Date: 6/6/2022

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:30 PM - 05:30 PM

COUNT PERIODS

AM	7:00 AM - 09:00 AM
NOON	NONE
PM	4:00 PM - 06:00 PM

SOUTHBOUND (Durfee Ave)

AM	46	300	15	0	209	AM
NOON	0	0	0	0	0	NOON
PM	20	192	12	0	229	PM
	0	2	1	0		

EASTBOUND (Deana St)

AM	NOON	PM	
135	0	121	
0	0	0	0
21	0	15	0
79	0	22	1
91	0	56	0
AM	NOON	PM	

WESTBOUND (Deana St)

	PM	NOON	AM
0	9	0	17
1	22	0	53
0	22	0	47
0	1	0	0
	65	0	132
	PM	NOON	AM

CONTROL

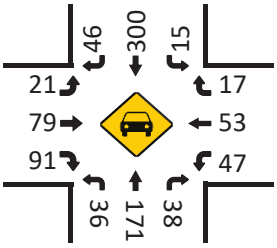
4-Way Stop

TEV	914 AM	0 NOON	685 PM
PHF	0.84		0.95

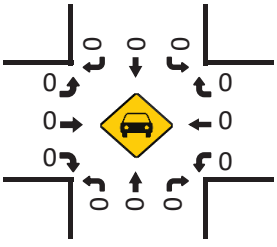
NORTHBOUND (Durfee Ave)

PM	270	0	79	205	30	PM
NOON	0	0	0	0	0	NOON
AM	438	0	36	171	38	AM
		0	1	2	0	

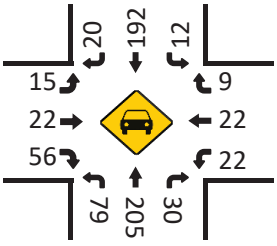
Total (AM)



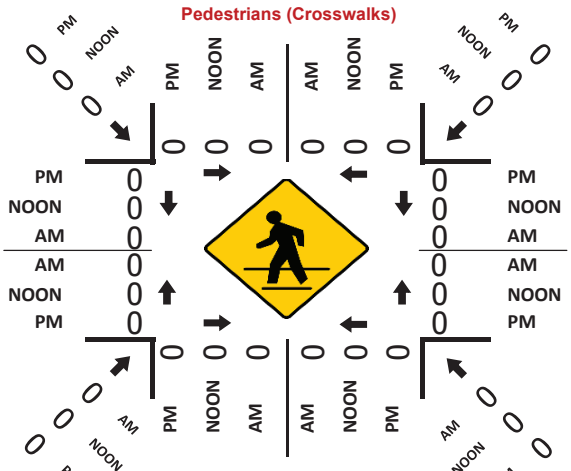
Total (NOON)



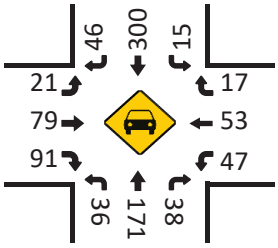
Total (PM)



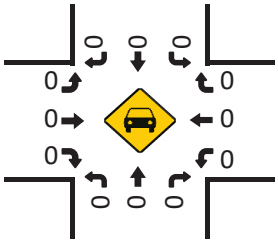
Pedestrians (Crosswalks)



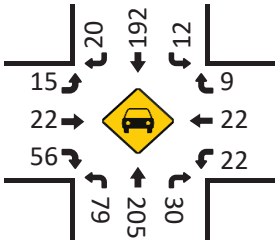
Total (AM)



Total (NOON)



Total (PM)



Prepared by National Data & Surveying Services

SPEED

Kerrwood St W/O Bannister Ave

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_001

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	2	0	0	0	0	0	0	0	0	0	5
1:00	1	0	1	0	0	0	0	0	0	0	0	0	0	2
2:00	0	0	1	1	0	0	0	0	0	0	0	0	0	2
3:00	0	2	0	0	0	0	0	0	0	0	0	0	0	2
4:00	2	1	1	2	0	0	0	0	0	0	0	0	0	6
5:00	6	3	3	6	0	0	0	0	0	0	0	0	0	18
6:00	4	5	9	5	2	0	0	0	0	0	0	0	0	25
7:00	9	17	55	82	15	2	0	0	0	0	0	0	0	180
8:00	13	22	90	92	33	1	0	0	0	0	0	0	0	251
9:00	15	15	28	40	15	0	0	0	0	0	0	0	0	113
10:00	14	9	26	46	14	2	0	0	0	0	0	0	0	111
11:00	16	13	34	39	13	1	0	0	0	0	0	0	0	116
12:00 PM	17	17	22	41	15	0	0	0	0	0	0	0	0	112
13:00	11	11	49	52	24	2	0	0	0	0	0	0	0	149
14:00	13	25	100	99	24	1	0	0	0	0	0	0	0	262
15:00	10	16	44	32	15	1	0	0	0	0	0	0	0	118
16:00	12	6	28	39	11	1	0	0	0	0	0	0	0	97
17:00	10	14	30	23	7	4	0	0	0	0	0	0	0	88
18:00	6	8	20	28	7	0	0	0	0	0	0	0	0	69
19:00	6	5	18	12	2	1	0	0	0	0	0	0	0	44
20:00	4	7	16	6	4	0	0	0	0	0	0	0	0	37
21:00	3	9	8	10	1	0	0	0	0	0	0	0	0	31
22:00	1	2	1	7	1	0	0	0	0	0	0	0	0	12
23:00	5	2	3	3	1	0	0	0	0	0	0	0	0	14
Totals	**178**	**209**	**590**	**667**	**204**	**16**								**1864**
% of Totals	10%	11%	32%	36%	11%	1%								100%

AM Volumes	80	87	251	315	92	6	0	0	0	0	0	0	0	831
% AM	4%	5%	13%	17%	5%	0%								45%
AM Peak Hour	11:00	8:00	8:00	8:00	8:00	7:00								8:00
Volume	16	22	90	92	33	2								251
PM Volumes	98	122	339	352	112	10	0	0	0	0	0	0	0	1033
% PM	5%	7%	18%	19%	6%	1%								55%
PM Peak Hour	12:00	14:00	14:00	14:00	13:00	17:00								14:00
Volume	17	25	100	99	24	4								262

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	431 ⟷	23%	261 ⟷	14%	185 ⟷	10%	987 ⟷	53%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Kerrwood St	Summary	17	25	24	30	33	1864

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Kerrwood St W/O Bannister Ave

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_001

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	907	957	1,864

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
0:00	0	0	0		1		1		12:00	0	0	13		20		33	
0:15	0	0	0		1		1		12:15	0	0	11		11		22	
0:30	0	0	0		2		2		12:30	0	0	19		9		28	
0:45	0	0	1	1	0	4	1	5	12:45	0	0	18	61	11	51	29	112
1:00	0	0	0		1		1		13:00	0	0	23		10		33	
1:15	0	0	0		0				13:15	0	0	22		10		32	
1:30	0	0	0		1		1		13:30	0	0	22		18		40	
1:45	0	0	0		0	2		2	13:45	0	0	27	94	17	55	44	149
2:00	0	0	1		0		1		14:00	0	0	24		45		69	
2:15	0	0	0		0				14:15	0	0	17		35		52	
2:30	0	0	0		1		1		14:30	0	0	20		18		38	
2:45	0	0	0	1	0	1		2	14:45	0	0	28	89	75	173	103	262
3:00	0	0	0		0				15:00	0	0	19		11		30	
3:15	0	0	0		0				15:15	0	0	11		17		28	
3:30	0	0	0		0				15:30	0	0	16		14		30	
3:45	0	0	2	2	0		2	2	15:45	0	0	17	63	13	55	30	118
4:00	0	0	1		0		1		16:00	0	0	16		11		27	
4:15	0	0	0		1		1		16:15	0	0	15		9		24	
4:30	0	0	1		3		4		16:30	0	0	10		10		20	
4:45	0	0	0	2	0	4		6	16:45	0	0	14	55	12	42	26	97
5:00	0	0	1		4		5		17:00	0	0	19		6		25	
5:15	0	0	1		5		6		17:15	0	0	14		5		19	
5:30	0	0	1		3		4		17:30	0	0	7		10		17	
5:45	0	0	0	3	3	15	3	18	17:45	0	0	15	55	12	33	27	88
6:00	0	0	0		2		2		18:00	0	0	15		9		24	
6:15	0	0	2		4		6		18:15	0	0	11		7		18	
6:30	0	0	1		3		4		18:30	0	0	7		7		14	
6:45	0	0	3	6	10	19	13	25	18:45	0	0	4	37	9	32	13	69
7:00	0	0	2		3		5		19:00	0	0	5		4		9	
7:15	0	0	12		16		28		19:15	0	0	9		1		10	
7:30	0	0	23		17		40		19:30	0	0	8		4		12	
7:45	0	0	61	98	46	82	107	180	19:45	0	0	6	28	7	16	13	44
8:00	0	0	50		75		125		20:00	0	0	4		5		9	
8:15	0	0	26		54		80		20:15	0	0	2		5		7	
8:30	0	0	13		12		25		20:30	0	0	9		4		13	
8:45	0	0	7	96	14	155	21	251	20:45	0	0	4	19	4	18	8	37
9:00	0	0	10		33		43		21:00	0	0	7		3		10	
9:15	0	0	8		15		23		21:15	0	0	4		6		10	
9:30	0	0	13		11		24		21:30	0	0	2		1		3	
9:45	0	0	9	40	14	73	23	113	21:45	0	0	6	19	2	12	8	31
10:00	0	0	7		12		19		22:00	0	0	1		1		2	
10:15	0	0	26		7		33		22:15	0	0	1		4		5	
10:30	0	0	21		8		29		22:30	0	0	2		2		4	
10:45	0	0	19	73	11	38	30	111	22:45	0	0	1	5	0	7	1	12
11:00	0	0	13		11		24		23:00	0	0	2		1		3	
11:15	0	0	14		13		27		23:15	0	0	4		1		5	
11:30	0	0	10		32		42		23:30	0	0	2		2		4	
11:45	0	0	14	51	9	65	23	116	23:45	0	0	1	9	1	5	2	14
TOTALS				373		458		831	TOTALS				534		499		1033
SPLIT %				44.9%		55.1%		44.6%	SPLIT %				51.7%		48.3%		55.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	907	957	1,864

AM Peak Hour			7:30	7:30	7:30	PM Peak Hour			13:15	14:00	14:00
AM Pk Volume			160	192	352	PM Pk Volume			95	173	262
Pk Hr Factor			0.656	0.640	0.704	Pk Hr Factor			0.880	0.577	0.636
7 - 9 Volume	0	0	194	237	431	4 - 6 Volume	0	0	110	75	185
7 - 9 Peak Hour			7:30	7:30	7:30	4 - 6 Peak Hour			16:15	16:00	16:00
7 - 9 Pk Volume	0	0	160	192	352	4 - 6 Pk Volume	0	0	58	42	97
Pk Hr Factor	0.000	0.000	0.656	0.640	0.704	Pk Hr Factor	0.000	0.000	0.763	0.875	0.898

Prepared by National Data & Surveying Services

SPEED

Durfee Ave S/O Kerrwood St

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_002

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	3	5	9	11	5	3	1	1	1	0	0	39
1:00	0	0	0	0	9	6	5	1	1	0	1	0	0	23
2:00	0	0	1	1	6	7	0	1	0	1	0	0	0	17
3:00	0	0	1	2	3	8	7	3	1	0	0	0	0	25
4:00	0	0	0	5	11	12	16	7	0	1	0	0	0	52
5:00	0	1	5	7	18	32	23	13	4	1	0	0	0	104
6:00	2	4	4	7	33	70	49	18	7	1	0	0	0	195
7:00	1	2	6	21	92	164	138	54	16	2	0	0	0	496
8:00	3	7	8	22	96	171	104	41	10	2	0	0	0	464
9:00	0	3	11	13	50	94	65	34	6	1	0	0	0	277
10:00	3	4	3	15	43	80	69	26	4	1	0	0	0	248
11:00	1	2	16	16	48	102	88	42	9	1	1	0	0	326
12:00 PM	2	6	12	15	59	96	93	35	7	0	1	0	0	326
13:00	1	3	11	28	65	120	103	56	13	1	1	0	0	402
14:00	2	1	5	22	78	153	149	54	10	0	0	0	0	474
15:00	0	0	5	13	62	150	133	35	18	6	0	0	0	422
16:00	4	0	4	12	43	148	131	51	17	5	0	0	0	415
17:00	0	3	4	18	42	142	155	52	15	2	2	0	0	435
18:00	1	2	6	8	57	128	92	40	7	2	0	0	0	343
19:00	4	2	8	24	61	84	68	28	11	2	1	0	0	293
20:00	0	1	6	14	69	97	66	20	3	0	0	0	0	276
21:00	0	1	5	9	32	61	47	12	5	2	0	0	0	174
22:00	2	6	4	6	29	29	33	8	4	1	1	0	0	123
23:00	1	0	1	10	18	27	20	5	0	1	1	0	0	84
Totals	**27**	**48**	**129**	**293**	**1033**	**1992**	**1659**	**639**	**169**	**34**	**10**			**6033**
% of Totals	0%	1%	2%	5%	17%	33%	27%	11%	3%	1%	0%			100%

AM Volumes	10	23	58	114	418	757	569	243	59	12	3	0	0	2266
% AM	0%	0%	1%	2%	7%	13%	9%	4%	1%	0%	0%			38%
AM Peak Hour	8:00	8:00	11:00	8:00	8:00	8:00	7:00	7:00	7:00	7:00				7:00
Volume	3	7	16	22	96	171	138	54	16	2	1			496
PM Volumes	17	25	71	179	615	1235	1090	396	110	22	7	0	0	3767
% PM	0%	0%	1%	3%	10%	20%	18%	7%	2%	0%	0%			62%
PM Peak Hour	16:00	12:00	12:00	13:00	14:00	14:00	17:00	13:00	15:00	15:00	17:00			14:00
Volume	4	6	12	28	78	153	155	56	18	6	2			474

Directional Peak Periods	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
All Speeds	Volume	%	Volume	%	Volume	%	Volume	%
	960	16%	728	12%	850	14%	3495	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Durfee Ave	Summary	32	39	39	45	49	6033

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Durfee Ave S/O Kerrwood St

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_002

DAILY TOTALS	NB	SB	EB	WB	Total
	2,815	3,218	0	0	6,033

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	4		8		0	0	12		12:00	43		41		0	0	84	
0:15	6		5		0	0	11		12:15	36		42		0	0	78	
0:30	3		5		0	0	8		12:30	48		43		0	0	91	
0:45	5	18	3	21	0	0	8	39	12:45	30	157	43	169	0	0	73	326
1:00	1		6		0	0	7		13:00	51		41		0	0	92	
1:15	2		2		0	0	4		13:15	47		47		0	0	94	
1:30	2		6		0	0	8		13:30	39		53		0	0	92	
1:45	1	6	3	17	0	0	4	23	13:45	64	201	60	201	0	0	124	402
2:00	2		2		0	0	4		14:00	57		75		0	0	132	
2:15	3		3		0	0	6		14:15	55		65		0	0	120	
2:30	1		3		0	0	4		14:30	52		50		0	0	102	
2:45	0	6	3	11	0	0	3	17	14:45	57	221	63	253	0	0	120	474
3:00	2		3		0	0	5		15:00	45		58		0	0	103	
3:15	3		1		0	0	4		15:15	59		51		0	0	110	
3:30	6		3		0	0	9		15:30	41		54		0	0	95	
3:45	4	15	3	10	0	0	7	25	15:45	66	211	48	211	0	0	114	422
4:00	5		8		0	0	13		16:00	44		51		0	0	95	
4:15	6		5		0	0	11		16:15	52		48		0	0	100	
4:30	4		9		0	0	13		16:30	57		53		0	0	110	
4:45	9	24	6	28	0	0	15	52	16:45	57	210	53	205	0	0	110	415
5:00	9		11		0	0	20		17:00	57		46		0	0	103	
5:15	11		11		0	0	22		17:15	57		50		0	0	107	
5:30	20		14		0	0	34		17:30	54		61		0	0	115	
5:45	12	52	16	52	0	0	28	104	17:45	60	228	50	207	0	0	110	435
6:00	18		19		0	0	37		18:00	46		56		0	0	102	
6:15	20		25		0	0	45		18:15	51		43		0	0	94	
6:30	24		26		0	0	50		18:30	47		33		0	0	80	
6:45	20	82	43	113	0	0	63	195	18:45	36	180	31	163	0	0	67	343
7:00	26		61		0	0	87		19:00	28		33		0	0	61	
7:15	35		76		0	0	111		19:15	33		49		0	0	82	
7:30	42		85		0	0	127		19:30	37		35		0	0	72	
7:45	62	165	109	331	0	0	171	496	19:45	32	130	46	163	0	0	78	293
8:00	61		115		0	0	176		20:00	39		56		0	0	95	
8:15	32		77		0	0	109		20:15	33		28		0	0	61	
8:30	44		52		0	0	96		20:30	30		28		0	0	58	
8:45	44	181	39	283	0	0	83	464	20:45	32	134	30	142	0	0	62	276
9:00	28		44		0	0	72		21:00	28		20		0	0	48	
9:15	28		50		0	0	78		21:15	24		18		0	0	42	
9:30	27		32		0	0	59		21:30	24		17		0	0	41	
9:45	30	113	38	164	0	0	68	277	21:45	26	102	17	72	0	0	43	174
10:00	34		38		0	0	72		22:00	15		20		0	0	35	
10:15	26		23		0	0	49		22:15	10		19		0	0	29	
10:30	28		28		0	0	56		22:30	13		15		0	0	28	
10:45	35	123	36	125	0	0	71	248	22:45	12	50	19	73	0	0	31	123
11:00	37		27		0	0	64		23:00	11		8		0	0	19	
11:15	40		43		0	0	83		23:15	13		15		0	0	28	
11:30	37		46		0	0	83		23:30	9		11		0	0	20	
11:45	51	165	45	161	0	0	96	326	23:45	8	41	9	43	0	0	17	84
TOTALS		950		1316				2266	TOTALS		1865		1902				3767
SPLIT %		41.9%		58.1%				37.6%	SPLIT %		49.5%		50.5%				62.4%

DAILY TOTALS	NB	SB	EB	WB	Total
	2,815	3,218	0	0	6,033

AM Peak Hour	7:15	7:30					7:15		PM Peak Hour	13:45	13:30					13:45		
AM Pk Volume	200	386					585		PM Pk Volume	228	253					478		
Pk Hr Factor	0.806	0.839					0.831		Pk Hr Factor	0.891	0.843					0.905		
7 - 9 Volume	346	614	0	0			960		4 - 6 Volume	438	412	0	0			850		
7 - 9 Peak Hour	7:15	7:30					7:15		4 - 6 Peak Hour	16:30	16:45					16:45		
7 - 9 Pk Volume	200	386	0	0			585		4 - 6 Pk Volume	228	210	0	0			435		
Pk Hr Factor	0.806	0.839	0.000	0.000			0.831		Pk Hr Factor	1.000	0.861	0.000	0.000			0.946		

Prepared by National Data & Surveying Services

SPEED

Gilman Rd S/O Woodville Dr

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_003

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	0	4	4	4	0	0	0	0	0	0	0	0	12
1:00	0	0	1	4	3	1	0	0	0	0	0	0	0	9
2:00	1	0	4	1	1	0	0	0	0	0	0	0	0	7
3:00	2	1	2	1	1	1	0	0	0	0	0	0	0	8
4:00	2	0	3	4	1	0	0	0	0	0	0	0	0	10
5:00	7	2	8	12	6	2	1	0	0	0	0	0	0	38
6:00	4	4	10	14	9	11	1	0	0	0	0	0	0	53
7:00	9	42	64	54	17	2	0	0	0	0	0	0	0	188
8:00	16	67	92	59	12	4	2	0	0	0	0	0	0	252
9:00	7	8	27	23	17	5	1	0	0	0	0	0	0	88
10:00	5	4	22	39	20	2	2	0	0	0	0	0	0	94
11:00	11	6	29	22	11	2	0	0	0	0	0	0	0	81
12:00 PM	7	6	18	34	16	6	0	0	0	0	0	0	0	87
13:00	7	13	29	41	24	4	1	0	0	0	0	0	0	119
14:00	41	66	82	43	6	2	0	0	0	0	0	0	0	240
15:00	16	26	30	24	11	0	2	0	0	0	0	0	0	109
16:00	8	18	26	24	9	1	0	0	0	0	0	0	0	86
17:00	17	8	13	14	12	3	0	0	0	0	0	0	0	67
18:00	19	6	12	7	9	2	0	0	0	0	0	0	0	55
19:00	13	11	13	28	9	3	3	0	0	0	0	0	0	80
20:00	10	7	19	30	11	6	1	0	0	0	0	0	0	84
21:00	14	9	11	16	14	3	0	0	0	0	0	0	0	67
22:00	1	4	10	3	12	6	0	0	0	0	0	0	0	36
23:00	3	2	6	5	3	1	1	0	0	0	0	0	0	21
Totals	**220**	**310**	**535**	**506**	**238**	**67**	**15**							**1891**
% of Totals	12%	16%	28%	27%	13%	4%	1%							100%

AM Volumes	64	134	266	237	102	30	7	0	0	0	0	0	0	840
% AM	3%	7%	14%	13%	5%	2%	0%							44%
AM Peak Hour	8:00	8:00	8:00	8:00	10:00	6:00	8:00							8:00
Volume	16	67	92	59	20	11	2							252
PM Volumes	156	176	269	269	136	37	8	0	0	0	0	0	0	1051
% PM	8%	9%	14%	14%	7%	2%	0%							56%
PM Peak Hour	14:00	14:00	14:00	14:00	13:00	12:00	19:00							14:00
Volume	41	66	82	43	24	6	3							240

Directional Peak Periods All Speeds	AM 7-9		NOON 12-2		PM 4-6		Off Peak Volumes	
	Volume	%	Volume	%	Volume	%	Volume	%
	440	23%	206	11%	153	8%	1092	58%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Gilman Rd	Summary	16	24	24	31	35	1891

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Gilman Rd S/O Woodville Dr

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_003

DAILY TOTALS	NB	SB	EB	WB	Total
	1,152	739	0	0	1,891

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	2		1		0	0	3		12:00	16		8		0	0	24	
0:15	2		2		0	0	4		12:15	10		10		0	0	20	
0:30	0		0		0	0			12:30	11		10		0	0	21	
0:45	3	7	2	5	0	0	5	12	12:45	14	51	8	36	0	0	22	87
1:00	1		2		0	0	3		13:00	11		11		0	0	22	
1:15	0		1		0	0	1		13:15	17		12		0	0	29	
1:30	2		3		0	0	5		13:30	21		15		0	0	36	
1:45	0	3	0	6	0	0		9	13:45	19	68	13	51	0	0	32	119
2:00	0		2		0	0	2		14:00	28		31		0	0	59	
2:15	0		1		0	0	1		14:15	44		25		0	0	69	
2:30	0		2		0	0	2		14:30	28		17		0	0	45	
2:45	1	1	1	6	0	0	2	7	14:45	58	158	9	82	0	0	67	240
3:00	1		3		0	0	4		15:00	24		9		0	0	33	
3:15	1		0		0	0	1		15:15	20		6		0	0	26	
3:30	2		0		0	0	2		15:30	11		6		0	0	17	
3:45	1	5	0	3	0	0	1	8	15:45	26	81	7	28	0	0	33	109
4:00	2		2		0	0	4		16:00	21		10		0	0	31	
4:15	2		1		0	0	3		16:15	11		7		0	0	18	
4:30	2		1		0	0	3		16:30	15		8		0	0	23	
4:45	0	6	0	4	0	0		10	16:45	13	60	1	26	0	0	14	86
5:00	6		4		0	0	10		17:00	14		3		0	0	17	
5:15	6		1		0	0	7		17:15	11		3		0	0	14	
5:30	5		3		0	0	8		17:30	16		2		0	0	18	
5:45	9	26	4	12	0	0	13	38	17:45	14	55	4	12	0	0	18	67
6:00	8		1		0	0	9		18:00	17		1		0	0	18	
6:15	8		6		0	0	14		18:15	10		3		0	0	13	
6:30	9		6		0	0	15		18:30	9		2		0	0	11	
6:45	8	33	7	20	0	0	15	53	18:45	11	47	2	8	0	0	13	55
7:00	10		8		0	0	18		19:00	11		3		0	0	14	
7:15	7		12		0	0	19		19:15	11		5		0	0	16	
7:30	28		21		0	0	49		19:30	9		16		0	0	25	
7:45	59	104	43	84	0	0	102	188	19:45	11	42	14	38	0	0	25	80
8:00	75		56		0	0	131		20:00	8		14		0	0	22	
8:15	60		17		0	0	77		20:15	4		13		0	0	17	
8:30	18		6		0	0	24		20:30	7		15		0	0	22	
8:45	11	164	9	88	0	0	20	252	20:45	9	28	14	56	0	0	23	84
9:00	11		16		0	0	27		21:00	6		7		0	0	13	
9:15	15		9		0	0	24		21:15	10		8		0	0	18	
9:30	10		10		0	0	20		21:30	5		5		0	0	10	
9:45	15	51	2	37	0	0	17	88	21:45	13	34	13	33	0	0	26	67
10:00	10		7		0	0	17		22:00	7		6		0	0	13	
10:15	14		6		0	0	20		22:15	4		9		0	0	13	
10:30	18		12		0	0	30		22:30	3		4		0	0	7	
10:45	19	61	8	33	0	0	27	94	22:45	2	16	1	20	0	0	3	36
11:00	13		10		0	0	23		23:00	2		2		0	0	4	
11:15	9		9		0	0	18		23:15	2		4		0	0	6	
11:30	5		15		0	0	20		23:30	5		3		0	0	8	
11:45	14	41	6	40	0	0	20	81	23:45	1	10	2	11	0	0	3	21
TOTALS		502		338				**840**	**TOTALS**		650		401				**1051**
SPLIT %		59.8%		40.2%				**44.4%**	**SPLIT %**		61.8%		38.2%				**55.6%**

DAILY TOTALS	NB	SB	EB	WB	Total
	1,152	739	0	0	1,891

AM Peak Hour	7:30		7:30					**7:30**	**PM Peak Hour**	14:00		13:45					**14:00**
AM Pk Volume	222		137					**359**	**PM Pk Volume**	158		86					**240**
Pk Hr Factor	0.740		0.612					**0.685**	**Pk Hr Factor**	0.681		0.694					**0.870**
7 - 9 Volume	268		172		0	0		**440**	**4 - 6 Volume**	115		38		0	0		**153**
7 - 9 Peak Hour	7:30		7:30					**7:30**	**4 - 6 Peak Hour**	16:00		16:00					**16:00**
7 - 9 Pk Volume	222		137		0	0		**359**	**4 - 6 Pk Volume**	60		26		0	0		**86**
Pk Hr Factor	0.740		0.612		0.000	0.000		**0.685**	**Pk Hr Factor**	0.714		0.650		0.000	0.000		**0.694**

Prepared by National Data & Surveying Services

SPEED

Gilman Rd S/O Ramona Blvd

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_004

Summary

Time	< 15	15 - 19	20 - 24	25 - 29	30 - 34	35 - 39	40 - 44	45 - 49	50 - 54	55 - 59	60 - 64	65 - 69	70 +	Total
0:00 AM	0	1	5	13	7	0	0	0	0	0	0	0	0	26
1:00	0	2	3	6	3	1	0	0	0	0	0	0	0	15
2:00	1	0	1	2	1	0	0	0	0	0	0	0	0	5
3:00	0	0	4	1	1	3	0	0	0	0	0	0	0	9
4:00	0	2	3	7	0	4	0	0	0	0	0	0	0	16
5:00	0	1	9	15	20	3	0	0	0	0	0	0	0	48
6:00	6	4	15	31	14	5	0	0	1	0	0	0	0	76
7:00	55	25	36	37	8	2	0	1	0	0	0	0	0	164
8:00	32	28	36	24	6	1	0	0	0	0	0	0	0	127
9:00	21	26	43	40	3	0	0	0	0	0	0	0	0	133
10:00	21	38	51	23	5	0	0	0	0	0	0	0	0	138
11:00	19	33	52	15	10	1	0	0	0	0	0	0	0	130
12:00 PM	10	17	37	45	14	0	0	0	0	0	0	0	0	123
13:00	29	31	42	15	5	0	0	0	0	0	0	0	0	122
14:00	29	28	41	34	9	2	1	0	0	0	0	0	0	144
15:00	10	19	41	47	12	2	0	0	0	0	0	0	0	131
16:00	10	20	63	66	22	3	0	0	0	0	0	0	0	184
17:00	11	25	56	55	29	2	0	0	0	0	0	0	0	178
18:00	6	14	57	62	35	6	1	0	0	0	0	0	0	181
19:00	2	7	32	56	22	2	0	0	0	0	0	0	0	121
20:00	0	3	30	54	20	2	0	0	0	0	0	0	0	109
21:00	0	6	19	24	21	2	0	0	0	0	0	0	0	72
22:00	1	6	9	17	12	4	0	0	0	0	0	0	0	49
23:00	0	4	11	11	7	1	0	0	0	0	0	0	0	34
Totals	263	340	696	700	286	46	2	1	1					2335
% of Totals	11%	15%	30%	30%	12%	2%	0%	0%	0%					100%

AM Volumes	155	160	258	214	78	20	0	1	1	0	0	0	0	887
% AM	7%	7%	11%	9%	3%	1%		0%	0%					38%
AM Peak Hour	7:00	10:00	11:00	9:00	5:00	6:00		7:00	6:00					7:00
Volume	55	38	52	40	20	5		1	1					164
PM Volumes	108	180	438	486	208	26	2	0	0	0	0	0	0	1448
% PM	5%	8%	19%	21%	9%	1%	0%							62%
PM Peak Hour	13:00	13:00	16:00	16:00	18:00	18:00	14:00							16:00
Volume	29	31	63	66	35	6	1							184

Directional Peak Periods	AM 7-9			NOON 12-2			PM 4-6			Off Peak Volumes		
All Speeds	Volume	↔	%	Volume	↔	%	Volume	↔	%	Volume	↔	%
	291		12%	245		10%	362		16%	1437		62%

Street Name	Direction	Percentiles					
		15th	50th	Average	85th	95th	ADT
Gilman Rd	Summary	16	24	23	30	34	2335

Prepared by NDS/ATD

Prepared by National Data & Surveying Services

VOLUME

Gilman Rd S/O Ramona Blvd

Day: Monday
Date: 6/6/2022

City: El Monte
Project #: CA22_020197_004

DAILY TOTALS	NB	SB	EB	WB	Total
	1,324	1,011	0	0	2,335

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
0:00	3		4		0	0	7		12:00	19		14		0	0	33	
0:15	2		5		0	0	7		12:15	20		12		0	0	32	
0:30	1		4		0	0	5		12:30	17		12		0	0	29	
0:45	4	10	3	16	0	0	7	26	12:45	15	71	14	52	0	0	29	123
1:00	2		5		0	0	7		13:00	19		15		0	0	34	
1:15	0		1		0	0	1		13:15	15		10		0	0	25	
1:30	3		4		0	0	7		13:30	20		14		0	0	34	
1:45	0	5	0	10	0	0		15	13:45	13	67	16	55	0	0	29	122
2:00	0		1		0	0	1		14:00	23		19		0	0	42	
2:15	0		1		0	0	1		14:15	25		9		0	0	34	
2:30	0		1		0	0	1		14:30	13		13		0	0	26	
2:45	1	1	1	4	0	0	2	5	14:45	29	90	13	54	0	0	42	144
3:00	1		0		0	0	1		15:00	26		7		0	0	33	
3:15	0		0		0	0			15:15	28		12		0	0	40	
3:30	4		0		0	0	4		15:30	18		6		0	0	24	
3:45	3	8	1	1	0	0	4	9	15:45	26	98	8	33	0	0	34	131
4:00	2		2		0	0	4		16:00	23		19		0	0	42	
4:15	2		1		0	0	3		16:15	25		18		0	0	43	
4:30	8		0		0	0	8		16:30	22		28		0	0	50	
4:45	1	13	0	3	0	0	1	16	16:45	20	90	29	94	0	0	49	184
5:00	6		1		0	0	7		17:00	24		25		0	0	49	
5:15	9		3		0	0	12		17:15	26		22		0	0	48	
5:30	11		1		0	0	12		17:30	21		11		0	0	32	
5:45	13	39	4	9	0	0	17	48	17:45	25	96	24	82	0	0	49	178
6:00	13		0		0	0	13		18:00	26		18		0	0	44	
6:15	7		6		0	0	13		18:15	16		24		0	0	40	
6:30	13		9		0	0	22		18:30	21		31		0	0	52	
6:45	21	54	7	22	0	0	28	76	18:45	21	84	24	97	0	0	45	181
7:00	22		9		0	0	31		19:00	17		16		0	0	33	
7:15	16		16		0	0	32		19:15	14		7		0	0	21	
7:30	30		14		0	0	44		19:30	14		12		0	0	26	
7:45	43	111	14	53	0	0	57	164	19:45	13	58	28	63	0	0	41	121
8:00	19		22		0	0	41		20:00	13		16		0	0	29	
8:15	22		10		0	0	32		20:15	7		18		0	0	25	
8:30	23		7		0	0	30		20:30	7		19		0	0	26	
8:45	15	79	9	48	0	0	24	127	20:45	10	37	19	72	0	0	29	109
9:00	21		13		0	0	34		21:00	8		10		0	0	18	
9:15	20		11		0	0	31		21:15	7		9		0	0	16	
9:30	21		10		0	0	31		21:30	8		7		0	0	15	
9:45	25	87	12	46	0	0	37	133	21:45	9	32	14	40	0	0	23	72
10:00	15		7		0	0	22		22:00	7		11		0	0	18	
10:15	24		13		0	0	37		22:15	4		14		0	0	18	
10:30	20		17		0	0	37		22:30	4		4		0	0	8	
10:45	30	89	12	49	0	0	42	138	22:45	3	18	2	31	0	0	5	49
11:00	19		14		0	0	33		23:00	2		4		0	0	6	
11:15	18		16		0	0	34		23:15	3		3		0	0	6	
11:30	21		20		0	0	41		23:30	9		6		0	0	15	
11:45	12	70	10	60	0	0	22	130	23:45	3	17	4	17	0	0	7	34
TOTALS		566		321				887	TOTALS		758		690				1448
SPLIT %		63.8%		36.2%				38.0%	SPLIT %		52.3%		47.7%				62.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	1,324	1,011	0	0	2,335

AM Peak Hour	7:30	7:15					7:15		PM Peak Hour	14:45	16:30					16:30		
AM Pk Volume	114	66					174		PM Pk Volume	101	104					196		
Pk Hr Factor	0.663	0.750					0.763		Pk Hr Factor	0.871	0.897					0.980		
7 - 9 Volume	190	101	0	0			291		4 - 6 Volume	186	176	0	0			362		
7 - 9 Peak Hour	7:30	7:15					7:15		4 - 6 Peak Hour	17:00	16:30					16:30		
7 - 9 Pk Volume	114	66	0	0			174		4 - 6 Pk Volume	96	104	0	0			196		
Pk Hr Factor	0.663	0.750	0.000	0.000			0.763		Pk Hr Factor	0.923	0.897	0.000	0.000			0.980		

APPENDIX D
Existing LOS Worksheets

Vistro File: J:\...\MacLaren_TIS.vistro
Report File: J:\...\EXAM.pdf

Scenario 1 EXAM
6/21/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Left	0.340	17.1	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.149	41.9	E
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	WB Left	0.315	10.1	B
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.308	10.5	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	17.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.340

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	0	10	0	0	12	1	138	17	11	216	1
Total Analysis Volume [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	181	0	0	181	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	177	177	177	177	177	177
g / C, Green / Cycle	0.23	0.23	0.74	0.74	0.74	0.74	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.07	0.03	0.00	0.19	0.19	0.06	0.26	0.26
s, saturation flow rate [veh/h]	1353	1431	576	1683	1621	725	1683	1682
c, Capacity [veh/h]	334	343	398	1241	1195	514	1241	1240
d1, Uniform Delay [s]	75.95	73.72	15.74	10.17	10.18	14.01	11.13	11.13
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.20	0.83	0.02	0.49	0.51	0.32	0.77	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.29	0.14	0.01	0.25	0.25	0.08	0.35	0.35
d, Delay for Lane Group [s/veh]	78.15	74.56	15.76	10.66	10.69	14.33	11.90	11.90
Lane Group LOS	E	E	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.23	2.44	0.05	5.81	5.64	0.92	8.77	8.76
50th-Percentile Queue Length [ft/ln]	130.69	60.91	1.13	145.31	140.95	23.09	219.14	218.96
95th-Percentile Queue Length [veh/ln]	8.98	4.39	0.08	9.77	9.53	1.66	13.62	13.61
95th-Percentile Queue Length [ft/ln]	224.43	109.64	2.03	244.16	238.30	41.57	340.52	340.30

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	78.15	78.15	78.15	74.56	74.56	74.56	15.76	10.67	10.69	14.33	11.90	11.90
Movement LOS	E	E	E	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	78.15			74.56			10.69			12.01		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	17.12											
Intersection LOS	B											
Intersection V/C	0.340											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.923	0.000	2.836	0.000
Crosswalk LOS	A	F	C	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	458	458	1475	1475
d_b, Bicycle Delay [s]	71.30	71.30	8.27	8.27
I_b,int, Bicycle LOS Score for Intersection	1.720	1.637	2.071	2.308
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	41.9
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.149

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	17	81	584	67	179	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	17	81	584	67	179	749
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	4	20	146	17	45	187
Total Analysis Volume [veh/h]	17	81	584	67	179	749
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.15	0.12	0.01	0.00	0.19	0.01
d_M, Delay for Movement [s/veh]	41.87	11.11	0.00	0.00	9.78	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.50	0.41	0.00	0.00	0.71	0.00
95th-Percentile Queue Length [ft/ln]	12.57	10.25	0.00	0.00	17.71	0.00
d_A, Approach Delay [s/veh]	16.44		0.00		1.89	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.01					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	10.1
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.315

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	26	4	8	45	4	3	19	13	32	17	1
Total Analysis Volume [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	565	613	632	569	620	631	651	625
Degree of Utilization, x	0.11	0.10	0.09	0.06	0.16	0.15	0.21	0.32

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.36	0.32	0.31	0.18	0.55	0.53	0.80	1.35
95th-Percentile Queue Length [ft]	9.03	8.02	7.77	4.60	13.65	13.37	20.11	33.66
Approach Delay [s/veh]	9.35			9.49			10.03	11.39
Approach LOS	A			A			B	B
Intersection Delay [s/veh]	10.06							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.308

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	43	10	4	75	12	5	20	23	12	13	4
Total Analysis Volume [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	553	601	627	566	614	636	621	584
Degree of Utilization, x	0.07	0.17	0.17	0.03	0.28	0.27	0.31	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.21	0.63	0.59	0.08	1.15	1.10	1.30	0.74
95th-Percentile Queue Length [ft]	5.20	15.65	14.85	2.04	28.77	27.54	32.52	18.56
Approach Delay [s/veh]	9.75			10.59			11.35	10.71
Approach LOS	A			B			B	B
Intersection Delay [s/veh]	10.54							
Intersection LOS	B							

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Report File: J:\...\EXPM.pdf

Scenario 2 EXPM
6/21/2022

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Right	0.289	18.6	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.236	36.5	E
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	NB Left	0.120	8.4	A
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	WB Left	0.169	9.0	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	18.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.289

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	15	0	0	18	0	175	7	23	180	1
Total Analysis Volume [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing major stree		0			0			0			0	
v_di, Inbound Pedestrian Volume crossing major street [		0			0			0			0	
v_co, Outbound Pedestrian Volume crossing minor stree		0			0			0			0	
v_ci, Inbound Pedestrian Volume crossing minor street [		0			0			0			0	
v_ab, Corner Pedestrian Volume [ped/h]		0			0			0			0	
Bicycle Volume [bicycles/h]		0			0			0			0	

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis	Permis
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	0	63	0	0	177	0	0	177	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	173	173	173	173	173	173
g / C, Green / Cycle	0.25	0.25	0.72	0.72	0.72	0.72	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.06	0.05	0.00	0.22	0.22	0.14	0.21	0.21
s, saturation flow rate [veh/h]	1401	1431	657	1683	1660	653	1683	1681
c, Capacity [veh/h]	364	367	448	1213	1196	444	1213	1211
d1, Uniform Delay [s]	72.25	71.87	0.00	11.96	11.97	18.70	11.91	11.91
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.50	1.20	0.00	0.64	0.65	1.07	0.63	0.63
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.23	0.20	0.00	0.30	0.30	0.21	0.30	0.30
d, Delay for Lane Group [s/veh]	73.75	73.06	0.00	12.61	12.62	19.77	12.54	12.54
Lane Group LOS	E	E	A	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	4.41	3.71	0.00	7.61	7.51	2.46	7.46	7.45
50th-Percentile Queue Length [ft/ln]	110.26	92.87	0.00	190.21	187.85	61.55	186.48	186.22
95th-Percentile Queue Length [veh/ln]	7.85	6.69	0.00	12.13	12.01	4.43	11.94	11.92
95th-Percentile Queue Length [ft/ln]	196.37	167.17	0.00	303.30	300.24	110.79	298.46	298.12

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.75	73.75	73.75	73.06	73.06	73.06	0.00	12.61	12.62	19.77	12.54	12.54
Movement LOS	E	E	E	E	E	E	A	B	B	B	B	B
d_A, Approach Delay [s/veh]	73.75			73.06			12.61			13.37		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	18.58											
Intersection LOS	B											
Intersection V/C	0.289											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
I_p,int, Pedestrian LOS Score for Intersection	1.994	0.000	2.784	0.000
Crosswalk LOS	A	F	C	F
s_b, Saturation Flow Rate of the bicycle lane [bicycles/h]	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	492	492	1442	1442
d_b, Bicycle Delay [s]	68.25	68.25	9.35	9.35
I_b,int, Bicycle LOS Score for Intersection	1.700	1.678	2.162	2.233
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	36.5
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.236

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	84	642	65	117	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	35	84	642	65	117	633
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	21	161	16	29	158
Total Analysis Volume [veh/h]	35	84	642	65	117	633
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.24	0.13	0.01	0.00	0.13	0.01
d_M, Delay for Movement [s/veh]	36.54	11.44	0.00	0.00	9.67	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	0.87	0.45	0.00	0.00	0.45	0.00
95th-Percentile Queue Length [ft/ln]	21.78	11.20	0.00	0.00	11.34	0.00
d_A, Approach Delay [s/veh]	18.82		0.00		1.51	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.14					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	8.4
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.120

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	31	4	4	40	3	2	5	9	3	4	1
Total Analysis Volume [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	661	728	753	657	724	738	712	669
Degree of Utilization, x	0.12	0.10	0.09	0.02	0.12	0.12	0.08	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.39	0.32	0.31	0.07	0.41	0.40	0.28	0.15
95th-Percentile Queue Length [ft]	9.70	7.95	7.65	1.87	10.13	9.91	6.88	3.76
Approach Delay [s/veh]	8.35			8.29			8.52	8.66
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	8.37							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	9.0
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.169

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	51	8	3	48	5	4	6	14	6	6	2
Total Analysis Volume [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	633	694	719	623	683	701	671	630
Degree of Utilization, x	0.12	0.17	0.16	0.02	0.16	0.15	0.14	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.43	0.61	0.58	0.06	0.55	0.53	0.48	0.28
95th-Percentile Queue Length [ft]	10.63	15.15	14.54	1.47	13.68	13.28	11.99	7.02
Approach Delay [s/veh]	8.91			8.83			9.23	9.26
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	8.96							
Intersection LOS	A							

APPENDIX E
Existing with-Project LOS Worksheets

Esperanza Village Project

Vistro File: J:\...\MacLaren_TIS_v4 (2024).vistro
Report File: J:\...\Existing_With_Proj_AM.pdf

Scenario 3 Existing_With_Project_AM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Left	0.353	17.6	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.268	51.7	F
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	WB Left	0.332	10.3	B
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.311	10.7	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	17.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	10	0	0	0	0	16	2	25	16	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	58	1	50	0	0	47	2	568	68	68	878	2
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	15	0	13	0	0	12	1	142	17	17	220	1
Total Analysis Volume [veh/h]	58	1	50	0	0	47	2	568	68	68	878	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	181	0	0	181	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	177	177	177	177	177	177
g / C, Green / Cycle	0.23	0.23	0.74	0.74	0.74	0.74	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.08	0.03	0.00	0.19	0.19	0.10	0.26	0.26
s, saturation flow rate [veh/h]	1360	1431	567	1683	1621	713	1683	1682
c, Capacity [veh/h]	335	343	391	1241	1195	505	1241	1240
d1, Uniform Delay [s]	76.65	73.72	15.94	10.23	10.25	14.76	11.20	11.20
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.58	0.83	0.02	0.51	0.53	0.55	0.79	0.80
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.14	0.01	0.26	0.26	0.13	0.35	0.35
d, Delay for Lane Group [s/veh]	79.22	74.56	15.96	10.74	10.78	15.32	11.99	11.99
Lane Group LOS	E	E	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	5.94	2.44	0.05	6.02	5.84	1.53	8.99	8.98
50th-Percentile Queue Length [ft/ln]	148.52	60.91	1.14	150.61	146.00	38.32	224.65	224.48
95th-Percentile Queue Length [veh/ln]	9.94	4.39	0.08	10.05	9.80	2.76	13.90	13.89
95th-Percentile Queue Length [ft/ln]	248.45	109.64	2.05	251.24	245.08	68.97	347.56	347.34

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.22	79.22	79.22	74.56	74.56	74.56	15.96	10.76	10.78	15.32	11.99	11.99
Movement LOS	E	E	E	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	79.22			74.56			10.78			12.23		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	17.57											
Intersection LOS	B											
Intersection V/C	0.353											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.977	0.000	2.845	0.000
Crosswalk LOS	A	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	458	458	1475	1475
d_b, Bicycle Delay [s]	71.30	71.30	8.27	8.27
l_b,int, Bicycle LOS Score for Intersection	1.739	1.637	2.086	2.342
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	51.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.268

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	17	81	584	67	179	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	11	16	2	17	16	2
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	28	97	586	84	195	751
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	24	147	21	49	188
Total Analysis Volume [veh/h]	28	97	586	84	195	751
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.27	0.15	0.01	0.00	0.21	0.01
d_M, Delay for Movement [s/veh]	51.67	11.38	0.00	0.00	9.99	0.00
Movement LOS	F	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.00	0.51	0.00	0.00	0.80	0.00
95th-Percentile Queue Length [ft/ln]	24.89	12.81	0.00	0.00	20.10	0.00
d_A, Approach Delay [s/veh]	20.41		0.00		2.06	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.58					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	10.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.332

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	23	6	6	28	0	0	2	1	0	2	4
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	62	128	20	39	206	14	10	78	54	126	68	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	32	5	10	52	4	3	20	14	32	17	2
Total Analysis Volume [veh/h]	62	128	20	39	206	14	10	78	54	126	68	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	555	602	622	561	609	618	633	611
Degree of Utilization, x	0.11	0.12	0.12	0.07	0.18	0.18	0.22	0.33

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.37	0.42	0.40	0.22	0.65	0.64	0.86	1.45
95th-Percentile Queue Length [ft]	9.37	10.44	10.06	5.59	16.37	16.07	21.40	36.26
Approach Delay [s/veh]	9.57			9.81			10.33	11.79
Approach LOS	A			A			B	B
Intersection Delay [s/veh]	10.33							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	10.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.311

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	17	0	0	11	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	36	188	38	15	311	46	21	79	91	47	53	17
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	9	47	10	4	78	12	5	20	23	12	13	4
Total Analysis Volume [veh/h]	36	188	38	15	311	46	21	79	91	47	53	17
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	551	598	623	563	611	631	615	578
Degree of Utilization, x	0.07	0.19	0.18	0.03	0.29	0.28	0.31	0.20

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.21	0.69	0.66	0.08	1.21	1.16	1.32	0.75
95th-Percentile Queue Length [ft]	5.23	17.30	16.47	2.05	30.26	29.00	33.00	18.80
Approach Delay [s/veh]	9.91			10.76			11.48	10.81
Approach LOS	A			B			B	B
Intersection Delay [s/veh]	10.68							
Intersection LOS	B							

Esperanza Village Project

Vistro File: J:\...\MacLaren_TIS_v4 (2024).vistro
Report File: J:\...\Existing_With_Proj_PM.pdf

Scenario 4 Existing_With_Project_PM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Right	0.316	19.5	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.410	48.6	E
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	NB Left	0.140	8.6	A
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	WB Left	0.181	9.1	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	19.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.316

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	3	0	20	0	0	0	0	30	2	23	15	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	27	0	81	0	0	72	0	731	31	116	735	3
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	20	0	0	18	0	183	8	29	184	1
Total Analysis Volume [veh/h]	27	0	81	0	0	72	0	731	31	116	735	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	0	63	0	0	177	0	0	177	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	173	173	173	173	173	173
g / C, Green / Cycle	0.25	0.25	0.72	0.72	0.72	0.72	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.08	0.05	0.00	0.23	0.23	0.18	0.22	0.22
s, saturation flow rate [veh/h]	1404	1431	648	1683	1659	634	1683	1681
c, Capacity [veh/h]	364	367	441	1213	1196	429	1213	1211
d1, Uniform Delay [s]	73.42	71.87	0.00	12.11	12.12	20.11	11.98	11.98
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.07	1.20	0.00	0.68	0.70	1.55	0.65	0.65
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.30	0.20	0.00	0.32	0.32	0.27	0.30	0.30
d, Delay for Lane Group [s/veh]	75.49	73.06	0.00	12.80	12.81	21.65	12.63	12.63
Lane Group LOS	E	E	A	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	5.71	3.71	0.00	8.04	7.94	3.28	7.66	7.65
50th-Percentile Queue Length [ft/ln]	142.77	92.87	0.00	201.12	198.51	81.93	191.45	191.19
95th-Percentile Queue Length [veh/ln]	9.63	6.69	0.00	12.70	12.56	5.90	12.20	12.18
95th-Percentile Queue Length [ft/ln]	240.75	167.17	0.00	317.41	314.04	147.47	304.91	304.57

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	75.49	75.49	75.49	73.06	73.06	73.06	0.00	12.80	12.81	21.65	12.63	12.63
Movement LOS	E	E	E	E	E	E	A	B	B	C	B	B
d_A, Approach Delay [s/veh]	75.49			73.06			12.80			13.85		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	19.49											
Intersection LOS	B											
Intersection V/C	0.316											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.050	0.000	2.797	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	492	492	1442	1442
d_b, Bicycle Delay [s]	68.25	68.25	9.35	9.35
l_b,int, Bicycle LOS Score for Intersection	1.738	1.678	2.188	2.264
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	48.6
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.410

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	84	642	65	117	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	21	30	2	16	15	3
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	56	114	644	81	132	636
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	14	29	161	20	33	159
Total Analysis Volume [veh/h]	56	114	644	81	132	636
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.41	0.18	0.01	0.00	0.15	0.01
d_M, Delay for Movement [s/veh]	48.62	11.92	0.00	0.00	9.85	0.00
Movement LOS	E	B	A	A	A	A
95th-Percentile Queue Length [veh/ln]	1.77	0.65	0.00	0.00	0.53	0.00
95th-Percentile Queue Length [ft/ln]	44.36	16.27	0.00	0.00	13.27	0.00
d_A, Approach Delay [s/veh]	24.01		0.00		1.69	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	3.24					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	8.6
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.140

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	44	5	5	26	0	0	2	1	0	3	7
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	77	167	22	21	187	12	6	21	36	10	20	12
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	19	42	6	5	47	3	2	5	9	3	5	3
Total Analysis Volume [veh/h]	77	167	22	21	187	12	6	21	36	10	20	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	652	716	740	646	710	722	689	661
Degree of Utilization, x	0.12	0.13	0.13	0.03	0.14	0.14	0.09	0.06

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.40	0.45	0.44	0.10	0.49	0.48	0.30	0.20
95th-Percentile Queue Length [ft]	10.00	11.33	10.92	2.52	12.14	11.91	7.52	5.07
Approach Delay [s/veh]	8.55			8.53			8.75	8.81
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	8.58							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	9.1
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.181

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	15	0	0	20	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	79	220	30	12	212	20	15	22	56	23	22	9
Peak Hour Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	20	55	8	3	53	5	4	6	14	6	6	2
Total Analysis Volume [veh/h]	79	220	30	12	212	20	15	22	56	23	22	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	630	691	714	621	680	696	663	622
Degree of Utilization, x	0.13	0.18	0.18	0.02	0.17	0.17	0.14	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.43	0.66	0.63	0.06	0.61	0.60	0.49	0.28
95th-Percentile Queue Length [ft]	10.69	16.42	15.78	1.48	15.30	14.88	12.16	7.11
Approach Delay [s/veh]	9.01			8.98			9.32	9.34
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	9.06							
Intersection LOS	A							

APPENDIX F
Future Pre-Project LOS Worksheets

Esperanza Village Project

Vistro File: J:\...\MacLaren_TIS_v4 (2024).vistro
Report File: J:\...\Future_Without_Proj_AM.pdf

Scenario 5 Future_Without_Project_AM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Left	0.376	17.7	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.226	54.7	F
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	WB Left	0.358	10.5	B
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.349	11.2	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	17.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.376

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	0	2	0	0	0	0	7	-3	-14	-5	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	60	1	44	0	0	49	2	587	66	31	900	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	12	0	0	13	1	154	17	8	237	1
Total Analysis Volume [veh/h]	63	1	46	0	0	52	2	618	69	33	947	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	181	0	0	181	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	177	177	177	177	177	177
g / C, Green / Cycle	0.23	0.23	0.74	0.74	0.74	0.74	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.08	0.04	0.00	0.21	0.21	0.05	0.28	0.28
s, saturation flow rate [veh/h]	1354	1431	532	1683	1624	680	1683	1682
c, Capacity [veh/h]	334	343	363	1241	1198	479	1241	1240
d1, Uniform Delay [s]	76.65	73.99	16.84	10.43	10.44	14.56	11.52	11.52
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	2.62	0.94	0.03	0.57	0.59	0.28	0.90	0.90
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.33	0.15	0.01	0.28	0.28	0.07	0.38	0.38
d, Delay for Lane Group [s/veh]	79.27	74.93	16.87	11.00	11.03	14.84	12.41	12.41
Lane Group LOS	E	E	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.00	2.71	0.05	6.63	6.43	0.72	9.97	9.96
50th-Percentile Queue Length [ft/ln]	149.93	67.66	1.18	165.81	160.81	18.07	249.30	249.12
95th-Percentile Queue Length [veh/ln]	10.01	4.87	0.08	10.86	10.59	1.30	15.15	15.14
95th-Percentile Queue Length [ft/ln]	250.33	121.80	2.12	271.40	264.80	32.52	378.77	378.54

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	79.27	79.27	79.27	74.93	74.93	74.93	16.87	11.01	11.03	14.84	12.41	12.41
Movement LOS	E	E	E	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	79.27			74.93			11.03			12.49		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	17.72											
Intersection LOS	B											
Intersection V/C	0.376											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.911	0.000	2.873	0.000
Crosswalk LOS	A	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	458	458	1475	1475
d_b, Bicycle Delay [s]	71.30	71.30	8.27	8.27
l_b,int, Bicycle LOS Score for Intersection	1.741	1.645	2.128	2.370
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	54.7
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.226

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	17	81	584	67	179	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	1	3	-8	-10	5
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	20	86	616	62	178	791
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	5	23	162	16	47	208
Total Analysis Volume [veh/h]	21	91	648	65	187	833
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.23	0.14	0.01	0.00	0.21	0.01
d_M, Delay for Movement [s/veh]	54.72	11.56	0.00	0.00	10.17	0.00
Movement LOS	F	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	0.80	0.49	0.00	0.00	0.80	0.00
95th-Percentile Queue Length [ft/ln]	20.11	12.34	0.00	0.00	19.97	0.00
d_A, Approach Delay [s/veh]	19.65		0.00		1.86	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.22					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	10.5
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.358

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	1	-5	-13	-4	0	0	0	0	1	0	2
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	64	111	10	22	183	15	11	80	56	133	69	7
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	29	3	6	48	4	3	21	15	35	18	2
Total Analysis Volume [veh/h]	67	117	11	23	193	16	12	84	59	140	73	7
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	549	596	608	554	601	612	637	615
Degree of Utilization, x	0.12	0.11	0.11	0.04	0.17	0.17	0.24	0.36

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.41	0.36	0.35	0.13	0.63	0.61	0.95	1.62
95th-Percentile Queue Length [ft]	10.34	8.97	8.77	3.24	15.63	15.30	23.77	40.49
Approach Delay [s/veh]	9.65			9.83			10.47	12.09
Approach LOS	A			A			B	B
Intersection Delay [s/veh]	10.53							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	11.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.349

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	-13	0	0	2	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	167	40	16	317	48	22	83	96	49	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	44	11	4	83	13	6	22	25	13	15	5
Total Analysis Volume [veh/h]	40	176	42	17	334	51	23	87	101	52	59	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	536	579	606	550	597	617	605	568
Degree of Utilization, x	0.07	0.19	0.18	0.03	0.32	0.31	0.35	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.24	0.69	0.65	0.10	1.39	1.33	1.56	0.88
95th-Percentile Queue Length [ft]	6.04	17.19	16.29	2.39	34.75	33.24	39.00	21.94
Approach Delay [s/veh]	10.12			11.29			12.12	11.22
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	11.16							
Intersection LOS	B							

Esperanza Village Project

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Report File: J:\...\Future_Without_Proj_PM.pdf

Scenario 6 Future_Without_Project_PM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	SB Right	0.309	18.7	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.283	49.0	E
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	NB Left	0.135	8.5	A
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.195	9.2	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	18.7
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.309

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-2	0	-13	0	0	0	0	2	1	6	14	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	23	0	51	0	0	76	0	738	31	104	770	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	6	0	13	0	0	20	0	194	8	27	203	1
Total Analysis Volume [veh/h]	24	0	54	0	0	80	0	777	33	109	811	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	0	63	0	0	177	0	0	177	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	173	173	173	173	173	173
g / C, Green / Cycle	0.25	0.25	0.72	0.72	0.72	0.72	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.06	0.06	0.00	0.24	0.24	0.18	0.24	0.24
s, saturation flow rate [veh/h]	1401	1431	604	1683	1659	606	1683	1681
c, Capacity [veh/h]	364	367	406	1213	1196	408	1213	1212
d1, Uniform Delay [s]	71.88	72.30	0.00	12.34	12.34	20.78	12.34	12.34
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.34	1.36	0.00	0.75	0.76	1.60	0.75	0.75
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.21	0.22	0.00	0.34	0.34	0.27	0.34	0.34
d, Delay for Lane Group [s/veh]	73.23	73.66	0.00	13.09	13.11	22.38	13.09	13.09
Lane Group LOS	E	E	A	B	B	C	B	B
Critical Lane Group	No	Yes	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	4.02	4.16	0.00	8.72	8.60	3.14	8.70	8.69
50th-Percentile Queue Length [ft/ln]	100.62	103.88	0.00	217.95	215.04	78.43	217.55	217.27
95th-Percentile Queue Length [veh/ln]	7.24	7.48	0.00	13.56	13.41	5.65	13.54	13.53
95th-Percentile Queue Length [ft/ln]	181.12	186.98	0.00	339.00	335.29	141.18	338.49	338.14

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	73.23	73.23	73.23	73.66	73.66	73.66	0.00	13.10	13.11	22.38	13.09	13.09
Movement LOS	E	E	E	E	E	E	A	B	B	C	B	B
d_A, Approach Delay [s/veh]	73.23			73.66			13.10			14.18		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	18.67											
Intersection LOS	B											
Intersection V/C	0.309											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.023	0.000	2.814	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	492	492	1442	1442
d_b, Bicycle Delay [s]	68.25	68.25	9.35	9.35
l_b,int, Bicycle LOS Score for Intersection	1.688	1.692	2.228	2.321
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	49.0
Analysis Method:	HCM 6th Edition	Level Of Service:	E
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.283

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	84	642	65	117	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	-7	-9	12	4	4	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	30	79	686	72	127	672
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	21	181	19	33	177
Total Analysis Volume [veh/h]	32	83	722	76	134	707
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.28	0.14	0.01	0.00	0.16	0.01
d_M, Delay for Movement [s/veh]	48.98	11.95	0.00	0.00	10.24	0.00
Movement LOS	E	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	1.07	0.48	0.00	0.00	0.58	0.00
95th-Percentile Queue Length [ft/ln]	26.79	11.94	0.00	0.00	14.55	0.00
d_A, Approach Delay [s/veh]	22.26		0.00		1.63	
Approach LOS	C		A		A	
d_I, Intersection Delay [s/veh]	2.24					
Intersection LOS	E					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	8.5
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.135

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	-4	2	6	2	0	0	0	0	-4	0	-12
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	80	125	20	23	171	13	6	20	37	7	18	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	33	5	6	45	3	2	5	10	2	5	0
Total Analysis Volume [veh/h]	84	132	21	24	180	14	6	21	39	7	19	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	658	724	753	655	720	735	701	648
Degree of Utilization, x	0.13	0.11	0.10	0.04	0.13	0.13	0.09	0.04

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.44	0.35	0.34	0.11	0.46	0.45	0.31	0.13
95th-Percentile Queue Length [ft]	10.93	8.83	8.46	2.85	11.60	11.34	7.76	3.13
Approach Delay [s/veh]	8.44			8.41			8.67	8.80
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	8.47							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	9.2
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.195

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	6	0	0	-13	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	221	32	13	189	21	16	23	59	24	23	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	58	8	3	50	6	4	6	16	6	6	2
Total Analysis Volume [veh/h]	87	233	34	14	199	22	17	24	62	25	24	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	625	685	709	612	670	688	658	616
Degree of Utilization, x	0.14	0.19	0.19	0.02	0.16	0.16	0.16	0.09

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.48	0.72	0.69	0.07	0.59	0.57	0.55	0.31
95th-Percentile Queue Length [ft]	12.04	17.97	17.23	1.75	14.70	14.25	13.80	7.76
Approach Delay [s/veh]	9.16			9.02			9.48	9.45
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	9.18							
Intersection LOS	A							

APPENDIX G
Future Post-Project LOS Worksheets

Esperanza Village Project

Vistro File: J:\...\MacLaren_TIS_v4 (2024).vistro
Report File: J:\...\Future_With_Proj_AM.pdf

Scenario 7 Future_With_Project_AM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Left	0.390	18.2	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.395	73.8	F
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	WB Left	0.378	10.8	B
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.353	11.3	B

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	18.2
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.390

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	56	1	40	0	0	47	2	552	66	43	862	2
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	2	0	12	0	0	0	0	22	0	10	12	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	61	1	54	0	0	49	2	602	69	55	917	2
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	16	0	14	0	0	13	1	158	18	14	241	1
Total Analysis Volume [veh/h]	64	1	57	0	0	52	2	634	73	58	965	2
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	59	0	0	59	0	0	181	0	0	181	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	55	55	177	177	177	177	177	177
g / C, Green / Cycle	0.23	0.23	0.74	0.74	0.74	0.74	0.74	0.74
(v / s)_i Volume / Saturation Flow Rate	0.09	0.04	0.00	0.21	0.21	0.09	0.29	0.29
s, saturation flow rate [veh/h]	1362	1431	523	1683	1623	667	1683	1682
c, Capacity [veh/h]	335	343	356	1241	1197	469	1241	1240
d1, Uniform Delay [s]	77.36	73.99	17.09	10.51	10.52	15.41	11.60	11.60
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	3.04	0.94	0.03	0.59	0.61	0.54	0.92	0.92
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.36	0.15	0.01	0.29	0.29	0.12	0.39	0.39
d, Delay for Lane Group [s/veh]	80.41	74.93	17.12	11.10	11.14	15.95	12.53	12.53
Lane Group LOS	F	E	B	B	B	B	B	B
Critical Lane Group	Yes	No	No	No	No	No	No	Yes
50th-Percentile Queue Length [veh/ln]	6.73	2.71	0.05	6.88	6.67	1.34	10.24	10.23
50th-Percentile Queue Length [ft/ln]	168.21	67.66	1.19	172.11	166.70	33.43	255.96	255.78
95th-Percentile Queue Length [veh/ln]	10.98	4.87	0.09	11.19	10.90	2.41	15.49	15.48
95th-Percentile Queue Length [ft/ln]	274.55	121.80	2.14	279.68	272.57	60.17	387.15	386.93

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	80.41	80.41	80.41	74.93	74.93	74.93	17.12	11.12	11.14	15.95	12.53	12.53
Movement LOS	F	F	F	E	E	E	B	B	B	B	B	B
d_A, Approach Delay [s/veh]	80.41			74.93			11.14			12.72		
Approach LOS	F			E			B			B		
d_I, Intersection Delay [s/veh]	18.16											
Intersection LOS	B											
Intersection V/C	0.390											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	1.967	0.000	2.881	0.000
Crosswalk LOS	A	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	458	458	1475	1475
d_b, Bicycle Delay [s]	71.30	71.30	8.27	8.27
l_b,int, Bicycle LOS Score for Intersection	1.761	1.645	2.145	2.405
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	73.8
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.395

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	17	81	584	67	179	749
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	13	17	5	9	7	7
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	31	102	618	79	195	793
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	8	27	163	21	51	209
Total Analysis Volume [veh/h]	33	107	651	83	205	835
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.40	0.17	0.01	0.00	0.24	0.01
d_M, Delay for Movement [s/veh]	73.84	11.88	0.00	0.00	10.43	0.00
Movement LOS	F	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	1.57	0.61	0.00	0.00	0.92	0.00
95th-Percentile Queue Length [ft/ln]	39.24	15.20	0.00	0.00	22.97	0.00
d_A, Approach Delay [s/veh]	26.48		0.00		2.06	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.05					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	10.8
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.378

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	61	105	14	33	178	14	10	76	53	126	66	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	24	1	-8	24	0	0	2	1	1	2	6
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	65	134	16	27	211	15	11	82	57	133	71	11
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	17	35	4	7	56	4	3	22	15	35	19	3
Total Analysis Volume [veh/h]	68	141	17	28	222	16	12	86	60	140	75	12
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	540	585	599	544	590	599	619	601
Degree of Utilization, x	0.13	0.14	0.13	0.05	0.20	0.20	0.26	0.38

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.43	0.47	0.45	0.16	0.75	0.73	1.01	1.76
95th-Percentile Queue Length [ft]	10.73	11.63	11.30	4.06	18.72	18.36	25.28	43.89
Approach Delay [s/veh]	9.90			10.20			10.80	12.58
Approach LOS	A			B			B	B
Intersection Delay [s/veh]	10.85							
Intersection LOS	B							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	11.3
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.353

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	36	171	38	15	300	46	21	79	91	47	53	17
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	4	0	0	13	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	38	184	40	16	328	48	22	83	96	49	56	18
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	10	48	11	4	86	13	6	22	25	13	15	5
Total Analysis Volume [veh/h]	40	194	42	17	345	51	23	87	101	52	59	19
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	533	576	601	547	593	612	598	562
Degree of Utilization, x	0.08	0.20	0.20	0.03	0.33	0.32	0.35	0.23

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.24	0.76	0.73	0.10	1.46	1.40	1.58	0.89
95th-Percentile Queue Length [ft]	6.07	19.07	18.13	2.40	36.52	34.97	39.61	22.23
Approach Delay [s/veh]	10.30			11.50			12.27	11.33
Approach LOS	B			B			B	B
Intersection Delay [s/veh]	11.32							
Intersection LOS	B							

Esperanza Village Project

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Report File: J:\...\Future_With_Proj_PM.pdf

Scenario 8 Future_With_Project_PM
5/1/2024

Intersection Analysis Summary

ID	Intersection Name	Control Type	Method	Worst Mvmt	V/C	Delay (s/veh)	LOS
1	Gilman Rd/ Ramona Blvd	Signalized	HCM 6th Edition	NB Right	0.335	19.6	B
2	Durfee Ave/ Ramona Blvd	Two-way stop	HCM 6th Edition	NB Left	0.524	73.2	F
3	Durfee Ave/ Kerwood St	All-way stop	HCM 6th Edition	NB Left	0.156	8.7	A
4	Durfee Ave/ Deana St	All-way stop	HCM 6th Edition	EB Right	0.207	9.3	A

V/C, Delay, LOS: For two-way stop, these values are taken from the movement with the worst (highest) delay value. For all other control types, they are taken for the whole intersection.

Intersection Level Of Service Report
Intersection 1: Gilman Rd/ Ramona Blvd

Control Type:	Signalized	Delay (sec / veh):	19.6
Analysis Method:	HCM 6th Edition	Level Of Service:	B
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.335

Intersection Setup

Name												
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	0	0	0	0	0	1	0	0	1	0	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	100.00	100.00	125.00	100.00	100.00	70.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	0	0	0	1	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Curb Present	No			No			No			No		
Crosswalk	Yes			No			Yes			No		

Volumes

Name												
Base Volume Input [veh/h]	24	0	61	0	0	72	0	701	29	93	720	3
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	0	7	0	0	0	0	32	3	29	29	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Right Turn on Red Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	25	0	71	0	0	76	0	768	33	127	785	3
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	7	0	19	0	0	20	0	202	9	33	207	1
Total Analysis Volume [veh/h]	26	0	75	0	0	80	0	808	35	134	826	3
Presence of On-Street Parking	No		No	No		No	No		No	No		No
On-Street Parking Maneuver Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
Local Bus Stopping Rate [/h]	0	0	0	0	0	0	0	0	0	0	0	0
v_do, Outbound Pedestrian Volume crossing	0			0			0			0		
v_di, Inbound Pedestrian Volume crossing m	0			0			0			0		
v_co, Outbound Pedestrian Volume crossing	0			0			0			0		
v_ci, Inbound Pedestrian Volume crossing mi	0			0			0			0		
v_ab, Corner Pedestrian Volume [ped/h]	0			0			0			0		
Bicycle Volume [bicycles/h]	0			0			0			0		

Intersection Settings

Located in CBD	Yes
Signal Coordination Group	-
Cycle Length [s]	240
Active Pattern	Pattern 1
Coordination Type	Time of Day Pattern Coordinated
Actuation Type	Fixed time
Offset [s]	0.0
Offset Reference	Lead Green - Beginning of First Green
Permissive Mode	SingleBand
Lost time [s]	8.00

Phasing & Timing

Control Type	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss	Permiss
Signal Group	0	8	0	0	4	0	0	2	0	0	6	0
Auxiliary Signal Groups												
Lead / Lag	-	-	-	-	-	-	-	-	-	-	-	-
Minimum Green [s]	0	10	0	0	10	0	0	10	0	0	10	0
Maximum Green [s]	0	30	0	0	30	0	0	30	0	0	30	0
Amber [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
All red [s]	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0	0.0	1.0	0.0
Split [s]	0	63	0	0	63	0	0	177	0	0	177	0
Vehicle Extension [s]	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0	0.0	3.0	0.0
Walk [s]	0	5	0	0	5	0	0	5	0	0	5	0
Pedestrian Clearance [s]	0	10	0	0	21	0	0	7	0	0	10	0
Delayed Vehicle Green [s]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Rest In Walk		No			No			No			No	
I1, Start-Up Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
I2, Clearance Lost Time [s]	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0	0.0	2.0	0.0
Minimum Recall		No			No			No			No	
Maximum Recall		No			No			No			No	
Pedestrian Recall		No			No			No			No	
Detector Location [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector Length [ft]	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Exclusive Pedestrian Phase

Pedestrian Signal Group	0
Pedestrian Walk [s]	0
Pedestrian Clearance [s]	0

Lane Group Calculations

Lane Group	C	C	L	C	C	L	C	C
C, Cycle Length [s]	240	240	240	240	240	240	240	240
L, Total Lost Time per Cycle [s]	4.00	4.00	4.00	4.00	4.00	4.00	4.00	4.00
l1_p, Permitted Start-Up Lost Time [s]	2.00	2.00	2.00	0.00	0.00	2.00	0.00	0.00
l2, Clearance Lost Time [s]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
g_i, Effective Green Time [s]	59	59	173	173	173	173	173	173
g / C, Green / Cycle	0.25	0.25	0.72	0.72	0.72	0.72	0.72	0.72
(v / s)_i Volume / Saturation Flow Rate	0.07	0.06	0.00	0.25	0.25	0.23	0.25	0.25
s, saturation flow rate [veh/h]	1407	1431	595	1683	1659	587	1683	1681
c, Capacity [veh/h]	365	367	400	1213	1196	393	1213	1212
d1, Uniform Delay [s]	73.05	72.30	0.00	12.51	12.51	22.65	12.41	12.41
k, delay calibration	0.50	0.50	0.50	0.50	0.50	0.50	0.50	0.50
I, Upstream Filtering Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
d2, Incremental Delay [s]	1.88	1.36	0.00	0.80	0.81	2.35	0.77	0.77
d3, Initial Queue Delay [s]	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Rp, platoon ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PF, progression factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00

Lane Group Results

X, volume / capacity	0.28	0.22	0.00	0.35	0.35	0.34	0.34	0.34
d, Delay for Lane Group [s/veh]	74.93	73.66	0.00	13.30	13.32	25.00	13.18	13.18
Lane Group LOS	E	E	A	B	B	C	B	B
Critical Lane Group	Yes	No	No	No	Yes	No	No	No
50th-Percentile Queue Length [veh/ln]	5.30	4.16	0.00	9.20	9.07	4.17	8.92	8.90
50th-Percentile Queue Length [ft/ln]	132.62	103.88	0.00	229.93	226.77	104.33	222.88	222.61
95th-Percentile Queue Length [veh/ln]	9.08	7.48	0.00	14.17	14.01	7.51	13.81	13.80
95th-Percentile Queue Length [ft/ln]	227.06	186.98	0.00	354.28	350.25	187.80	345.30	344.95

Movement, Approach, & Intersection Results

d_M, Delay for Movement [s/veh]	74.93	74.93	74.93	73.66	73.66	73.66	0.00	13.31	13.32	25.00	13.18	13.18
Movement LOS	E	E	E	E	E	E	A	B	B	C	B	B
d_A, Approach Delay [s/veh]	74.93			73.66			13.31			14.82		
Approach LOS	E			E			B			B		
d_I, Intersection Delay [s/veh]	19.61											
Intersection LOS	B											
Intersection V/C	0.335											

Other Modes

g_Walk,mi, Effective Walk Time [s]	9.0	0.0	9.0	0.0
M_corner, Corner Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
M_CW, Crosswalk Circulation Area [ft²/ped]	0.00	0.00	0.00	0.00
d_p, Pedestrian Delay [s]	111.17	0.00	111.17	0.00
l_p,int, Pedestrian LOS Score for Intersectio	2.083	0.000	2.825	0.000
Crosswalk LOS	B	F	C	F
s_b, Saturation Flow Rate of the bicycle lane	2000	2000	2000	2000
c_b, Capacity of the bicycle lane [bicycles/h]	492	492	1442	1442
d_b, Bicycle Delay [s]	68.25	68.25	9.35	9.35
l_b,int, Bicycle LOS Score for Intersection	1.726	1.692	2.255	2.354
Bicycle LOS	A	A	B	B

Sequence

Ring 1	-	2	-	4	-	-	-	-	-	-	-	-	-	-	-	-
Ring 2	-	6	-	8	-	-	-	-	-	-	-	-	-	-	-	-
Ring 3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Ring 4	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Intersection Level Of Service Report
Intersection 2: Durfee Ave/ Ramona Blvd

Control Type:	Two-way stop	Delay (sec / veh):	73.2
Analysis Method:	HCM 6th Edition	Level Of Service:	F
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.524

Intersection Setup

Name						
Approach	Northbound		Eastbound		Westbound	
Lane Configuration						
Turning Movement	Left	Right	Thru	Right	Left	Thru
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	0	1	0	0	1	0
Entry Pocket Length [ft]	100.00	100.00	100.00	100.00	70.00	100.00
No. of Lanes in Exit Pocket	0	0	0	1	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	49.21	0.00	0.00
Speed [mph]	30.00		30.00		30.00	
Grade [%]	0.00		0.00		0.00	
Crosswalk	Yes		No		No	

Volumes

Name						
Base Volume Input [veh/h]	35	84	642	65	117	633
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0
Site-Generated Trips [veh/h]	14	21	15	20	19	10
Diverted Trips [veh/h]	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0
Total Hourly Volume [veh/h]	51	109	689	88	142	675
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	13	29	181	23	37	178
Total Analysis Volume [veh/h]	54	115	725	93	149	711
Pedestrian Volume [ped/h]	0		0		0	

Intersection Settings

Priority Scheme	Stop	Free	Free
Flared Lane			
Storage Area [veh]	0	0	0
Two-Stage Gap Acceptance	No		
Number of Storage Spaces in Median	0	0	0

Movement, Approach, & Intersection Results

V/C, Movement V/C Ratio	0.52	0.19	0.01	0.00	0.18	0.01
d_M, Delay for Movement [s/veh]	73.21	12.55	0.00	0.00	10.48	0.00
Movement LOS	F	B	A	A	B	A
95th-Percentile Queue Length [veh/ln]	2.38	0.72	0.00	0.00	0.67	0.00
95th-Percentile Queue Length [ft/ln]	59.48	17.88	0.00	0.00	16.87	0.00
d_A, Approach Delay [s/veh]	31.93		0.00		1.82	
Approach LOS	D		A		A	
d_I, Intersection Delay [s/veh]	3.77					
Intersection LOS	F					

Intersection Level Of Service Report
Intersection 3: Durfee Ave/ Kerwood St

Control Type:	All-way stop	Delay (sec / veh):	8.7
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.156

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	70.00	100.00	100.00	70.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	1	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	100.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	76	123	17	16	161	12	6	19	35	10	17	5
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	1	40	7	11	28	0	0	2	1	-4	3	-5
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	81	169	25	28	197	13	6	22	38	7	21	0
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	21	44	7	7	52	3	2	6	10	2	6	0
Total Analysis Volume [veh/h]	85	178	26	29	207	14	6	23	40	7	22	0
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	650	715	741	646	710	722	681	631
Degree of Utilization, x	0.13	0.14	0.14	0.04	0.16	0.15	0.10	0.05

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.45	0.50	0.48	0.14	0.55	0.54	0.34	0.14
95th-Percentile Queue Length [ft]	11.21	12.40	11.90	3.52	13.73	13.45	8.42	3.61
Approach Delay [s/veh]	8.63			8.63			8.89	8.98
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	8.68							
Intersection LOS	A							

Intersection Level Of Service Report
Intersection 4: Durfee Ave/ Deana St

Control Type:	All-way stop	Delay (sec / veh):	9.3
Analysis Method:	HCM 6th Edition	Level Of Service:	A
Analysis Period:	15 minutes	Volume to Capacity (v/c):	0.207

Intersection Setup

Name											
Approach	Northbound			Southbound			Eastbound			Westbound		
Lane Configuration												
Turning Movement	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Lane Width [ft]	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00	12.00
No. of Lanes in Entry Pocket	1	0	0	1	0	0	0	0	0	0	0	0
Entry Pocket Length [ft]	75.00	100.00	100.00	65.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00	100.00
No. of Lanes in Exit Pocket	0	0	0	0	0	1	0	0	0	0	0	0
Exit Pocket Length [ft]	0.00	0.00	0.00	0.00	0.00	100.00	0.00	0.00	0.00	0.00	0.00	0.00
Speed [mph]	30.00			30.00			30.00			30.00		
Grade [%]	0.00			0.00			0.00			0.00		
Crosswalk	Yes			Yes			No			No		

Volumes

Name												
Base Volume Input [veh/h]	79	205	30	12	192	20	15	22	56	23	22	9
Base Volume Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Heavy Vehicles Percentage [%]	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00	2.00
Growth Factor	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500	1.0500
In-Process Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Site-Generated Trips [veh/h]	0	21	0	0	7	0	0	0	0	0	0	0
Diverted Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Pass-by Trips [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Existing Site Adjustment Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Other Volume [veh/h]	0	0	0	0	0	0	0	0	0	0	0	0
Total Hourly Volume [veh/h]	83	236	32	13	209	21	16	23	59	24	23	9
Peak Hour Factor	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500	0.9500
Other Adjustment Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Total 15-Minute Volume [veh/h]	22	62	8	3	55	6	4	6	16	6	6	2
Total Analysis Volume [veh/h]	87	248	34	14	220	22	17	24	62	25	24	9
Pedestrian Volume [ped/h]	0			0			0			0		

Intersection Settings

Lanes

Capacity per Entry Lane [veh/h]	622	681	703	611	667	683	651	609
Degree of Utilization, x	0.14	0.21	0.20	0.02	0.18	0.18	0.16	0.10

Movement, Approach, & Intersection Results

95th-Percentile Queue Length [veh]	0.48	0.77	0.74	0.07	0.66	0.64	0.56	0.31
95th-Percentile Queue Length [ft]	12.11	19.35	18.59	1.76	16.47	16.00	14.00	7.86
Approach Delay [s/veh]	9.27			9.17			9.58	9.53
Approach LOS	A			A			A	A
Intersection Delay [s/veh]	9.30							
Intersection LOS	A							

APPENDIX H
Traffic Signal Warrant Analysis Worksheets

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street:	Ramona Boulevard
Minor Street:	Durfee Avenue
Scenario:	Future w/o Project

SUMMARY OF RESULTS

		Warrant Satisfy?
Warrant 1	Eight-Hour Vehicle Volume	No
Warrant 2	Four-Hour Vehicle Volume	No
Warrant 3	Peak Hour	**YES**
Warrant 4	Pedestrian Volume	No
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	N/A
Warrant 7	Crash Experience	N/A
Warrant 8	Roadway Network	N/A
Warrant 9	Intersection Near a Grade Crossing	N/A

INTERSECTION: Ramona Boulevard & Durfee Avenue

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2pm - 3pm	3pm - 4pm	4pm - 5pm	5pm - 6pm
			Hour			
Both Approaches - Major Street		x				
Higher Approach - Minor Street		x				

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☒
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☒

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

PART A

SATISFIED **YES** ☐ **NO** ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☒
		2 vehicle-hours of delay	
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒	NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒	NO ☐

PART B

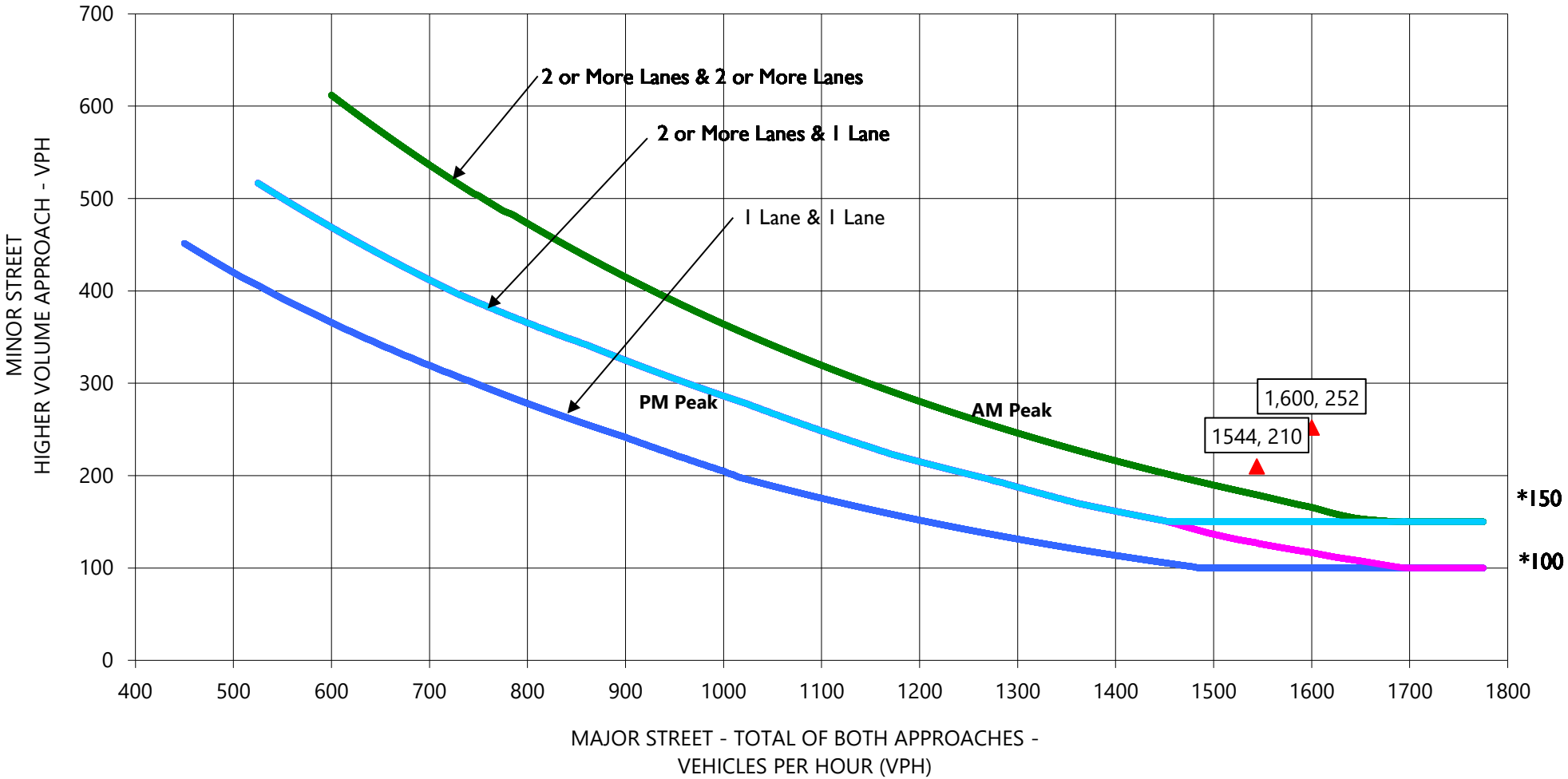
SATISFIED **YES** ☒ **NO** ☐

APPROACH LANES	One	2 or More	*am peak*	*pm peak*
Both Approaches - Major Street		x	1,600	1,544
Higher Approach - Minor Street		x	252	210

The plotted point falls above the curve in Figure 4C-3.	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3 Warrant 3
Ramona Boulevard & Durfee Avenue
AM (PM) Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Future with-Project



*Note: 150 vph applies as the lower threshold volume for a mjinor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Major approaches combined: VPH
Minor street: VPH

Peak Hour Volumes Satify Warrants? YES

SUMMARY OF TRAFFIC SIGNAL WARRANT ANALYSIS

Major Street:	Ramona Boulevard
Minor Street:	Durfee Avenue
Scenario:	Future + Project

SUMMARY OF RESULTS

		Warrant Satisfy?
Warrant 1	Eight-Hour Vehicle Volume	No
Warrant 2	Four-Hour Vehicle Volume	No
Warrant 3	Peak Hour	**YES**
Warrant 4	Pedestrian Volume	No
Warrant 5	School Crossing	N/A
Warrant 6	Coordinated Signal System	N/A
Warrant 7	Crash Experience	N/A
Warrant 8	Roadway Network	N/A
Warrant 9	Intersection Near a Grade Crossing	N/A

INTERSECTION: Ramona Boulevard & Durfee Avenue

Figure 4C-101 (CA). Traffic Signal Warrants Worksheets (Sheet 2 of 5)

WARRANT 2 - Four Hour Vehicular Volume

SATISFIED* **YES** ☐ **NO** ☒

Record hourly vehicular volumes for any four hours of an average day.

APPROACH LANES	One	2 or More	2pm - 3pm	3pm - 4pm	4pm - 5pm	5pm - 6pm
			Hour			
Both Approaches - Major Street		x				
Higher Approach - Minor Street		x				

*All plotted points fall above the curves in Figure 4C-1. (Urban Areas)	YES ☐	NO ☒
OR, All plotted points fall above the curves in Figure 4C-2. (Rural Areas)	YES ☐	NO ☒

WARRANT 3 - Peak Hour
(Part A or Part B must be satisfied)

SATISFIED **YES** ☒ **NO** ☐

PART A

SATISFIED **YES** ☐ **NO** ☒

(All parts 1, 2, and 3 below must be satisfied for the same one hour, for any four consecutive 15-minute periods)

1	The total delay experienced for traffic on one minor street approach (one direction only) controlled by a STOP sign equals or exceeds four vehicle-hours for a one-lane approach, or five vehicle-hours for a two-lane approach; AND	YES ☐	NO ☒
		4 vehicle-hours of delay	
2	The volume on the same minor street approach (one direction only) equals or exceeds 100 vph for one moving lane of traffic or 150 vph for two moving lanes; AND	YES ☒	NO ☐
3	The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with four or more approaches or 650 vph for intersections with three approaches.	YES ☒	NO ☐

PART B

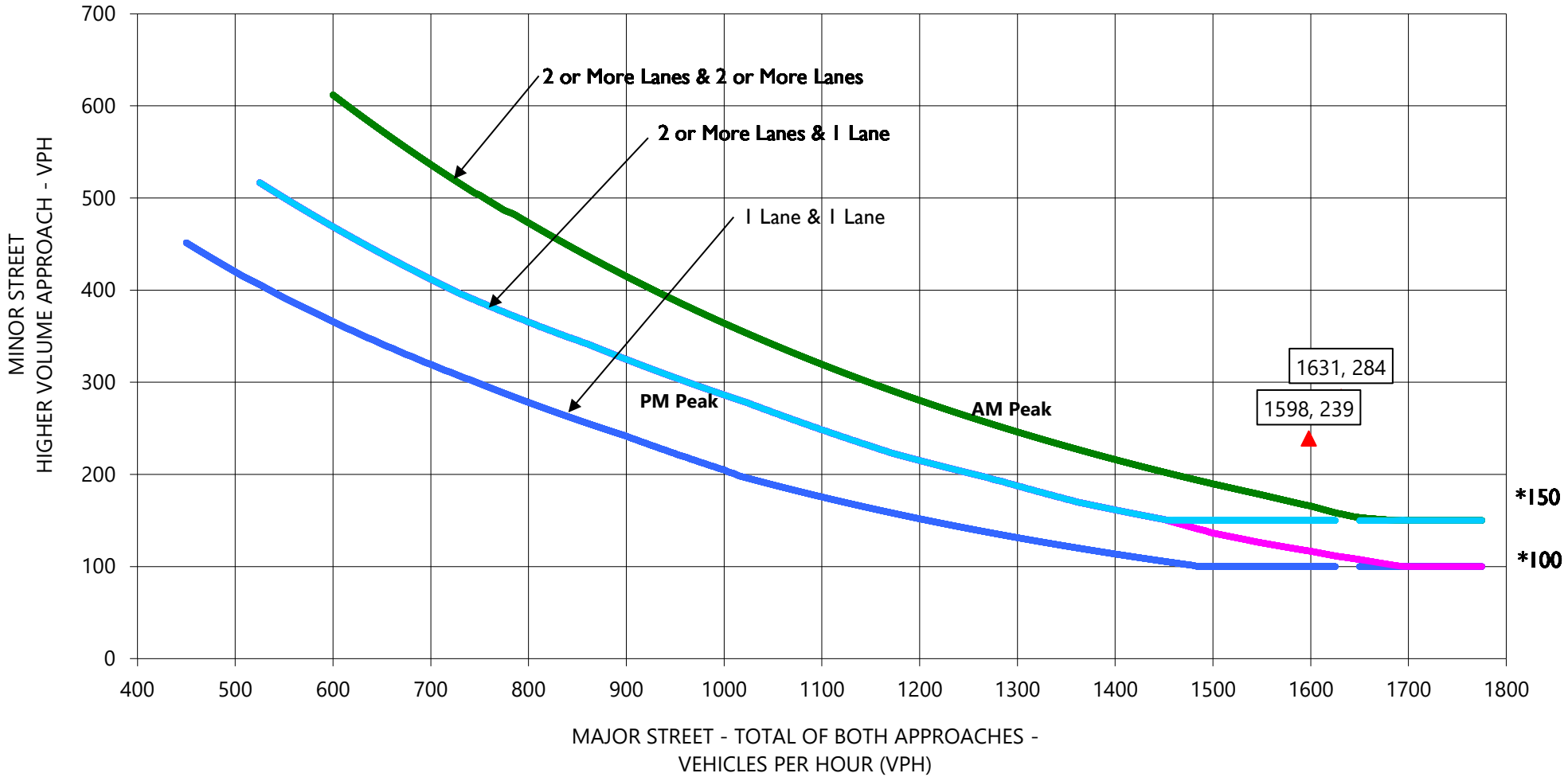
SATISFIED **YES** ☒ **NO** ☐

APPROACH LANES	One	2 or More	am peak	pm peak
Both Approaches - Major Street		x	1,631	1,598
Higher Approach - Minor Street		x	284	239

The plotted point falls above the curve in Figure 4C-3.	YES ☒	NO ☐
OR, The plotted point falls above the curve in Figure 4C-4.	YES ☐	NO ☐

The satisfaction of a traffic signal warrant or warrants shall not in itself require the installation of a traffic control signal.

Figure 4C-3 Warrant 3
Ramona Boulevard & Durfee Avenue
AM (PM) Peak hour Traffic Signal Warrant Based on
California Manual on Uniform Traffic Control Devices, 2014
Future with-Project



*Note: 150 vph applies as the lower threshold volume for a mjinor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

LEGEND
▲ Major approaches combined: VPH
Minor street: VPH

Peak Hour Volumes Satify Warrants? YES