Weekend Plus Project Intersection Level of Service

As shown previously in Table 5.5-17, the proposed project would result in the following increases of the V/C ratio would exceed the City of Montebello's significance criteria.

- Paramount Boulevard/SR-60 WB ramps (0.767 increase at LOS F)
- Paramount Boulevard/SR-60 EB ramps (0.033 increase at LOS E)

Buildout Year 2025 Traffic Conditions

This section describes the future traffic conditions related to:

- Buildout Year 2025 Baseline (without project)
- Buildout Year 2025 plus Project

The Buildout Year 2025 is consistent with the buildout conditions, or traffic growth and forecasting, analyzed in the 2004 CMP.

Buildout Year 2025 Baseline Condition

Similar to the Opening Year 2015 Baseline condition, this scenario comprises existing traffic conditions plus ambient growth to 2025 plus traffic from all approved and/or pending developments in the study area. A growth factor of 1.15 (2010 to 2025 growth) was applied to the existing 2010 traffic volumes to calculate for 2025 traffic volumes.

As for the Opening Year 2015 scenario, data for the cumulative projects (location, land use, and peak-hour trip generation) was obtained from the 2009 KOA Corporation traffic study. The same projects were included in the 2025 forecast; however, additional residential units were added to Project #4, Montebello Hills Specific Plan, because its second and final phase would be constructed after 2015. An additional 265 single-family homes (433 total) and an additional 335 condominiums (767 total) would be constructed between 2015 and 2019. Therefore, in addition to the cumulative projects trips shown in Table 5.5-14 above, an additional 347 AM peak-hour trips (74 inbound and 273 outbound) and 443 PM peak-hour trips (287 inbound and 156 outbound) were added to the 2025 baseline condition. Figure 5.5-10 illustrates the resulting Buildout 2025 Baseline AM and PM peak-hour traffic volumes.

Traffic Controls and Intersection Geometries

No additional improvements to the study area roadways and intersections are anticipated to occur in the 2025 Opening Year Scenario. Therefore, the existing intersection traffic controls and geometries were also assumed in the 2025 level of service analysis.

Weekday Baseline Levels of Service

The Buildout Year 2025 Baseline AM and PM peak hour traffic volumes were put in the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay in seconds (for the unsignalized intersection). In addition, the two CMP freeway mainline segments along SR-60 in the study area were analyzed using the CMP's D/C ratio methodology. Table 5.5-19 presents the results of the 2025 Baseline intersection LOS analysis. The LOS calculation sheets are provided in Appendix B of the TIA, which is included as Appendix E1 to this SEIR. The 2025 Baseline CMP freeway mainline LOS are shown in Table 5.5-20.

Table 5.5-19
Buildout Year 2025 Intersection Levels of Service

Intersection	Control	Buildout Year Baseline (2025)			
		AM Peak Hour		PM Peak Hour	
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.925	E	1.146	F
2. Garfield Avenue/Via Campo[2]	signal	0.764	C	1.102	F
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.746	C	0.716	C
4. Wilcox Avenue/Via Campo[2]	signal	0.805	D	0.798	C
5. Markland Drive/Potrero Grande Drive[1]	signal	0.780	C	0.800	D
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.684	B	0.910	E
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.452	A	0.537	A
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	13.4 sec	B	13.7 sec	B
9. San Gabriel Blvd–Paramount Drive/Hill Drive[1]	signal	0.625	B	0.721	C
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.720	C	0.601	B
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.515	A	0.670	B
12. Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.541	A	0.882	D
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.818	D	0.993	E
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.383	A	0.645	B
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.380	A	0.576	A
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.580	A	0.788	C
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.854	D	1.038	F
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.702	C	0.740	C
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.729	C	0.912	E
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.785	C	1.086	F

V/C ratio based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

Intersection

As shown in the table, all intersections would operate at LOS D or better in one or both peak hours except for the following. which are forecast to operate at LOS E or F during one or both peak hours:

- Garfield Avenue/Pomona Boulevard (LOS E in AM peak hour and LOS F in PM peak hour)
- Garfield Avenue/Via Campo (LOS F in PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (LOS E in PM peak hour)
- Paramount Boulevard/Montebello Boulevard (LOS E in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (LOS F in PM peak hour)
- San Gabriel Boulevard/Town Center Drive (LOS E in PM peak hour)
- Rosemead Boulevard/San Gabriel Boulevard (LOS F in PM peak hour))

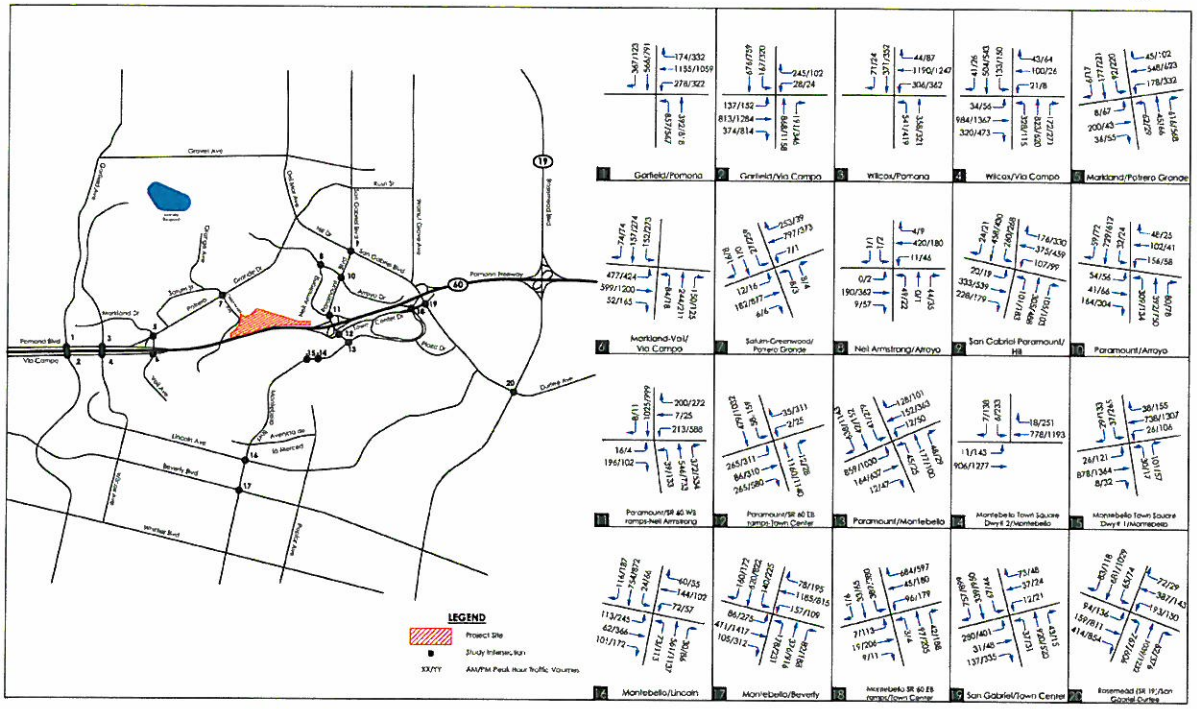
Table 5.5-20
Buildout Year 2025 Baseline and Project Freeway Mainline Levels of Service

CMP Station	Fwy Route	Post Mile	Location	Eastbound								Westbound							
				AM Peak Hour				PM Peak Hour				AM Peak Hour				PM Peak Hour			
				Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS	Demand	Capacity	D/C	LOS
EXISTING (2003) FREEWAY MAINLINE VOLUMES																			
1027	SR-60	2.22	e/o Indiana St	4,989	12,000	0.416	B	15,120	12,000	1.260	F(1)	16,320	12,000	1.360	F(2)	6,317	12,000	0.526	B
1028	SR-60	10.60	w/o Peck Rd	6,820	10,000	0.682	C	13,600	10,000	1.360	F(2)	12,600	10,000	1.260	F(1)	7,485	10,000	0.749	C
BUILDOUT YEAR 2025 BASELINE VOLUMES																			
1027	SR-60	2.22	e/o Indiana St	5,807	12,000	0.484	B	17,611	12,000	**1.468**	**F(3)**	18,997	12,000	**1.583**	**F(3)**	7,367	12,000	0.614	C
1028	SR-60	10.60	w/o Peck Rd	7,975	10,000	0.798	D	15,813	10,000	**1.581**	**F(3)**	14,634	10,000	**1.463**	**F(3)**	8,752	10,000	0.875	D
BUILDOUT YEAR 2025 BASELINE PLUS PROJECT VOLUMES																			
1027	SR-60	2.59	e/o Indiana St	5,896	12,000	0.491	B	17,768	12,000	**1.481**	**F(3)**	19,067	12,000	**1.589**	**F(3)**	7,525	12,000	0.627	C
1028	SR-60	10.23	w/o Peck Rd	8,020	10,000	0.802	D	15,915	10,000	**1.592**	**F(3)**	14,691	10,000	**1.469**	**F(3)**	8,853	10,000	0.885	D
PROJECT IMPACT - D/C INCREASES (BETWEEN 2025 BASELINE AND 2025 BASELINE PLUS PROJECT)																			
				D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?		D/C Increase	LOS	Impact?	
1027	SR-60	2.59	e/o Indiana St	0.007	B	no		0.013	**F(3)**	**no**		0.006	**F(3)**	no		0.013	C	no	
1028	SR-60	10.23	w/o Peck Rd	0.004	D	no		0.010	**F(3)**	**no**		0.006	**F(3)**	no		0.010	D	no	

Methodology based on demand-to-capacity (D/C) methodology for freeway mainline analysis. Los Angeles County CMP, 2004
Demand baseline volumes based on 2003 CMP volumes + ambient growth rate of 1 percent per year + traffic from cumulative projects. Comparison of 2003 and 2009 freeway traffic volumes from Caltrans' 2003 and 2009 publications of *Traffic Volumes on California State Highways* indicates that traffic volumes have decreased at the study mainline segments. Therefore to be conservative, the 2003 mainline volumes from the 2003 CMP were used as the base existing (2009) traffic volume.

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Buildout Year 2025 Baseline AM and PM Peak-Hour Traffic Volumes



Source: Arch Beach Consulting 2010

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Scale (Feet)

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CMP Freeway Mainline

Based on the 2025 forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations (see Table 5.5-20), the following segments would continue to operate at LOS F:

- SR-60 eastbound, east of Indiana Street (LOS F(3) in AM peak hour; LOS F(3) in PM peak hour)
- SR-60 eastbound, west of Peck Road (LOS F(3) in AM peak hour; LOS F(3) in PM peak hour)

Weekend Baseline Intersection Level of Service

Table 5.5-21 presents the results of the Buildout Year 2025 Baseline and Plus Project scenarios for Saturday. Both of the analyzed intersections would operate at LOS E or worse during the midday peak hour.

- Paramount Boulevard/SR-60 WB ramps
- Paramount Boulevard/SR-60 EB ramps

Table 5.5-21
Buildout Year 2025 Plus Project Saturday Intersection Level of Service Summary

Intersection	Control	Existing		Baseline		Plus Project		V/C Ratio Change from Baseline to Plus Project
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	
11. Paramount Boulevard/SR-60 westbound ramps[1]	signal	0.776	C	0.951	E	1.701	F	0.750
12. Paramount Boulevard/SR-60 eastbound ramps[1]	signal	0.859	D	1.044	F	1.077	F	0.033

ICU based on Intersection Capacity Utilization analysis methodology.
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Montebello criteria.

Buildout Year 2025 Plus Project

Traffic generated by the proposed project was added to the Buildout Year 2025 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine long-term cumulative project impacts

Traffic Controls and Intersection Geometries

Since the proposed project would be constructed in 2015, 10 years before the Buildout Year 2025, the project mitigation measures determined for intersections within the City of Monterey Park in the 2015 Opening Year Plus Project were assumed for the Buildout Year 2025 Plus Project condition.

Traffic Volumes

The Buildout Year 2025 Plus Project traffic volumes comprise the combined proposed project trip assignment noted in Figure 5.5-5 and the Buildout Year 2025 Baseline traffic volumes in Figure 5.5-10. Buildout Year 2025 Plus Project AM and PM peak-hour traffic volumes are shown in Figure 5.5-11.

Weekday Plus Project Levels of Service

The Buildout Year 2025 Plus Project AM and PM peak-hour traffic volumes were put in the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay in seconds (for the unsignalized intersection). Table 5.5-22 presents the results of the Buildout Year 2025 Plus Project intersection LOS analysis. The LOS calculation sheets are provided in Appendix B of the TIA, included as Appendix E1 to this SEIR. In addition, the 2025 Plus Project CMP freeway mainline LOS analysis is shown in previous Table 5.5-20.

Intersections

Based on the 2025 Plus Project LOS analysis (Table 5.5-22), the following intersections are forecast to exceed the significance criteria of its respective jurisdiction due to the proposed project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in AM peak hour, and 0.031 increase at LOS F in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Wilcox Avenue/Pomona Boulevard (0.047 increase at LOS C in PM peak hour)
- Wilcox Avenue/Via Campo (0.017 increase at LOS D in AM peak hour, and 0.059 increase at LOS C in PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (0.084 increase at E in PM peak hour)
- San Gabriel Boulevard–Paramount Boulevard/Hill Drive (0.031 increase at LOS C in PM peak hour)
- Paramount Boulevard/SR-60 westbound ramps–Market Place Drive (0.111 increase at LOS A in AM peak hour; and 0.144 increase at LOS B in PM peak hour).
- Paramount Boulevard/SR-60 eastbound ramps (0.015 increase at LOS D in PM peak hour)
- Paramount Boulevard/Montebello Boulevard (0.016 increase at LOS D in AM peak hour, and 0.024 increase at LOS E in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in PM peak hour)

CMP Freeway Mainline

Based on the 2025 Plus Project forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations (Table 5.5-21), the project increases in D/C would be less than the significance criteria of 0.02 or greater.

Weekend Plus Project Intersection Level of Service

As shown previously in Table 5.5-21, the proposed project would result in the following increases of the V/C ration that exceed the City of Montebello's significance criteria.

- Paramount Boulevard/SR-60 WB ramps (0.750 increase at LOS F)
- Paramount Boulevard/SR-60 EB ramps (0.033 increase at LOS F)

Table 5.5-22
Buildout Year 2025 Plus Project Levels of Service

Intersection	Control	Existing V/C or Delay				Buildout Year Baseline (2025)				Buildout Year Plus Project				V/C Ratio Change from Baseline 2025 to 2025 Plus Project	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.837	D	0.834	D	0.925	E	1.146	F	0.932	E	1.177	F	**+0.007**	**+0.031**
2. Garfield Avenue/Via Campo[2]	signal	0.692	B	0.994	E	0.764	C	1.102	F	0.775	C	1.108	F	+0.011	**+0.006**
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.676	B	0.648	B	0.746	C	0.716	C	0.768	C	0.763	C	+0.022	**+0.047**
4. Wilcox Avenue/Via Campo[2]	signal	0.729	C	0.721	C	0.805	D	0.798	C	0.822	D	0.857	D	**+0.017**	**+0.059**
5. Markland Drive/Potrero Grande Drive[1]	signal	0.708	C	0.725	C	0.780	C	0.800	D	0.600	A	0.768	C	-0.180	-0.032
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.620	B	0.822	D	0.684	B	0.910	E	0.729	C	0.994	E	+0.045	**+0.084**
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.414	A	0.491	A	0.452	A	0.537	A	0.433	A	0.560	A	-0.019	+0.023
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.4 sec	B	12.8 sec	B	13.4 sec	B	13.7 sec	B	14.3 sec	B	15.7 sec	C	--	--
9. San Gabriel Blvd–Paramount Drive/Hill Drive[1]	signal	0.541	A	0.609	B	0.625	B	0.721	C	0.641	B	0.752	C	+0.016	**+0.031**
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.648	B	0.526	A	0.720	C	0.601	B	0.729	C	0.616	B	+0.009	+0.015
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.540	A	0.716	C	0.515	A	0.670	B	0.626	B	0.814	D	**+0.111**	**+0.144**

Table 5.5-22
Buildout Year 2025 Plus Project Levels of Service

Intersection	Control	Existing V/C or Delay				Buildout Year Baseline (2025)				Buildout Year Plus Project				V/C Ratio Change from Baseline 2025 to 2025 Plus Project	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	AM	PM
12. Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.429	A	0.700	B	0.541	A	0.882	D	0.546	A	0.897	D	+0.005	**+0.015**
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.578	A	0.779	C	0.818	D	0.993	E	0.834	D	1.017	F	**+0.016**	**+0.024**
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.347	A	0.564	A	0.383	A	0.645	B	0.389	A	0.655	B	+0.006	+0.010
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.358	A	0.549	A	0.380	A	0.576	A	0.385	A	0.583	A	+0.005	+0.007
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.507	A	0.680	B	0.580	A	0.788	C	0.584	A	0.799	C	+0.004	+0.011
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.755	C	0.920	E	0.854	D	1.038	F	0.858	D	1.048	F	+0.004	**+0.010**
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.627	B	0.665	B	0.702	C	0.740	C	0.702	C	0.740	C	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.657	B	0.820	D	0.729	C	0.912	E	0.729	C	0.912	E	0.000	0.000

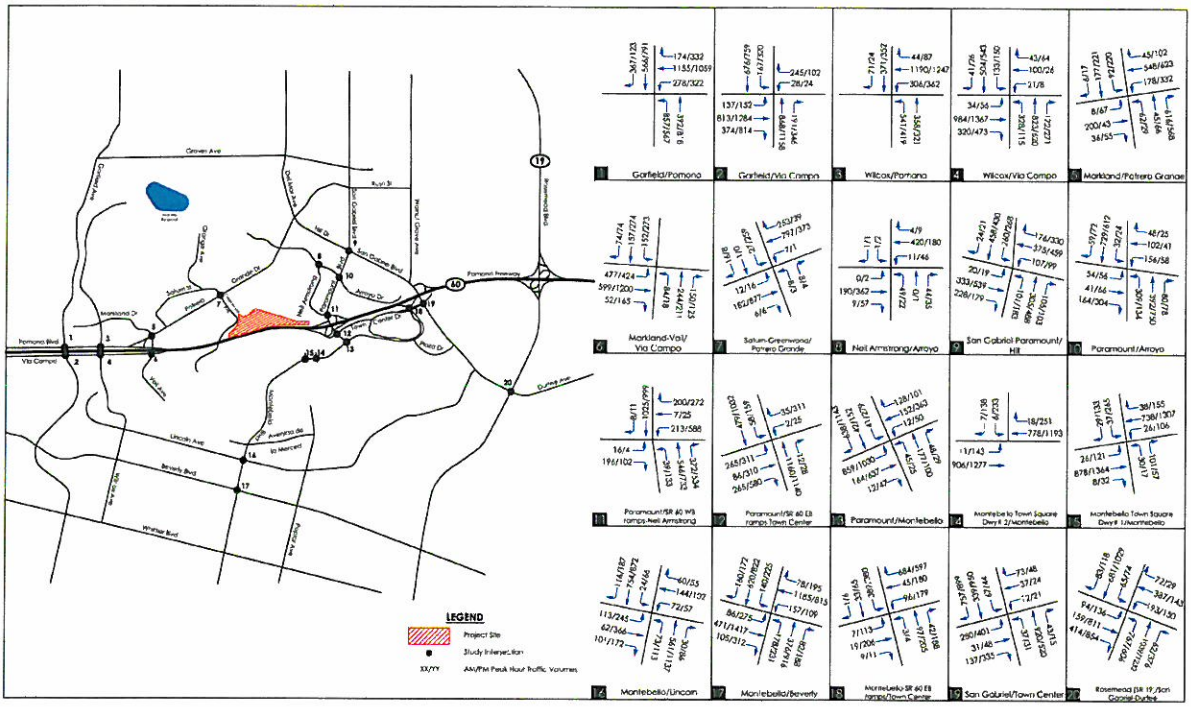
Table 5.5-22
Buildout Year 2025 Plus Project Levels of Service

Intersection	Control	Existing V/C or Delay				Buildout Year Baseline (2025)				Buildout Year Plus Project				V/C Ratio Change from Baseline 2025 to 2025 Plus Project	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	V/C Ratio or Delay	LOS	AM	PM
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.706	C	0.966	E	0.785	C	1.086	F	0.787	C	1.094	F	+0.002	+0.008

V/C ratio based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

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Buildout Year 2025 Plus Project AM and PM Peak-Hour Traffic Volumes



Source: Arch Beach Consulting 2010

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Project Access, Circulation, and Parking

This section discusses the proposed project's access and circulation characteristics, and parking requirements.

Project Access and Circulation

According to the project site plan (Figure 3-5), there would be two primary access points to/from the project site: 1) Market Place Drive (realigned Neil Armstrong Street) would provide access to a majority of the project traffic because it has direct access to the SR-60 eastbound and westbound ramps at Paramount Boulevard; and 2) Greenwood Avenue would primarily provide access to local residents west of the project site, as well as a few freeway-destined trips to SR-60 west via the Pomona Boulevard–Via Campo couplet system.

Market Place Drive–Greenwood Avenue would provide one continuous east–west major access road through the project site. Based on review of the site plan, it appears that Market Place Drive–Greenwood Avenue would be constructed as a wide two-lane roadway. The width of the roadway would provide for additional space in the travelway for westbound vehicles to initiate right turns into the parking aisles for the retail uses on the northern half of the project site.

Pedestrian connectivity is also provided via sidewalks proposed along Market Place Drive with pedestrian crossing aids (i.e., crosswalks or controlled intersections) placed at strategic locations adjacent to a majority of the retail and restaurant activity.

The driveway, internal drive aisle, and parking stall dimensions of the proposed project would be constructed to City of Monterey Park design standards. Adequate emergency access to the project site would also be provided via the two major access locations on Paramount Boulevard and Greenwood Avenue. The approaches to these signal-controlled intersections (at Paramount Boulevard and Potrero Grande Drive) from the project site would provide for adequate vehicular queuing so that onsite and offsite circulation would not be significantly impacted.

In addition, the proposed circulation of the proposed gas station related to Anchor 4 (Retail D) would be designed as a one-way-in, one-way-out system (east to west) to minimize potential vehicular conflicts at the adjacent driveways.

Parking

According to the project site plan, 2,386 surface parking spaces would be provided on the project site. Based on review of the City of Monterey Park Municipal Code's parking requirements, the City does not have a specific parking rate for a retail center of over 100,000 square feet. However, per the code, the parking rate is 5.5 spaces per 1,000 square feet for retail centers below 100,000 square feet. The Code says that a "special study" is needed for any other type of retail center. Therefore, per the City planning department, project parking demand estimates were based on average (non-December) parking rates in (3rd ed.; ITE 2004). Table 5.5-23 provides the parking analysis for the proposed project using ITE parking rates. According to the table, the project would have a typical (non-December) parking demand of 2,333 spaces. This would result in a surplus of 53 spaces on the project site.

Table 5.5-23
Project Parking Demand Estimates Based on ITE Trip Rates

No.	Building	Description	ITE Use Code	Area (SF)	Peak Period	
					Demand (Average)	Parking Spaces Required
1	Retail "A": Anchor 1	Home Improvement	862	128,000	3.40	520
2	Garden Center (25,000 sf)	Garden Center		25,000		
3	Retail "B": Anchor 2	Retail / Department Store (1)	820	99,011	3.02	299
4	Retail "C": Anchor 3	Retail / Department Store (1)	820	134,000	3.02	441
5	Garden Center	Garden Center		12,000		
6	Retail "D": Anchor 4	Free-standing Discount Store (Wholesale / Discount Store)	815	138,000	2.75	380
7	Retail "D": Anchor 4	Health/Fitness Club	492	25,000	5.19	130
8	Retail "G": Retail	Mixed Retail/High Turnover Restaurant (2)	820/932	10,516	16.30	171
9	Optional Retail "E"	Mixed Retail/High Turnover Restaurant (2)	820/932	9,248	16.30	151
10	Pad 1: Bank	Drive In Bank	912	3,225	3.49	11
11	Pad 2: Restaurant	Restaurant Fast Food With Drive Through	934	5,000	9.90	50
12	Pad 3: Restaurant	High Turnover Restaurant (w/ bar/lounge)	932	6,000	16.30	98
13	Optional Pad 4	High Turnover Restaurant (w/ bar/lounge)	932	5,000	16.30	82
14	Pad 6: Gas	Gas Station	944	n/a	n/a	n/a
			Total	**600,000**		**2,333**
					Parking Provided	**2,386**
					Resulting Parking Supply (+)	**53**
					Parking Ratio	**4.0**

[1] Where the exact land use was not listed in the ITE manual, the shopping center rate was utilized.
[2] "Worst case" rate of high turnover restaurant utilized.

5.5.5.2 Small-Box Alternate Site Plan Scenario

The following section provides a discussion of the traffic analysis for the small-box retail center that may replace the proposed project (i.e., big-box retail center). This center would develop at 534,751 square feet, a decrease of 65,249 square feet (10.9 percent) from the proposed big-box retail center.

Small-Box Retail Center Traffic

This section describes the trip generation, distribution, and assignment of the small-box retail center's traffic volumes on the study area transportation network facilities.

Trip Generation

Weekday daily and peak-hour trip generation estimates for the proposed project were developed in a similar manner as the proposed project. Summaries of the trip generation rates and resulting vehicle trips for the small-box retail center are presented in Table 5.5-24. According to the table, the small-box retail center would generate approximately 19,619 daily trips, 755 AM peak hour trips (426 inbound and 329 outbound), and 1,328 PM peak hour trips (676 inbound and 652 outbound). Compared to the proposed project, the small-box retail center would generate 100 fewer daily trips, 71 more AM peak hour trips, and 26 fewer PM peak hour trips. Compared to the 2000 MPTP EIR, the small-box alternate site plan scenario would increase daily trips by 945 and PM peak-hour trips by 363 (230 trips in and 132 trips out).

Similar to the proposed project, it should be noted that the above trip generation estimates represent a conservative, but realistic, estimate of daily and peak-hour trip generation based on the following characteristics: 1) a conservative pass-by percentage reduction was applied to the retail/commercial uses consistent with pass-by data provided by the ITE; 2) a conservative internal trip capture percentage reduction of 5 percent was applied to the anchor retail uses; and 3) trip rates used for the anchor retail uses were taken from rates for stand-alone stores that were not part of an integrated center of retail uses that would normally capture trips for a variety of other retail uses.

Table 5.5-24
Small-Box Retail Center Weekday Trip Generation Estimates

Land Use	Size[1]		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
TRIP RATES[2]									
Proposed Project									
- Home Improvemnet Superstore (862)	per	TSF	29.80	0.71	0.55	1.26	1.14	1.23	2.37
- Supermarket (850)	per	TSF	102.24	2.19	1.40	3.59	5.36	5.15	10.50
- Department Store (875)	per	TSF	22.88	0.32	0.21	0.53	0.89	0.89	1.78
- Sporting Goods Superstore (861)	per	TSF	39.85	0.55	0.37	0.92	1.46	1.64	3.10
- Electronic Superstore (863)	per	TSF	45.04	0.80	0.54	1.34	2.21	2.30	4.50
- Pet Supply Superstore (866)	per	TSF	43.45	0.60	0.40	1.01	1.69	1.69	3.38
- Bed and Linen Superstore (872)	per	TSF	28.54	0.40	0.26	0.66	0.91	1.31	2.22
- Health/Fitness Club (492)	per	TSF	32.93	0.62	0.76	1.38	2.01	1.52	3.53
- Shopping Center (820)	per	TSF	*ITE*	*ITE Equation Used*			*ITE Equation Used*		
- High-Turnover (Sit-Down) Restaurant (932)	per	TSF	127.15	5.99	5.53	11.52	6.58	4.57	11.15
- Drive-in Bank (912)	per	TSF	148.15	6.92	5.43	12.35	12.91	12.91	25.82
- Fast Food Restaurant with Drive Thru (934)	per	TSF	496.12	25.17	24.18	49.35	17.60	16.24	33.84
2000 MPTP EIR									
- Shopping Center (820)	per	TSF	37.96	NA	NA	NA	NA	NA	3.60
TRIP GENERATION									
Retail "A" - Anchor 1									
Home Improvement	132.000	TSF	3,934	94	73	166	150	162	313
Pass-by reduction (10% Daily-AM/48% PM)			*-393*	*-9*	*-7*	*-17*	*-72*	*-78*	*-150*
Subtotal			**3,540**	**84**	**65**	**150**	**78**	**84**	**163**

Table 5.5-24
Small-Box Retail Center Weekday Trip Generation Estimates

Land Use	Size[1]		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Retail "B" - Anchor 2									
Supermarket	50.000	TSF	5,112	109	70	180	268	257	525
Pass-by reduction (10% Daily-AM/27% PM)			*-511*	*-11*	*-7*	*-18*	*-72*	*-69*	*-142*
Subtotal			**4,601**	**99**	**63**	**162**	**195**	**188**	**383**
Retail "C" - Anchor 3									
Department Store	136.370	TSF	3,120	43	29	72	121	121	243
Pass-by reduction (10% Daily-AM/12% PM)			*-312*	*-4*	*-3*	*-7*	*-15*	*-15*	*-29*
Subtotal			**2,808**	**39**	**26**	**65**	**107**	**107**	**214**
Retail "D"									
Sporting Goods Superstore	50.000	TSF	1,992	28	18	46	73	82	155
Pass-by reduction (10% Daily-AM/40% PM) [3]			*-199*	*-3*	*-2*	*-5*	*-29*	*-33*	*-62*
Subtotal			**1,793**	**25**	**17**	**42**	**44**	**49**	**93**
Retail "E"									
Electronic Superstore	36.000	TSF	1,621	29	19	48	79	83	162
Pass-by reduction (10% Daily-AM/40% PM) [3]			*-162*	*-3*	*-2*	*-5*	*-32*	*-33*	*-65*
Subtotal			**1,459**	**26**	**17**	**43**	**48**	**50**	**97**
Retail "F"									
Pet Supply Superstore	15.000	TSF	652	9	6	15	25	25	51
Pass-by reduction (10% Daily-AM/40% PM)[3]			*-65*	*-1*	*-1*	*-2*	*-10*	*-10*	*-20*
Subtotal			**587**	**8**	**5**	**14**	**15**	**15**	**30**
Retail "G"									
Bed and Linen Superstore	35.000	TSF	999	14	9	23	32	46	78
Pass-by reduction (10% Daily-AM/40% PM)[3]			*-100*	*-1*	*-1*	*-2*	*-13*	*-18*	*-31*
Subtotal			**899**	**12**	**8**	**21**	**19**	**28**	**47**
Retail "H"									
Health/Fitness Club	45.000	TSF	1,482	28	34	62	91	68	159
Pass-by reduction (10% Daily-AM/10% PM)			*-148*	*-3*	*-3*	*-6*	*-9*	*-7*	*-16*
Subtotal			**1,334**	**25**	**31**	**56**	**81**	**61**	**143**
Retail "I"									
Shopping Center	10.516	TSF	1,571	25	16	41	69	72	141
Pass-by reduction (10% Daily-AM/66% PM)			*-157*	*-2*	*-2*	*-4*	*-45*	*-47*	*-93*
Subtotal			**1,414**	**22**	**14**	**37**	**23**	**24**	**48**

Table 5.5-24
Small-Box Retail Center Weekday Trip Generation Estimates

Land Use	Size[1]		Daily	AM Peak Hour			PM Peak Hour		
				In	Out	Total	In	Out	Total
Pad 1									
High-Turnover (Sit-Down) Restaurant	5.000	TSF	636	30	28	58	33	23	56
Pass-by reduction (52% Daily-AM/52% PM)			*-331*	*-16*	*-14*	*-30*	*-17*	*-12*	*-29*
Subtotal			**305**	**14**	**13**	**28**	**16**	**11**	**27**
Pad 2									
High-Turnover (Sit-Down) Restaurant	5.000	TSF	636	30	28	58	33	23	56
Pass-by reduction (52% Daily-AM/52% PM)			*-331*	*-16*	*-14*	*-30*	*-17*	*-12*	*-29*
Subtotal			**305**	**14**	**13**	**28**	**16**	**11**	**27**
Pad 3									
Drive-in Bank	4.600	TSF	681	32	25	57	59	59	119
Pass-by reduction (50% Daily-AM/54% PM)			*-341*	*-16*	*-12*	*-28*	*-32*	*-32*	*-64*
Subtotal			**341**	**16**	**12**	**28**	**27**	**27**	**55**
Pad 4									
High-Turnover (Sit-Down) Restaurant	7.000	TSF	890	42	39	81	46	32	78
Pass-by reduction (35% Daily-AM/35% PM)			*-314*	*-15*	*-14*	*-28*	*-16*	*-11*	*-28*
Subtotal			**576**	**27**	**25**	**52**	**30**	**21**	**51**
Pad 5									
Fast Food Restaurant with Drive Thru	3.265	TSF	1,620	82	79	161	57	53	110
Pass-by reduction (49% Daily-AM/49% PM)			*-794*	*-40*	*-39*	*-79*	*-28*	*-26*	*-54*
Subtotal			**826**	**42**	**40**	**82**	**29**	**27**	**56**
Total Gross Trip Generation			**24,946**	**595**	**473**	**1,067**	**1,137**	**1,107**	**2,244**
Pass-By Trip Reduction[4]			***-4,158***	***-140***	***-121***	***-261***	***-408***	***-404***	***-811***
Internal Trip Capture for non-"Shopping Center" Uses (5%)[5]			***-1,169***	***-28***	***-23***	***-51***	***-53***	***-52***	***-105***
NET TOTAL TRIP GENERATION[6]			**19,619**	**426**	**329**	**755**	**676**	**652**	**1,328**
Proposed Site Plan Trip Generation (Table 5.5-11)			***19,719***	***383***	***301***	***684***	***674***	***680***	***1,354***
Difference between Small Box Scenario and Proposed Project			***-100***	***43***	***28***	***71***	***2***	***-28***	***-26***
2000 MPTP EIR Net Total Trip Generation[7]			18,674	NA	NA	NA	446	520	965
Increase of small box alternate over 2000 MPTP EIR			***945***	***NA***	***NA***	***NA***	***230***	***132***	***363***

[1] TSF = Thousand Square Feet.
[2] Trip rates based on Institute of Transportation Engineers (ITE) *Trip Generation, 8th Edition*, 2008.
[3] Daily and AM peak hour trips rates were not provided in ITE. Daily and AM peak hour trips rates proportionately based on Department Store daily and AM trip rates.
[4] Pass-by trip reductions based on ITE *Trip Generation Handbook* (2004). PM peak hour percentages were provided. Daily and AM reductions are conservatively estimated at 10%.
[5] Internal Trip Capture percentage estimated at 5%.
[6] Although trip generation totals do not add up precisely on this table, they are accurate per ITE methodology. Volumes may have minor differences, possibly one to three vehicles off, due to the rounding function in MS Excel. These differences do not materially affect the results of the traffic analysis.

Trip Distribution and Assignment

Trip distribution and assignment methodologies for the small-box retail center are also similar to the proposed project. Regional trip distribution percentages for the small-box retail center were based on regional daily trip distribution factors provided in the 2004 CMP. For the local distribution patterns, the regional distribution patterns were specifically refined to local, current commute corridors and travel routes in the study area.

Opening Year 2015 Plus Small-Box Retail Center

Traffic generated by the small-box retail center was added to the Opening Year 2015 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required).

Traffic Volumes

The small-box retail center's trip assignment are added to the Opening Year 2015 Baseline traffic volumes shown in Figure 5.5-3 to get the Opening Year 2015 Plus Small-Box Retail Center traffic volumes. Traffic volumes for the small-box retail center can be found in the detailed LOS calculation sheets provided in Appendix C of the TIA.

Levels of Service

The Opening Year 2015 Plus Small-Box Retail Center AM and PM peak hour traffic volumes were put in the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). Table 5.5-25 presents the results of the Opening Year 2015 Plus Small-Box Retail Center intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C of the TIA.

Table 5.5-25
Opening Year 2015 Plus Small-Box Retail Center Intersection Level of Service Summary

Intersection	Control	Existing V/C or Delay				Opening Year Baseline (2015)				Opening Year Plus Small-Box Retail				V/C Ratio Change from Baseline 2015 to 2015 Plus Small-Box	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard[2]	Signal	0.837	D	0.834	D	0.867	D	0.865	D	0.873	D	0.895	D	0.006	**0.030**
2. Garfield Avenue/Via Campo[2]	Signal	0.692	B	0.994	E	0.716	C	1.031	F	0.728	C	1.037	F	0.012	**0.006**
3. Wilcox Avenue/Pomona Boulevard[1]	Signal	0.676	B	0.648	B	0.700	C	0.672	B	0.724	C	0.717	C	0.024	0.045
4. Wilcox Avenue/Via Campo[2]	Signal	0.729	C	0.721	C	0.755	C	0.748	C	0.774	C	0.807	D	0.019	**0.059**
5. Markland Drive/Potrero Grande Drive[1]	Signal	0.708	C	0.725	C	0.733	C	0.752	C	0.820	D	0.892	D	**0.087**	**0.140**
6. Markland Drive – Vail Avenue/Via Campo[2]	Signal	0.620	B	0.822	D	0.642	B	0.852	D	0.692	B	0.936	E	**0.050**	**0.084**
7. Saturn St – Greenwood Ave/Potrero Grande Dr[1]	Signal	0.414	A	0.491	A	0.428	A	0.507	A	0.493	A	0.599	A	**0.065**	**0.092**
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.4 sec	B	12.8 sec	B	12.7 sec	B	13.1 sec	B	13.7 sec	B	14.9 sec	B	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive[1]	Signal	0.541	A	0.609	B	0.578	A	0.662	B	0.595	A	0.692	B	0.017	0.030
10. Paramount Boulevard/Arroyo Drive[2]	Signal	0.648	B	0.526	A	0.674	B	0.558	A	0.683	B	0.573	A	0.009	0.015
11. Paramount Boulevard/SR-60 westbound ramps[2]	Signal	0.540	A	0.716	C	0.571	A	0.803	D	0.811	D	1.205	F	**0.240**	**0.402**
12. Paramount Boulevard/SR-60 eastbound ramps[2]	Signal	0.429	A	0.700	B	0.487	A	0.799	C	0.494	A	0.813	D	0.007	0.014
13. Paramount Boulevard/Montebello Boulevard[2]	Signal	0.578	A	0.779	C	0.703	C	0.895	D	0.721	C	0.919	E	0.018	**0.024**

Table 5.5-25
Opening Year 2015 Plus Small-Box Retail Center Intersection Level of Service Summary

		Existing V/C or Delay				Opening Year Baseline (2015)				Opening Year Plus Small-Box Retail				V/C Ratio Change from Baseline 2015 to 2015 Plus Small-Box	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
Intersection	Control	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	Signal	0.347	A	0.564	A	0.361	A	0.599	A	0.368	A	0.610	B	0.007	0.011
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	Signal	0.358	A	0.549	A	0.451	A	0.628	B	0.458	A	0.638	B	0.007	0.010
16. Montebello Boulevard/Lincoln Avenue[2]	Signal	0.507	A	0.680	B	0.540	A	0.733	C	0.545	A	0.743	C	0.005	0.010
17. Montebello Boulevard/Beverly Boulevard[2]	Signal	0.755	C	0.920	E	0.792	C	0.961	E	0.797	C	0.972	E	0.005	**0.011**
18. Montebello–SR 60 eastbound ramp/Town Center[3]	Signal	0.627	B	0.665	B	0.649	B	0.688	B	0.649	B	0.688	B	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive[3]	Signal	0.657	B	0.820	D	0.684	B	0.850	D	0.684	B	0.850	D	0.010	0.000
20. Rosemead Boulevard/San Gabriel Boulevard[4]	Signal	0.706	C	0.966	E	0.733	C	1.008	F	0.736	C	1.017	F	0.003	0.009

Notes: V/C based on Intersection Capacity Utilization analysis methodology. Delay based on *Highway Capacity Manual* (HCM) methodology.
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

Intersections

Based on the 2015 Plus Small-Box Retail LOS analysis, and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the small-box project:

- Garfield Avenue/Pomona Boulevard (0.030 increase at LOS D in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Wilcox Avenue/Via Campo (0.059 increase at LOS C in PM peak hour)
- Markland Drive/Potrero Grande Drive (0.087 increase at LOS C in AM peak hour; and 0.140 increase at LOS C in PM peak hour)
- Markland Drive – Vail Avenue/Via Campo (0.050 increase at LOS B in the AM peak hour; and 0.084 increase at LOS D in PM peak hour)
- Saturn Street – Greenwood Avenue/Potrero Grande Drive (0.065 increase at LOS A in AM peak hour; and 0.092 increase at LOS A in PM peak hour)
- Paramount Boulevard/SR 60 WB ramps – Market Place Drive (0.240 increase at LOS A in AM peak hour; and 0.402 increase at LOS D in PM peak hour).
- Paramount Boulevard/Montebello Boulevard (0.024 increase at LOS D in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in PM peak hour)

The V/C increases as a result of the addition of project traffic would not be considered a significant impact at all other intersections in one or both peak hours. When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Markland Drive/Vail Avenue/Via Campo in the AM peak hour, while the proposed project would not. At all other intersections, the small-box retail center would have similar impacts.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR-60 east of Indiana Street, and #1028 – SR-60 west of Peck Road, because the small-box retail center would add 150 or more peak hour trips to those mainline segments. Based on the 2015 Plus Small-Box Retail Center forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations, the small-box project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the small-box retail center would not create any significant impacts to the CMP monitoring stations along SR-60.

Buildout Year 2025 Plus Small-Box Retail Center

Traffic generated by the small-box retail center was added to the Buildout Year 2025 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine long-term cumulative project impacts and mitigation measures (if required).

Traffic Volumes

The small-box retail center trip assignment was added to the Buildout Year 2025 Baseline traffic volumes shown in Figure 11 which resulted in the Buildout Year 2025 plus Small-Box Retail Center traffic volumes. Buildout Year 2025 plus Small-Box Retail Center AM and PM peak hour traffic volumes can be found in the detailed LOS calculation sheets in Appendix C of the TIA.

Traffic Controls and Intersection Geometries

Since the small-box retail project would be constructed in 2015, 10 years before the Buildout Year 2025 plus Project horizon year, the project mitigation measures determined for intersections within the City of Monterey Park in the 2015 Opening Year plus Project horizon year were assumed for the Buildout Year 2025 plus Project condition.

Levels of Service

The Buildout Year 2025 plus Small-Box Retail Center AM and PM peak hour traffic volumes were put in the TRAFFIX LOS software to determine the intersection V/C ratios (for signalized intersections) and the control delay, in seconds (for the unsignalized intersection). Table 5.5-26 presents the results of the Buildout Year 2025 Plus Small-Box Retail Center intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C of the TIA.

Table 5.5-26
Buildout Year 2025 Plus Small-Box Retail Center Levels of Service

Intersection	Control	Existing V/C or Delay				Buildout Year Baseline (2025)				Buildout Year Plus Small Box Retail				V/C Ratio Change from Baseline 2015 to 2015 Plus Small-Box	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.837	D	0.834	D	0.925	E	1.146	F	0.932	E	1.176	F		**+0.030**
2. Garfield Avenue/Via Campo[2]	signal	0.692	B	0.994	E	0.764	C	1.102	F	0.776	C	1.108	F	+0.012	**+0.006**
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.676	B	0.648	B	0.746	C	0.716	C	0.770	C	0.761	C	+0.024	**+0.045**
4. Wilcox Avenue/Via Campo[2]	signal	0.729	C	0.721	C	0.805	D	0.798	C	0.824	D	0.857	D	**+0.019**	**+0.059**
5. Markland Drive/Potrero Grande Drive[1]	signal	0.708	C	0.725	C	0.782	C	0.802	D	0.602	A	0.766	C	-0.180	-0.036
6. Markland Drive – Vail Avenue/Via Campo[2]	signal	0.620	B	0.822	D	0.684	B	0.910	E	0.730	C	0.807	D	+0.046	-0.103
7. Saturn St – Greenwood Ave/Potrero Grande Dr[1]	signal	0.414	A	0.491	A	0.453	A	0.538	A	0.439	A	0.560	A	-0.014	+0.022
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.4 sec	B	12.8 sec	B	13.4 sec	B	13.7 sec	B	14.3 sec	B	15.7 sec	C	--	--
9. San Gabriel Blvd – Paramount Drive/Hill Drive[1]	signal	0.541	A	0.609	B	0.625	B	0.721	C	0.642	B	0.751	C	+0.017	**+0.030**
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.648	B	0.526	A	0.720	C	0.601	B	0.730	C	0.616	B	+0.010	+0.015
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.540	A	0.716	C	0.515	A	0.670	B	0.638	B	0.809	D	**+0.123**	**+0.139**
12. Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.429	A	0.700	B	0.541	A	0.882	D	0.635	B	0.869	D	**+0.094**	-0.013
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.578	A	0.779	C	0.818	D	0.993	E	0.836	D	1.017	F	**+0.018**	**+0.024**

Table 5.5-26
Buildout Year 2025 Plus Small-Box Retail Center Levels of Service

Intersection	Control	Existing V/C or Delay				Buildout Year Baseline (2025)				Buildout Year Plus Small Box Retail				V/C Ratio Change from Baseline 2015 to 2015 Plus Small-Box	
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour			
		V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	LOS	AM	PM
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.347	A	0.564	A	0.383	A	0.645	B	0.390	A	0.655	B	+0.007	+0.010
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.358	A	0.549	A	0.380	A	0.576	A	0.385	A	0.583	A	+0.005	+0.007
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.507	A	0.680	B	0.580	A	0.788	C	0.585	A	0.799	C	+0.005	+0.011
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.755	C	0.920	E	0.854	D	1.038	F	0.859	D	1.048	F	+0.005	**+0.010**
18. Montebello–SR 60 eastbound ramp/Town Center[3]	signal	0.627	B	0.665	B	0.702	C	0.740	C	0.702	C	0.740	C	0.000	0.000
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.657	B	0.820	D	0.729	C	0.912	E	0.729	C	0.912	E	0.000	0.000
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.706	C	0.966	E	0.785	C	1.086	F	0.787	C	1.094	F	+0.002	+0.008

Notes: V/C based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

Intersections

Based on the 2025 Plus Small-Box Retail LOS analysis and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the small-box project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in AM peak hour, and 0.030 increase at LOS F in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Wilcox Avenue/Pomona Boulevard (0.045 increase at LOS C in PM peak hour)
- Wilcox Avenue/Via Campo (0.019 increase at LOS D in AM peak hour, and 0.059 increase at LOS C in PM peak hour)
- San Gabriel Boulevard – Paramount Boulevard/Hill Drive (0.030 increase at LOS C in PM peak hour)
- Paramount Boulevard/SR-60 westbound ramps – Market Place Drive (0.123 increase at LOS A in AM peak hour; and 0.139 increase at LOS B in PM peak hour).
- Paramount Boulevard/SR-60 eastbound ramps (0.094 increase at LOS A in AM peak hour)
- Paramount Boulevard/Montebello Boulevard (0.018 increase at LOS D in AM peak hour, and 0.024 increase at LOS E in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in PM peak hour)

The V/C increases as a result of the addition of small-box project traffic would not be considered a significant impact at all other intersections in one or both peak hours.

When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Paramount Boulevard/SR-60 eastbound ramps in the AM peak hour, while there would be no more impacts in the PM peak hour. The proposed project had a significant impact in the PM peak hour, but not in the AM peak hour. The proposed project (big-box retail center) would also significantly impact Markland Drive/Vail Avenue/Via Campo in the PM peak hour, while the small-box retail center would not. At all other intersections, the small-box retail center would have similar impacts.

CMP Freeway Mainline

Per CMP requirements, the freeway mainline analysis studied CMP monitoring stations #1027 – SR-60 east of Indiana Street, and #1028 – SR-60 west of Peck Road, as the proposed project would add 150 or more peak-hour trips to those mainline segments. Based on the 2025 Plus Small-Box Retail Center forecast traffic volumes on the SR-60 freeway mainline at the two CMP monitoring stations, the project increases in D/C would be less than the significance criteria of 0.02 or greater D/C. Therefore, the small-box center would not create any significant impacts to the CMP monitoring stations along SR-60.

5.5.6 Impact Threshold Analysis

The following impact analysis addresses thresholds of significance for which the Initial Study disclosed potentially significant impacts. The applicable thresholds are identified in brackets after the impact statement.

IMPACT 5.5-1: ***PROJECT-RELATED TRIP GENERATION FOR OPENING YEAR 2015 WOULD SIGNIFICANTLY IMPACT THE LEVEL OF SERVICE AT THE INTERSECTIONS PREVIOUSLY IDENTIFIED AS SIGNIFICANT IN THE 2000 MPTP EIR. IN ADDITION, NEW INTERSECTIONS WOULD ALSO BE SIGNIFICANTLY IMPACTED FROM THE PROPOSED PROJECT FOR OPENING YEAR 2015 AND BUILDOUT YEAR 2025 FOR THE EXISTING AREA ROADWAY SYSTEM. [THRESHOLD T-1]***

Impact Analysis: The 2000 MPTP EIR identified five intersections that would operate at unacceptable levels of service without mitigation measures with implementation of the previously proposed project based on the existing conditions and significance criteria at the time it was certified. These intersections were:

- Garfield Avenue/Pomona Boulevard (weekday PM peak)
- Garfield Avenue/Via Campo (weekday PM peak)
- Markland Drive–Vail Avenue/Potrero Grande Drive (weekday PM peak)
- Markland Drive/Via Campo–SR-60 eastbound onramp (weekday PM peak)
- Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps (weekend midday)

Opening Year 2015

Weekday

MPMP Precise Plan

The MPMP Precise Plan would increase the total building square footage developed to 600,000 square feet, an increase of 84,618 square feet over the 2000 MPTP. As shown in Table 5.5-18, implementation of the MPMP Precise Plan would still result in significant impacts to the previously indentified impacted intersections:

- Garfield Avenue/Pomona Boulevard (0.031 increase at LOS D in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Markland Drive/Potrero Grande Drive (0.141 increase at LOS C in PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (0.085 increase at LOS D in PM peak hour)

The 2000 MPTP EIR did not analyze AM peak-hour trips. The following intersections previously identified to be significantly impacted during the PM peak hour would also be significantly impacted during the AM peak hour:

- Markland Drive/Potrero Grande Drive (0.078 increase at LOS C in AM peak hour)
- Paramount Boulevard/SR-60 WB ramps–Market Place Drive (0.218 increase at LOS A in AM peak hour).

In addition, intersections not previously identified in the 2000 MPTP EIR as significantly impacted would be significantly impacted from implementation of the MPMP Precise Plan. These additional intersections are considered a new significant impact and are:

- Wilcox Avenue/Via Campo (0.059 increase at LOS C in PM peak hour)
- Saturn Street–Greenwood Avenue/Potrero Grande Drive (0.060 increase at LOS A in AM peak hour; and 0.093 increase at LOS A in PM peak hour)
- Paramount Boulevard/Montebello Boulevard (0.025 increase at LOS D in PM peak hour)
- Paramount Boulevard/SR-60 WB ramps–Market Place Drive (0.413 increase at LOS D in PM peak hour).
- Montebello Boulevard/Beverly Boulevard (0.011 increase at LOS E in PM peak hour)

Small-Box Alternate Scenario

The small-box scenario would be developed at 534,751 square feet, a decrease of 65,249 square feet (10.9 percent) from the proposed big-box retail center. It would be an increase of 19,369 square feet (3.8 percent) over the previous site plan analyzed in the 2000 MPTP EIR.

The small-box alternative would have 100 fewer daily weekday trips, 71 more AM peak-hour trips, and 26 fewer PM peak-hour trips. When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Markland Drive/Vail Avenue/Via Campo in the AM peak hour, while the proposed project would not. At all other intersections, the small-box retail center would have similar impacts.

Weekend

MPMP Precise Plan

Implementation of the MPMP Precise Plan would still result in a significant traffic impact at the following intersection:

- Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps (0.767 increase at LOS D in midday peak hour)

In addition, implementation of the MPMP Precise Plan would also result in a new significant traffic impact at the following intersection:

- Paramount Boulevard/Towne Plaza Drive–SR-60 eastbound ramps (0.033 increase at LOS E in midday peak hour)

Small-Box Alternate Scenario

Since the weekday traffic generation of the small box alternate is similar to the proposed site plan's traffic generation, the weekend is assumed to be similar. The affected SR-60 eastbound and westbound ramps identified above would also experience significant impacts with the implementation of the small box alternate scenario at Opening Year 2015.

Buildout Year 2025

Weekday

Based on the 2025 Plus Project LOS analysis and the significance criteria of the respective jurisdiction for each intersection, the following intersections are forecast to be significantly impacted by the proposed project:

- Garfield Avenue/Pomona Boulevard (0.007 increase at LOS E in AM peak hour, and 0.031 increase at LOS F in PM peak hour)
- Garfield Avenue/Via Campo (0.006 increase at LOS F in PM peak hour)
- Wilcox Avenue/Pomona Boulevard (0.047 increase at LOS C in PM peak hour)
- Wilcox Avenue/Via Campo (0.017 increase at LOS D in AM peak hour, and 0.059 increase at LOS C in PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (0.084 increase at LOS E in PM peak hour)
- San Gabriel Boulevard–Paramount Boulevard/Hill Drive (0.031 increase at LOS C in PM peak hour)
- Paramount Boulevard/SR-60 westbound ramps–Market Place Drive (0.111 increase at LOS A in AM peak hour, and 0.144 increase at LOS B in PM peak hour).
- Paramount Boulevard/SR-60 eastbound ramps (0.015 increase at LOS D in PM peak hour)
- Paramount Boulevard/Montebello Boulevard (0.016 increase at LOS D in AM peak hour, and 0.024 increase at LOS E in PM peak hour)
- Montebello Boulevard/Beverly Boulevard (0.010 increase at LOS F in PM peak hour)

The 2000 MPTP EIR did not analyze a future year buildout scenario. Therefore, these impacted intersections are considered to be new significant traffic impacts.

Small-Box Alternate Scenario

The small-box scenario would be developed at 534,751 square feet, a decrease of 65,249 square feet (10.9 percent) from the proposed big-box retail center. It would be an increase of 19,369 square feet (3.8 percent) over the previous site plan analyzed in the 2000 MPTP EIR.

The small-box alternative would have 100 fewer daily weekday trips, 71 more AM peak-hour trips, and 26 fewer PM peak-hour trips. When compared to the proposed project (big-box retail center), the small-box retail center would significantly impact Paramount Boulevard/SR-60 eastbound ramps in the AM peak hour, while there would be no more project impacts in the PM peak hour. The proposed project had a significant impact in the PM peak hour, but not in the AM peak hour. The proposed project (big-box retail center) would also significantly impact Markland Drive/Vail Avenue/Via Campo in the PM peak hour, while the small-box retail center would not. At all other intersections, the small-box retail center would have similar impacts (as shown in Table 5.5-26).

Weekend

Implementation of the MPMP Precise Plan would result in increases to the V/C ratio at the following intersections that exceed the significance thresholds:

- Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps (0.750 increase at LOS D in Midday peak hour)
- Paramount Boulevard/Towne Plaza Drive–SR-60 eastbound ramps (0.033 increase at LOS E in Midday peak hour)

The 2000 MPTP EIR did not analyze a future year buildout scenario. Therefore, these impacted intersections are considered to be new significant traffic impacts.

Small-Box Alternate Scenario

Since the weekday traffic generation of the small-box alternate is similar to the proposed site plan's traffic generation, the weekend is assumed to be similar. The affected SR-60 eastbound and westbound ramps identified above would also experience significant impacts with the implementation of the small-box alternate scenario at Buildout Year 2025.

IMPACT 5.5-2: ***PROJECT-RELATED TRIP GENERATION IN COMBINATION WITH EXISTING AND PROPOSED CUMULATIVE DEVELOPMENT WOULD NOT RESULT IN DESIGNATED ROAD AND/OR HIGHWAYS EXCEEDING COUNTY CONGESTION MANAGEMENT AGENCY SERVICE STANDARDS. [THRESHOLD T-2]***

Impact Analysis: The 2000 MPTP EIR determined that the previously proposed project would not decrease the level of service by a significant amount at any of the nearby intersections identified in the CMP or increase the traffic D/C ratio by a significant amount on any mainline segments identified in the CMP.

Opening Year 2015

As shown in Table 5.5-16, implementation of the MPMP Precise Plan would not result in any significant impacts to CMP freeway mainline segments along SR-60.

Buildout Year 2025

As shown in Table 5.5-20, implementation of the MPMP Precise Plan would not result in any significant impacts to CMP freeway mainline segments along SR-60.

IMPACT 5.5-3: ***ADEQUATE PARKING WOULD BE PROVIDED FOR THE PROPOSED PROJECT. [THRESHOLD T-7]***

Impact Analysis: The 2000 MPTP EIR determined impacts to parking to be less than significant.

Opening Year 2015

The MPMP Precise Plan would provide 2,386 parking spaces for the 600,000 square feet of development. The project would have a typical (non-December) parking demand of 2,333 spaces. This would result in a surplus of 53 spaces and therefore parking impacts would be less than significant.

Buildout Year 2025

Information discussed above for the Opening Year 2015 conditions also pertains to Buildout Year 2025 conditions.

5.5.7 Cumulative Impacts

The proposed project would result in both project-specific and cumulative potentially significant impacts to intersections within the study area of the project. The local roadways would experience growth in average daily trips as a result of this project and from other growth in the area. The analysis completed in the traffic study and used for Impacts 5.5-1 and 5.5-2 combined the future cumulative traffic generation projections for years 2015 and 2025 with projected project-specific traffic generation.

5.5.8 Existing Regulations and Standard Conditions

- City of Monterey Park Municipal Code, Title 21, Chapter 21.40, Section 21.40.020, *Minimum Parking Spaces Required*.

5.5.9 Level of Significance Before Mitigation

Upon implementation of regulatory requirements and standard conditions of approval, the following impacts would be less than significant: 5.5-2 and 5.5-3.

Without mitigation, the following impacts would be **potentially significant**:

- Impact 5.5-1 Project-related trip generation for opening Year 2015 would significantly impact the level of service at the intersections previously identified as significant in the 2000 MPTP EIR. In addition, new intersections would also be significantly impacted from the proposed project for Opening Year 2015 and Buildout Year 2025 for the existing area roadway system.

5.5.10 Mitigation Measures

The cities of Monterey Park and Montebello where the significantly impacted intersections are located do not currently have a Traffic Mitigation Fee Program or Nexus Study for Traffic Improvements through which projects could pay their fair share of their impacts. The City of Monterey Park may require the project applicant to participate in funding the future improvements to cumulatively impacted intersections within its jurisdiction on a prorate, fair-share basis. The adequacy of fee programs for CEQA traffic mitigation has been reviewed in the *Anderson First Coalition v. City of Anderson* case in 2005 (130 Cal. App.4th 1173, 30 Cal.Rptr.3d 738). When future traffic congestion will result from the cumulative impact of several projects, cumulative traffic mitigation measures for a single project (that is, one of the several projects) may be deemed sufficient if those measures are based on a reasonable plan of actual mitigation that the relevant agency commits itself to implementing (see case law referenced in *Anderson First*). The *Anderson First* case specifies that the fair-share mitigation fee measure must 1) identify the fee amount to be paid; 2) commit to paying the remaining reasonable costs for fair share of the cost of required improvements; and 3) make these fees a part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts.

For intersections within the City of Monterey Park where the proposed project would be required to fully fund and implement the needed mitigation measures, impacts at these intersections would be reduced to a less than significant level.

Mitigation measures are identified for both the proposed project and the small-box alternate site plan layout scenario.

5.5.10.1 Proposed Project Mitigation Measures

Impact 5.5-1

Mitigation Measures from the 2000 MPTP EIR

All mitigation measures for transportation and traffic impacts from the 2000 MPTP EIR have been replaced by new mitigation measures. The previous mitigation measures are not included as part of the required mitigation for this SEIR. The recommended improvements identified in the mitigation measures listed below would supersede the improvements recommended in the 2000 MPTP EIR.

Additional Mitigation

Opening Year 2015

Intersections in the City of Monterey Park

5-1 Prior to issuance of the first Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Redevelopment Agency, which the City and Redevelopment Agency may or may not provide for alternative funding for mitigation through these agreements in their sole and absolute discretion.

- Markland Drive/Potrero Grande Drive
  - Convert the northbound right turn lane to a free right turn lane (no widening of eastbound return lanes required).
- Saturn Street–Greenwood Avenue/Potrero Grande Drive
  - Restripe eastbound approach to include a dedicated right turn lane (no widening required).
  - Restripe westbound approach to include a dedicated right turn lane (no widening required).

Intersections Not in the City of Monterey Park

5-2 Prior to issuance of the first Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Redevelopment Agency or unless an established fee program is in place to fund such mitigation, in which case the Applicant shall pay the applicable fees or fair share of the cost of such mitigation. The provision for funding of mitigation through a Development Agreement or Disposition and Development

Agreement or through a fee program may or may not be provided for in the City's and Redevelopment Agency's sole and absolute discretion.

- Garfield Avenue/Pomona Boulevard
  - Widen northbound approach and add a second (dual) left turn lane.
  - Restripe northbound shared left plus through lane to a dedicated through lane.
- Garfield Avenue/Via Campo
  - Restripe the second eastbound through lane to a shared through plus right turn lane.
- Wilcox Avenue/Via Campo
  - Modify existing traffic signal to provide overlap right turn phasing for the northbound approach.
- Markland Drive–Vail Drive/Via Campo
  - Widen eastbound approach and add a dedicated left turn lane, OR convert the inside westbound through return lane to a left turn lane, which would not require any roadway widening. Two westbound return lanes are not required at this intersection.
  - Restripe eastbound shared left plus through lane to a dedicated through lane.
- Paramount Boulevard/SR-60 westbound ramps–Market Place Drive
  - Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes.
  - Provide a second (dual) left turn on the northbound approach.
  - Widen the westbound approach to provide a second (dual) left turn lane, one through lane, and a dedicated right turn lane.
- Paramount Boulevard/SR-60 eastbound ramps–Town Center Drive
  - Widen eastbound approach to have: 1) left turn lane; 2) shared left plus through lane; 3) shared through plus right turn lane; and 4) dedicated right turn lane.
  - Widen the westbound approach to have: 1) left turn lane; 2) shared left plus right turn lane; and 3) dedicated right turn lane.
- Paramount Boulevard/Montebello Boulevard
  - Consistent with the mitigation measures in the "Traffic Impact Study: Montebello Hills Specific Plan" (KOA 2009), implement Intelligent Transportation System

measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic.

- Montebello Boulevard/Beverly Boulevard
  - Restripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection.
  - Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the PM peak hour.

Buildout Year 2025

Intersections in the City of Monterey Park

5-3 Prior to issuance of the last Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Agency, which the City and Agency may or may not provide for alternative funding for mitigation through these agreements in their sole and absolute discretion

- Wilcox Avenue/Pomona Boulevard
  - Prohibit on-street parking for 200 feet on the north side of Pomona Boulevard and restripe the parking lane to a dedicated westbound right turn lane.

Intersections Not in the City of Monterey Park

5-4 Prior to issuance of the last Certificate of Occupancy, the Applicant shall pay the costs of constructing the following mitigation unless otherwise provided for in a Development Agreement with the City or a Disposition and Development Agreement with the Agency or unless an established fee program is in place to fund such mitigation, in which case the Applicant shall pay the applicable fees or fair share of the cost of such mitigation. The provision for funding of mitigation through a Development Agreement or Disposition and Development Agreement or through a fee program may or may not be provided for in the City's and Agency's sole and absolute discretion.

- Garfield Avenue/Pomona Boulevard
  - Widen northbound approach and add a second (dual) left turn lane.
  - Restripe northbound shared left plus through lane to a dedicated through lane.
  - Restripe the #2 southbound through lane to a shared through plus right turn lane.
- Garfield Avenue/Via Campo
  - Restripe the second eastbound through lane to a shared through plus right turn lane.

- Markland Drive–Vail Drive/Via Campo
  - Restripe southbound approach to include a dedicated right turn lane (no widening required).
- San Gabriel Boulevard–Paramount Boulevard/Hill Drive
  - Restripe southbound approach to include a dedicated right turn lane (no widening required).
- Paramount Boulevard/SR 60 westbound ramps–Market Place Drive
  - Widen eastbound approach to have: 1) left turn lane; and 2) two dedicated right turn lanes.
  - Provide a second (dual) left turn on the northbound approach.
  - Widen the westbound approach to provide a second (dual) left turn lane, one through lane, and a dedicated right turn lane.
  - Modify signal to provide overlap right turn phasing for the northbound, eastbound, and westbound approaches.
- Paramount Boulevard/SR 60 eastbound ramps–Town Center Drive
  - Widen the eastbound (off-ramp) approach and add a shared through plus right turn lane.
- Paramount Boulevard/Montebello Boulevard
  - Consistent with the mitigation measures in the Traffic Impact Study – Montebello Hills Specific Plan (KOA 2009), implement Intelligent Transportation System measures such as signal coordination with the adjacent ramp intersections, and provide improved overhead signage to direct off-ramp traffic.
- Montebello Boulevard/Beverly Boulevard
  - Restripe the northbound right turn lane to a shared through plus right turn lane for a total of three through lanes through the intersection.
  - Stripe a third northbound through lane on Montebello Boulevard that can be tapered back to two lanes before Victoria Avenue. On-street parking on the east side of Montebello Boulevard will have to be prohibited, at least during the PM peak hour.

5.5.10.2 Small-Box Alternate Site Plan Layout Scenario

Impact 5.5-1

Mitigation Measures from the 2000 MPTP EIR

All mitigation measures for transportation and traffic impacts from the 2000 MPTP EIR have been replaced by new mitigation measures. The previous mitigation measures are not included as part of the required mitigation for this SEIR. The recommended improvements for the proposed MPMP Precise Plan identified in the mitigation measures listed in Section 5.5.10.1 would supersede the improvements recommended in the 2000 MPTP EIR. These improvements would also be applied to the small box alternate site plan scenario.

Additional Mitigation

Opening Year 2015 plus Small-Box Retail Center

All mitigation measures in Section 5.5.10.1 required for the proposed MPMP Precise Plan are also required for the small-box alternate site plan scenario.

Buildout Year 2025 plus Small-Box Retail Center

All mitigation measures in Section 5.5.10.1 required for the proposed MPMP Precise Plan are also required for the small-box alternate site plan scenario.

5.5.11 Level of Significance After Mitigation

2000 MPTP EIR Significant and Unavoidable Impacts

Traffic impacts to the following intersections were determined to be significant and unavoidable in the 2000 MPTP EIR for the project opening year:

- Garfield Avenue/Pomona Boulevard (weekday PM peak)
- Garfield Avenue/Via Campo (weekday PM peak)
- Markland Drive–Vail Avenue/Potrero Grande Drive (weekday PM peak)
- Markland Drive/Via Campo–SR-60 eastbound onramp (weekday PM peak)

Recommended improvements were provided in the 2000 MPTP EIR to reduce these impacts to levels that would have been less than significant. However, there was no established funding mechanism or program to fund these improvements. Except for the intersection of Paramount Boulevard/Towne Plaza Drive–SR-60 westbound ramps,[3] which the project applicant had agreed to fully fund, the City did not have an assessment district or comprehensive fee program established to fully fund improvements at the remaining intersections. Therefore, four of the five intersections identified in the 2000 MPTP EIR had significant and unavoidable impacts.

[3] Also known as Paramount Boulevard/Neil Armstrong Street–Market Place Drive.

Impact 5.5-1

Opening Year 2015

Inasmuch as the primary responsibility for approving and/or completing certain improvements located outside the City of Monterey Park lies with agencies other than the City of Monterey Park (i.e., City of Montebello and Caltrans), there is the potential that significant impacts may not be fully mitigated if such improvements are not completed for reasons beyond the City of Monterey Park's control (e.g., the City of Monterey Park cannot undertake or require improvements outside of Monterey Park's jurisdiction or the City cannot construct improvements in the Caltrans right-of-way without Caltrans approval). Should that occur, the project's traffic impact would remain significant.

Impacts that would remain significant and unavoidable from the 2000 MPTP EIR:

- Garfield Avenue/Pomona Boulevard (weekday PM peak)
- Garfield Avenue/Via Campo (weekday PM peak)
- Markland Drive–Vail Drive/Via Campo (weekday PM peak)

New significant and unavoidable impacts associated with the MPMP Precise Plan:

- Wilcox Avenue/Via Campo (weekday PM peak)
- Paramount Boulevard/SR-60 westbound ramps–Market Place Drive (weekday AM peak/weekend midday peak)
- Paramount Boulevard/SR-60 eastbound ramps–Town Center Drive (weekend midday peak)
- Paramount Boulevard/Montebello Boulevard (weekday PM peak)
- Montebello Boulevard/Beverly Boulevard (weekday PM peak)
- Markland Drive/Potrero Grande Drive
- Saturn Street–Greenwood Avenue/Potrero Grande Drive

New significant and unavoidable impacts associated with the small box alternate scenario:

In addition to the impacts identified above associated with the MPMP Precise Plan, the following additional significant impacts are associated with the small box alternate scenario:

- Markland Drive/Vail Avenue/Via Campo (weekday AM peak)

Figure 5.5-12 illustrates all of the improvements listed in Mitigation Measures 5-1 and 5-2 for the intersections in Monterey Park that can be mitigated, as well as the intersections in Montebello that would have significant unavoidable impacts as a result of the proposed project. Table 5.5-27 provides the mitigated LOS and V/C ratios with the implementation of the measures.

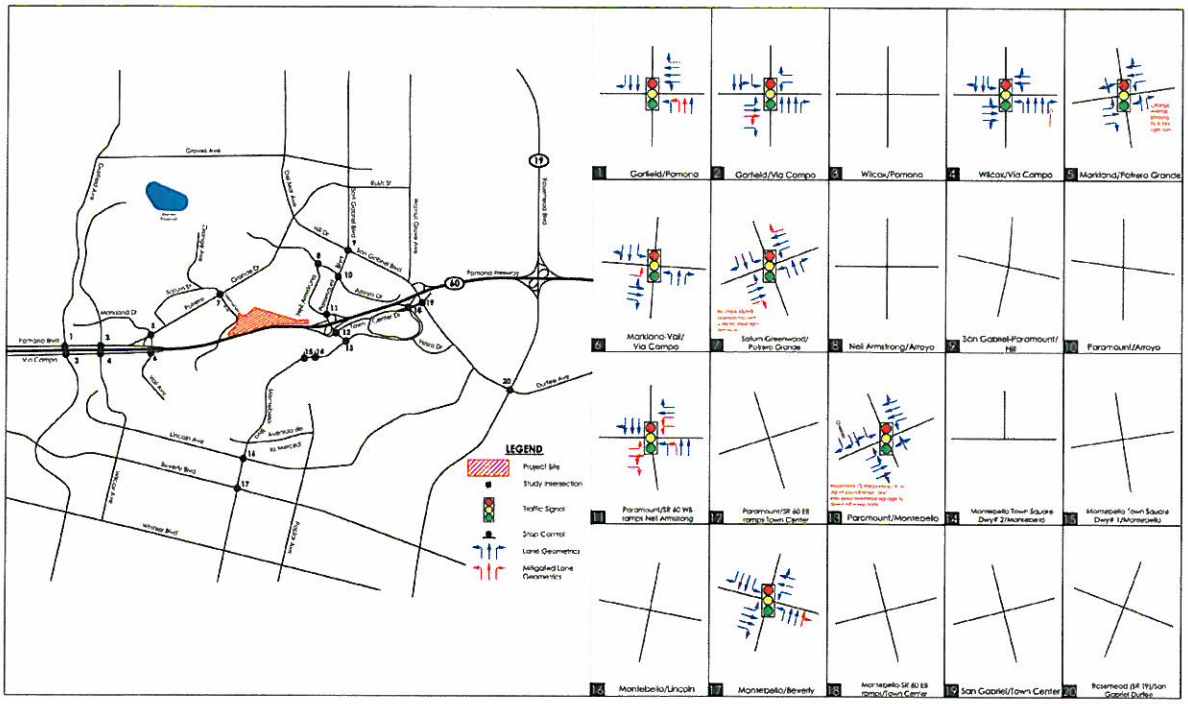
Table 5.5-27
Opening Year 2015 Plus Project Levels of Service with Mitigation Measures

Intersection	Control	Opening Year Baseline (2015) AM Peak Hour V/C Ratio or Delay	LOS	PM Peak Hour V/C Ratio or Delay	LOS	Plus Project with Mitigation AM Peak Hour V/C Ratio or Delay	LOS	PM Peak Hour V/C Ratio or Delay	LOS	V/C Ratio Change AM	PM
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.867	D	0.865	D			0.865	D		0.000
2. Garfield Avenue/Via Campo[2]	signal	0.716	C	1.031	F			0.980	E		-0.051
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.700	C	0.672	B						
4. Wilcox Avenue/Via Campo[2]	signal	0.755	C	0.748	C			0.770	C		0.022
5. Markland Drive/Potrero Grande Drive[1]	signal	0.733	C	0.752	C	0.566	A	0.725	C	-0.167	-0.027
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.642	B	0.852	D			0.766	C		-0.086
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.428	A	0.507	A	0.414	A	0.529	A	-0.014	0.022
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	12.7 sec	B	13.1 sec	B						
9. San Gabriel Blvd–Paramount Drive/Hill Drive[1]	signal	0.578	A	0.662	B						
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.674	B	0.558	A						
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.571	A	0.803	D	0.549	A	0.774	C	-0.022	-0.029
12. Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.487	A	0.799	C						
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.703	C	0.895	D			0.820	D		-0.010
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.361	A	0.599	A						
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.451	A	0.628	B						
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.540	A	0.733	C						
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.792	C	0.961	E			0.935	E		-0.037
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.649	B	0.688	B						
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.684	B	0.850	D						
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.733	C	1.008	F						

V/C ratio based on Intersection Capacity Utilization analysis methodology; Delay based on *Highway Capacity Manual* (HCM) methodology.
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

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Opening Year 2015 Plus Project Improvements



Source: Arch Beach Consulting 2010

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Buildout Year 2025

Inasmuch as the primary responsibility for approving and/or completing certain improvements located outside the City of Monterey Park lies with agencies other than the City of Monterey Park (i.e., City of Montebello and Caltrans), there is the potential that significant impacts may not be fully mitigated if such improvements are not completed for reasons beyond the City of Monterey Park's control (e.g., the City of Monterey Park cannot undertake or require improvements outside of Monterey Park's jurisdiction or the City cannot construct improvements in the Caltrans right-of-way without Caltrans approval). Should that occur, the project's traffic impact would remain significant.

Impacts that would remain significant and unavoidable from the 2000 MPTP EIR:

- Wilcox Avenue/Pomona Boulevard (weekday PM peak)
- San Gabriel Boulevard–Paramount Boulevard/Hill Drive (weekday PM peak)

The following intersections would be new significant and unavoidable traffic impacts associated with the MPMP Precise Plan:

- Garfield Avenue/Pomona Boulevard (weekday AM and PM peak)
- Garfield Avenue/Via Campo (weekday PM peak hour)
- Markland Drive–Vail Avenue/Via Campo (weekday PM peak)
- Paramount Boulevard/SR-60 westbound ramps–Market Place Drive (weekday AM and PM peak/weekend midday peak)
- Paramount Boulevard/SR-60 eastbound ramps (weekday PM peak/weekend midday peak)
- Paramount Boulevard/Montebello Boulevard (weekday AM and PM peak)
- Montebello Boulevard/Beverly Boulevard(weekday PM peak)

The following intersection would be a new and significant and unavoidable traffic impact from the MPMP Precise Plan. Mitigation for impacts to this intersection was determined to be infeasible due to right-of-way constraints.

- Wilcox Avenue/Via Campo (weekday AM and PM peak)

New significant and unavoidable impacts associated with the small-box alternate scenario:

In addition to the impacts identified above associated with the MPMP Precise Plan, the following additional significant impacts are associated with the small-box alternate scenario:

- Paramount Boulevard/SR-60 eastbound ramps (weekday AM peak/weekend midday peak)

However, the small box alternate scenario would have less than significant impacts at the following intersections:

- Markland Drive–Vail Avenue/Via Campo (weekday PM peak)

- Paramount Boulevard/SR-60 eastbound ramps (weekday PM peak/weekend midday peak)

Figure 5.5-13 illustrates all of the improvements listed in Mitigation Measures 5-3 through 5-4 for the intersections in the Cities of Monterey Park and Montebello that would have significant unavoidable impacts as a result of the proposed project. Table 5.5-28 provides the mitigated LOS and V/C ratios with the implementation of the improvements.

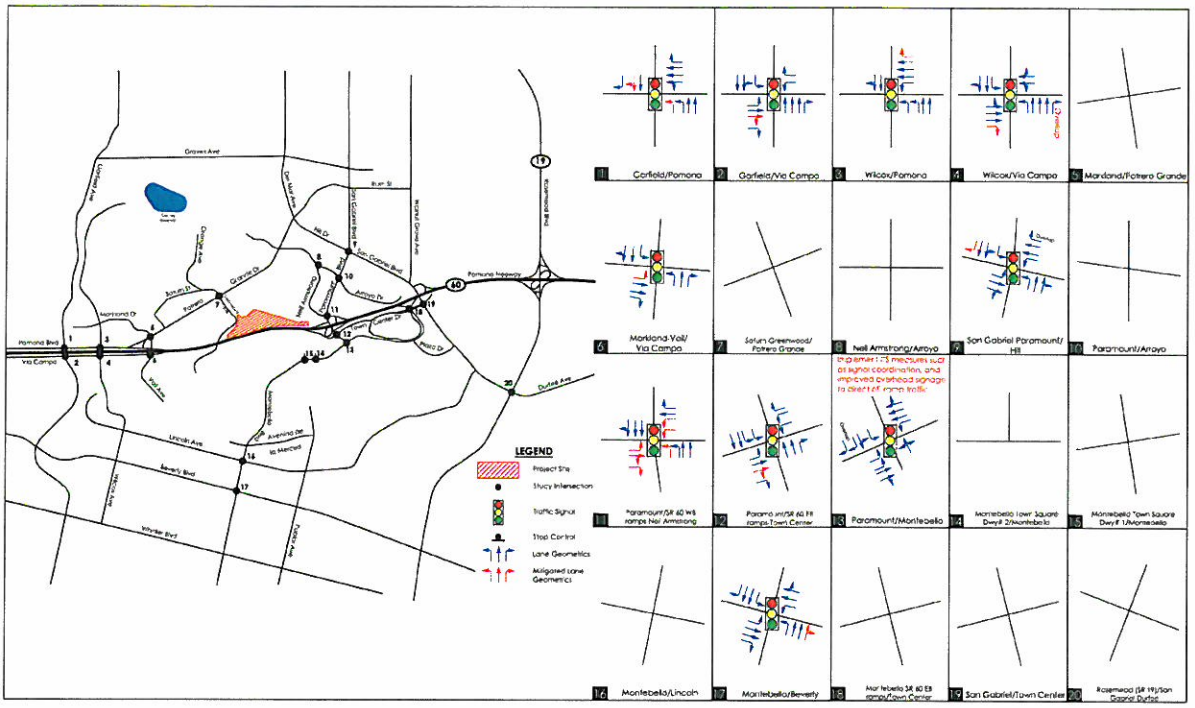
Table 5.5-28
Buildout Year 2025 Plus Project Levels of Service with Mitigation Measures

Intersection	Control	Buildout Year Baseline (2025) AM Peak Hour V/C Ratio or Delay	LOS	Buildout Year Baseline (2025) PM Peak Hour V/C Ratio or Delay	LOS	Plus Project with Mitigation AM Peak Hour V/C Ratio or Delay	LOS	Plus Project with Mitigation PM Peak Hour V/C Ratio or Delay	LOS	V/C Ratio Change AM	V/C Ratio Change PM
1. Garfield Avenue/Pomona Boulevard[2]	signal	0.925	E	1.146	F	0.903	E	0.921	E	-0.022	-0.225
2. Garfield Avenue/Via Campo[2]	signal	0.764	C	1.102	F			1.046	F		-0.056
3. Wilcox Avenue/Pomona Boulevard[1]	signal	0.746	C	0.716	C			0.738	C		+0.022
4. Wilcox Avenue/Via Campo[2]	signal	0.805	D	0.798	C	0.822	D	0.817	D	**+0.017**	+0.019
5. Markland Drive/Potrero Grande Drive[1]	signal	0.780	C	0.800	D						
6. Markland Drive–Vail Avenue/Via Campo[2]	signal	0.684	B	0.910	E			0.807	D		-0.103
7. Saturn St–Greenwood Ave/Potrero Grande Dr[1]	signal	0.452	A	0.537	A						
8. Neil Armstrong Street/Arroyo Drive[2]	1-way stop	13.4 sec	B	13.7 sec	B						
9. San Gabriel Blvd–Paramount Drive/Hill Drive[1]	signal	0.625	B	0.721	C			0.606	B		-0.115
10. Paramount Boulevard/Arroyo Drive[2]	signal	0.720	C	0.601	B						
11. Paramount Boulevard/SR-60 westbound ramps[2]	signal	0.515	A	0.670	B	0.559	A	0.697	B	+0.044	+0.027
12 Paramount Boulevard/SR-60 eastbound ramps[2]	signal	0.541	A	0.882	D			0.869	D		-0.013
13. Paramount Boulevard/Montebello Boulevard[2]	signal	0.818	D	0.993	E	0.734	C	0.917	E	-0.084	-0.076
14. Montebello Town Cntr Dwy #2/Montebello Blvd[2]	signal	0.383	A	0.645	B						
15. Montebello Town Cntr Dwy #1/Montebello Blvd[2]	signal	0.380	A	0.576	A						
16. Montebello Boulevard/Lincoln Avenue[2]	signal	0.580	A	0.788	C						
17. Montebello Boulevard/Beverly Boulevard[2]	signal	0.854	D	1.038	F			1.023	F		-0.015
18. Montebello–SR-60 eastbound ramp/Town Center[3]	signal	0.702	C	0.740	C						
19. San Gabriel Boulevard/Town Center Drive[3]	signal	0.729	C	0.912	E						
20. Rosemead Boulevard/San Gabriel Boulevard[4]	signal	0.785	C	1.086	F						

V/C ratio based on Intersection Capacity Utilization analysis methodology, Delay based on *Highway Capacity Manual* (HCM) methodology.
value indicates significant project impact per the appropriate Cities' LOS significance criteria.
[1] Intersection analyzed using City of Monterey Park criteria.
[2] Intersection analyzed using City of Montebello criteria.
[3] Intersection analyzed using City of Rosemead criteria.
[4] Intersection analysis using County of Los Angeles criteria.

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Buildout Year 2025 Plus Project Improvements



Source: Arch Beach Consulting 2010

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