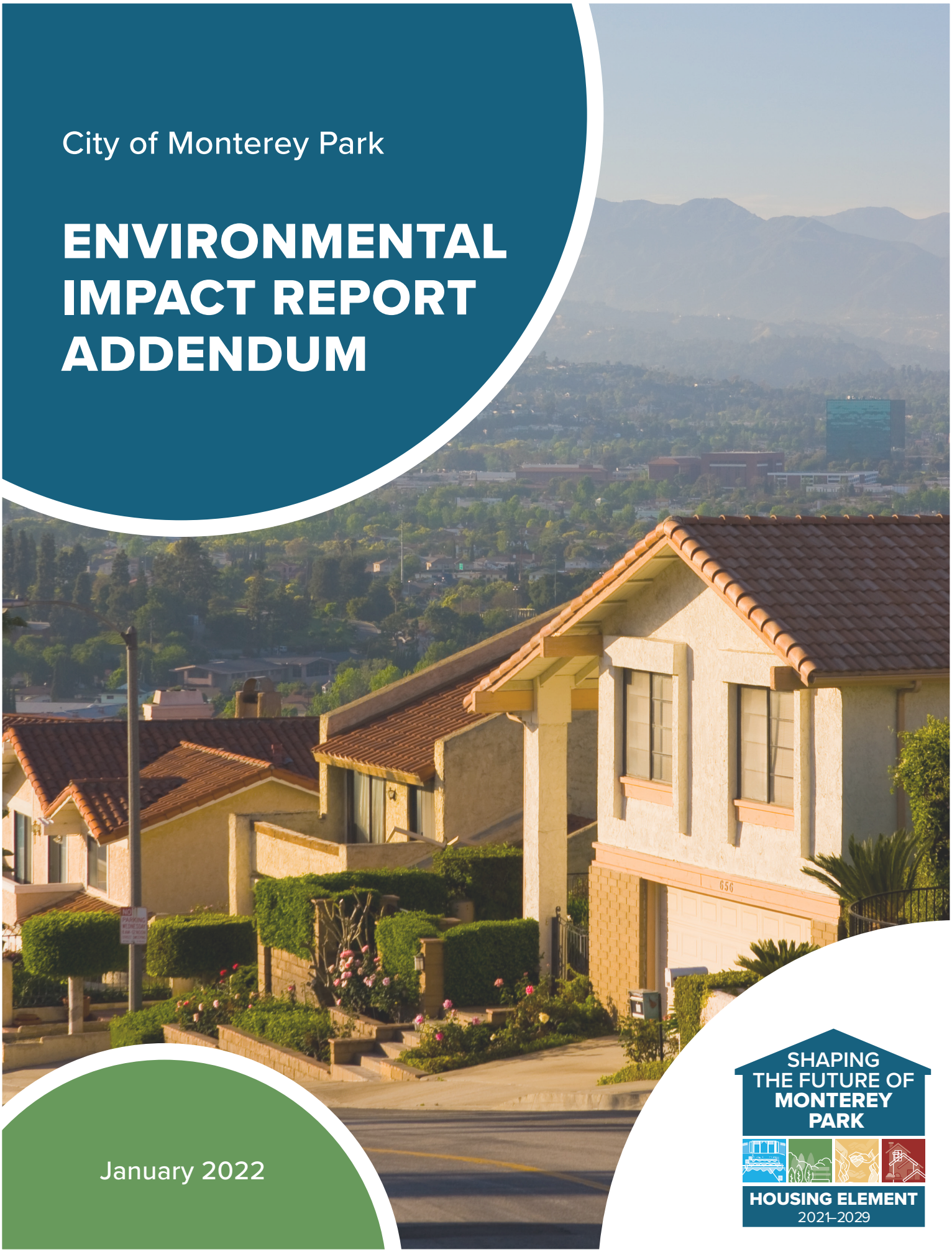
City of Monterey Park

ENVIRONMENTAL IMPACT REPORT ADDENDUM



January 2022

SHAPING THE FUTURE OF MONTEREY PARK

HOUSING ELEMENT 2021–2029

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Executive Summary

The proposed project consists of a comprehensive update to the Housing Element of the City of Monterey Park General Plan. State law requires that housing elements be updated every eight years (California Government Code Sections 65580 to 65589.8). The project would involve an update to the City of Monterey Park Housing Element as part of the sixth cycle of updates. For Monterey Park, the planning period runs from October 15, 2021 through October 15, 2029. The 2021 Housing Element Update identifies residential sites adequate to accommodate a variety of housing types for all income levels and needs of special population groups, defined under state law (California Government Code Section 65583). It analyzes governmental constraints to housing maintenance, improvement, and development; addresses conservation and improvement of the condition of existing affordable housing stock; and outlines policies that promote housing opportunities for all persons.

The draft Housing Element Update establishes objectives, policies, and programs to assist the City of Monterey Park in achieving state-mandated housing goals. No rezoning of sites or formal land use changes or physical development is proposed at this time, and future changes would require environmental evaluation as potential impacts are location-specific and cannot be assessed in a meaningful way until a project site and development proposal are identified.

The proposed project also includes revisions to the Safety and Community Services Element to be consistent with California law regulating evacuation routes and climate change vulnerability. In addition, the proposed project includes a new Environmental Justice Element consistent with Government Code § 65302 and includes goals, policies, and objectives that aim to reduce health risks to any identified disadvantaged communities, promote civic engagement, and prioritize the needs of disadvantaged communities as defined by Government Code § 65302(h)(4)(A) and Health and Safety Code § 39711.

In considering the potential environmental impacts of the draft Housing Element Update, the City determined that the Final Environmental Impact Report (FEIR) certified for the 2019 General Plan update (Focused General Plan Update Final EIR, State Clearinghouse Number 2001011074, dated June 2019) is of continuing informational value. The City also determined that the potential environmental impacts (both direct and indirect impacts) of the draft Housing Element Update are within the scope of the previously certified FEIR and that none of the conditions requiring subsequent or supplemental environmental review under CEQA Guidelines Section 15162 exist. Based on the information and analysis provided below, the City determined that only minor or technical changes to the previously certified FEIR are necessary and that that preparation of an Addendum pursuant to CEQA Guidelines Section 15164 is appropriate.

1 Introduction and Project Summary

1. Project Title

City of Monterey Park 2021 General Plan Update (Project)

2. Lead Agency Name and Address

City of Monterey Park
Department of Public Works
320 West Newmark Avenue
Monterey Park, California 91754

3. Contact Person and Phone Number

Steve Sizemore
Director of Community and Economic Development
(626) 307 1320

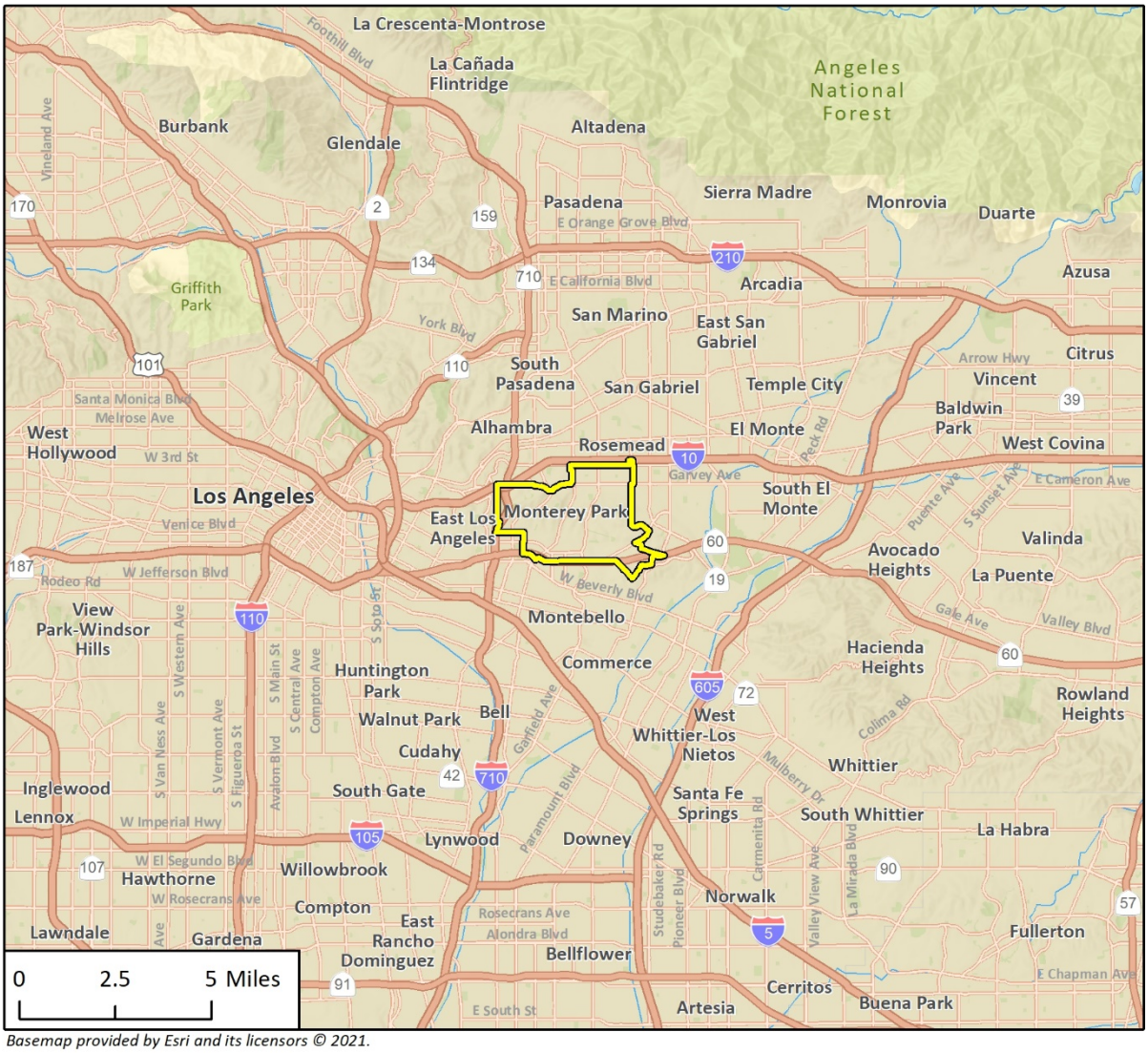
4. Project Location

The 2021 General Plan Update planning boundaries (Plan Area) coincide with the Monterey Park city jurisdictional boundaries. The area encompasses approximately eight square miles of land in the western portion of San Gabriel Valley, in Los Angeles County. The City is bordered by the city of Alhambra to the north, city of Rosemead and the unincorporated community of South San Gabriel to the east, city of Montebello to the south, and the unincorporated community of East Los Angeles to the west. Several freeways and highways provide regional access to the project area, including the Pomona Freeway (SR-60) on the south, the San Bernardino Freeway (1-10) to the north, and the Long Beach Freeway (I-710) to the west. Figure 1 shows the regional location of the Plan Area, and Figure 2 shows the Plan Area's boundaries in its immediate location.

5. Project Sponsor's Name and Address

City of Monterey Park
Department of Public Works
320 West Newmark Avenue
Monterey Park, California 91754

Figure 1 Regional Location



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Project Location



Figure 2 Project Area

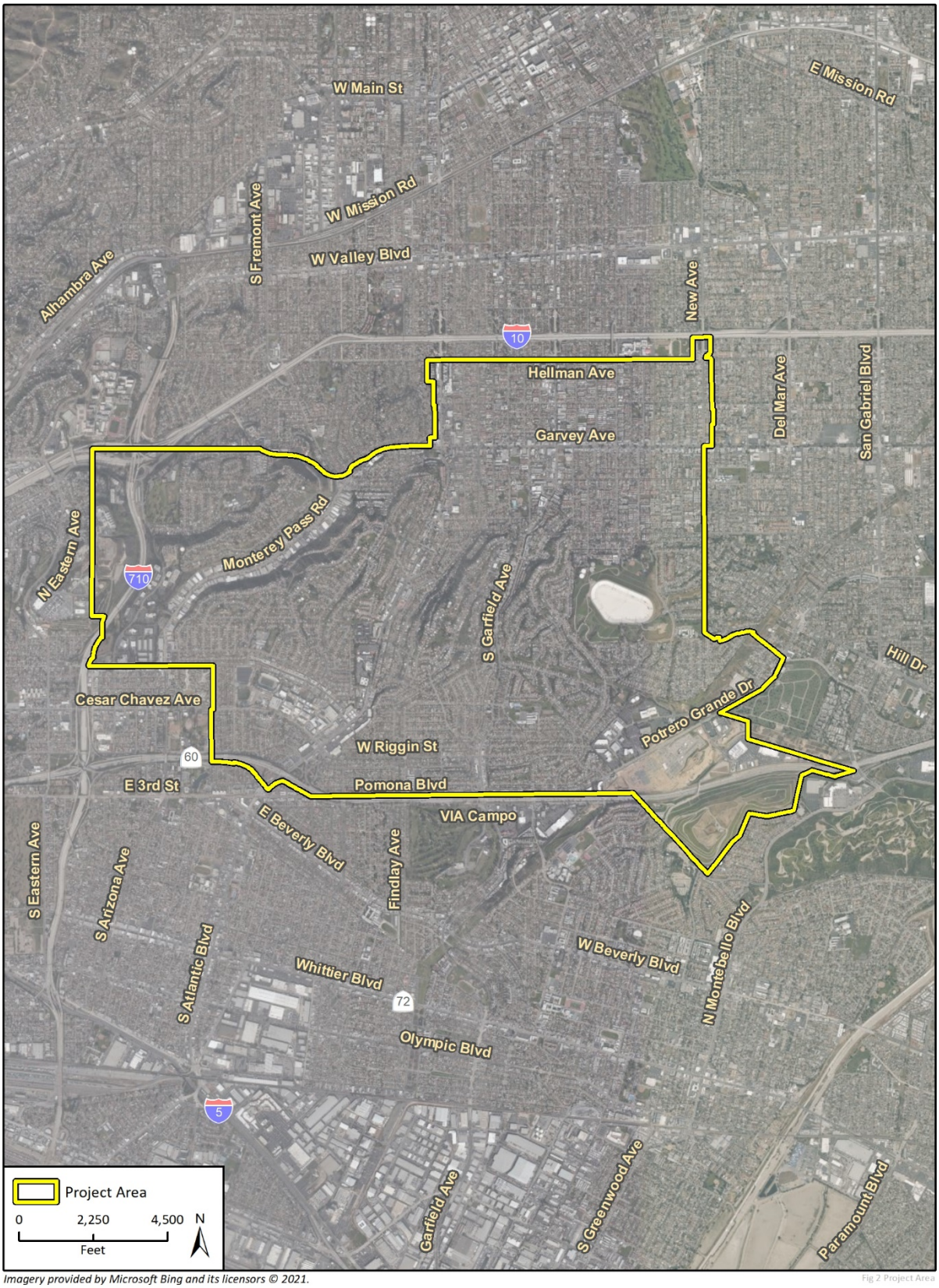

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Fig 2 Project Area

6. Project Description

The project consists of a comprehensive update to the Housing Element of the Monterey Park General Plan; update to the existing Safety and Community Services Element of the General Plan; and a establishment of a new Environmental Justice Element as required by Government Code § 65302 (collectively referred to as the 2021 General Plan Update or "project"). These elements are a part of the Monterey Park General Plan, which is a long-term document with text and diagrams that express the goals, objectives, and policies necessary to guide the community toward achieving its vision over approximately 20 years (i.e., 2040).

Housing Element

The Housing Element is one of the eight State-mandated elements of the General Plan. California law requires that housing elements be updated every eight years (Government Code Sections 65580 to 65589.8). The Housing Element identifies the City's housing conditions and needs, and establishes the goals, objectives, and policies that comprise the City's housing strategy to accommodate projected housing needs, including the provision of adequate housing for low-income households and for special-needs populations (e.g., unhoused people, seniors, single-parent households, large families, and persons with disabilities). The City of Monterey Park Housing Element is being updated as part of the State's 6th cycle Regional Housing Needs Assessment (RHNA) allocation. For Monterey Park, the planning period runs from October 15, 2021 through October 15, 2029.

The 2021-2029 Housing Element would bring the Element into compliance with California law enacted since the City's adoption of the 2013-2021 Housing Element and with the current Southern California Association of Governments' (SCAG's) Regional Housing Needs Assessment (RHNA). The 2021-2029 Housing Element includes the following components, as required by California law:

- An assessment of the City's population, household, and housing stock characteristics, existing and future housing needs by household types, and special needs populations.
- An analysis of resources and constraints related to housing production and preservation, including governmental regulations, infrastructure requirements and market conditions such as land, construction, and labor costs as well as restricted financing availability.
- Identification of the City's quantified objectives for the 2021-2029 RHNA and inventory of sites determined to be suitable for housing.
- Opportunities for Conservation in Residential Development: California law requires cities to identify opportunities for energy conservation in residential development.
- Review of the 2013-2021 Housing Element to identify progress and evaluate the effectiveness of previous policies and programs.
- A Housing Plan to address the City's identified housing needs, including housing goals, policies, and programs to facilitate the 2021 Housing Element Update (6th Cycle).

The 2021 General Plan Update will not, by itself, result in environmental impacts as it does not propose to develop any projects. Rather, it establishes objectives and policies designed to guide future development as the City works to achieve State-mandated housing goals and maintain public safety and environmental justice for its residents. Future development related to the Housing Element update portion of the proposed project will require project-specific developmental review as potential impacts are location-specific and cannot be assessed in a meaningful way until a project site and development proposal are identified. When a specific development proposal is considered

for approval, that project would be subject to adopted development guidelines and standards and it must incorporate applicable mitigation measures and alternatives developed in the 2019 General Plan EIR (in accordance with CEQA Guidelines Section 15168(c)(3)). If a subsequent activity (in this case a specific development proposal) would have effects not identified in the program EIR (the 2019 General Plan EIR and this Addendum), the lead agency must prepare additional CEQA documentation.

This Addendum Evaluation, therefore, includes the analysis of the changes and potential impacts related to the adoption of 2021 General Plan Update. No physical development or changes in land use are addressed or evaluated. The City would analyze any future development separate from the adoption of the Housing Element. This Addendum Evaluation is intended to demonstrate the project's consistency with the existing Monterey Park Focused General Plan Update Final Environmental Impact Report (EIR) to satisfy the requirements of CEQA. In particular, and pursuant to Public Resources Code Section 21083.3, this Addendum Evaluation assesses whether the updated General Plan, as a policy and programs document, includes impacts not addressed or analyzed as significant effects in the Monterey Park Focused General Plan Update Final EIR.

Regional Housing Needs Assessment and Required Buffer

The Housing Element must address the City's fair share of the regional housing need (as determined by SCAG) and specific California statutory requirements. It must also reflect the vision and priorities of the local community. As of March 2021, SCAG determined a final RHNA Allocation of 5,257 units for the City of which 2,146 must be affordable to lower-income households, as shown in Table 1.

Table 1 City of Monterey Park Regional Housing Needs Allocation

	Income Category (Percent of Los Angeles County Area Median Income)			
	Low (51-80%)	Moderate (81-120%)	Above Moderate (120% or more)	Total Housing Units
RHNA Housing units	2,146	848	2,263	5,257

California law requires local jurisdictions to identify enough future housing sites inventory to not only cover the jurisdiction's 6th Cycle RHNA, but to also provide for an additional buffer capacity above the RHNA. The buffer capacity is required to accommodate realistic production rates of affordable housing units; plus having the buffer can allow for instances when a smaller residential project may have to be considered for a given property. The "No Net Loss" Law (Government Code Section 65863) requires maintenance of sufficient sites to meet the RHNA for all income levels throughout the planning period. With this required buffer, the number of housing units identified in the Housing Element is approximately 5,262.

Meeting the Regional Housing Needs Assessment Objectives

To meet the objectives of the RHNA and provide sufficient capacity for housing development, the Housing Element specifies sites for residential development. However, neither the Housing Element nor the City itself develops housing. Moreover, as described in further detail in Section 5, *Addendum Methodology*, below, no changes to zoning maps, or General Plan density standards and land use designations would be required to accommodate the RHNA within the identified sites.

As described in the 2021 Housing Element update, the City's RHNA can be accommodated in the following categories:

- Vacant or underutilized sites, where new residential units can be developed under current General Plan regulations;
- Planned or pending projects where no rezoning is required; and
- Current accessory dwelling units, also known as "granny flats"

Figure 3 shows the locations of the vacant and underutilized sites identified in sites inventory in the 2021 Housing Element update. All sites in the housing sites inventory are in the City's limits.

Housing Programs

The Housing Element update also includes a Housing Plan to address the City's identified housing needs, which establishes the City's housing goals, policies, and implementing programs. Some of the implementing programs include specific updates to the Monterey Park Municipal Code (MPMC). These include:

- Program 4 Housing for Special Needs Populations: amend the MPMC to allow development of Low-Barrier Navigation Centers, by right, in residential and mixed-use zones, as well as nonresidential zones permitting multifamily uses.
- Program 6 Monterey Park Municipal Code: amend the MPMC to increase the density in the R-3 zone to 30 du/ac and increase the height limit to the extent allowed by City Council authority.
- Program 6 Monterey Park Municipal Code: amend the North Atlantic, Mid Atlantic and Garvey-Garfield Specific Plans and replace them with zone districts consistent with the Land Use Element.
- Program 6 Monterey Park Municipal Code: as needed updates to multi-family residential parking standards and parking standards in downtown Monterey Park.
- Program 6 Monterey Park Municipal Code: as needed, amend the MPMC to allow, by right, a mix of multifamily dwelling types and sizes that are compatible in scale and form with detached single-family homes, such as duplexes, triplexes, fourplexes, courtyard buildings, and townhouses within low density residential zones.
- Program 9 Sites Used in Previous Planning period Housing Element: rezoning or amending the MPMC to allow by-right approval for housing developments proposed for non-vacant sites included in one previous housing elements inventory and vacant sites included in two previous housing elements.
- Program 10 Mixed Use Sites: consider MPMC amendments to establish a minimum percentage of residential development in zoning districts allowing a mix of residential and commercial uses.
- Program 14 Affordable Housing Development Incentives: amend the MPMC as needed to reflect the Density Bonus requirements of Government Code § 65915 and 65400.

Figure 3 Housing Element Sites Inventory Locations – Vacant and Underutilized (Nonvacant) Sites

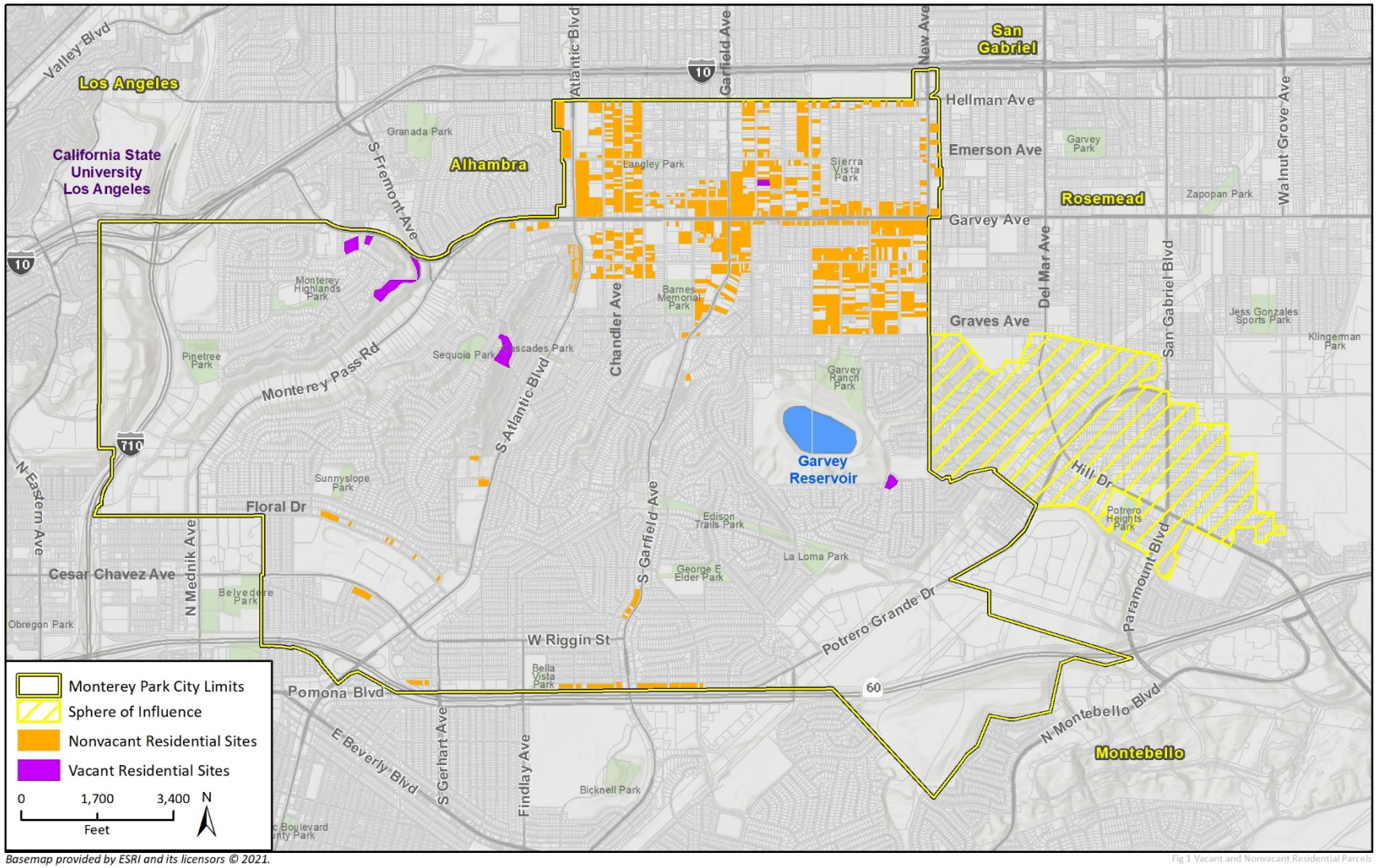

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Fig 1 Vacant and Nonvacant Residential Parcels

Safety and Community Services Element

The project includes revisions to the Safety and Community Services Element, which identifies forces of nature and events resulting from human action that have the potential to cause harm to life and property in the City. The goal of a Safety Element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Identifying the source of such threats allows decision-makers to take preemptory action to minimize the damage, particularly as it relates to new development. The Safety and Community Services Element also addresses noise, fire and police protection, hazardous materials, solid waste, and public utility systems.

California law requires certain changes to a safety element when the municipality undergoes an update to the Housing Element. The 2021 General Plan Update would revise the Safety and Community Services Element to be consistent with California law through the following actions:

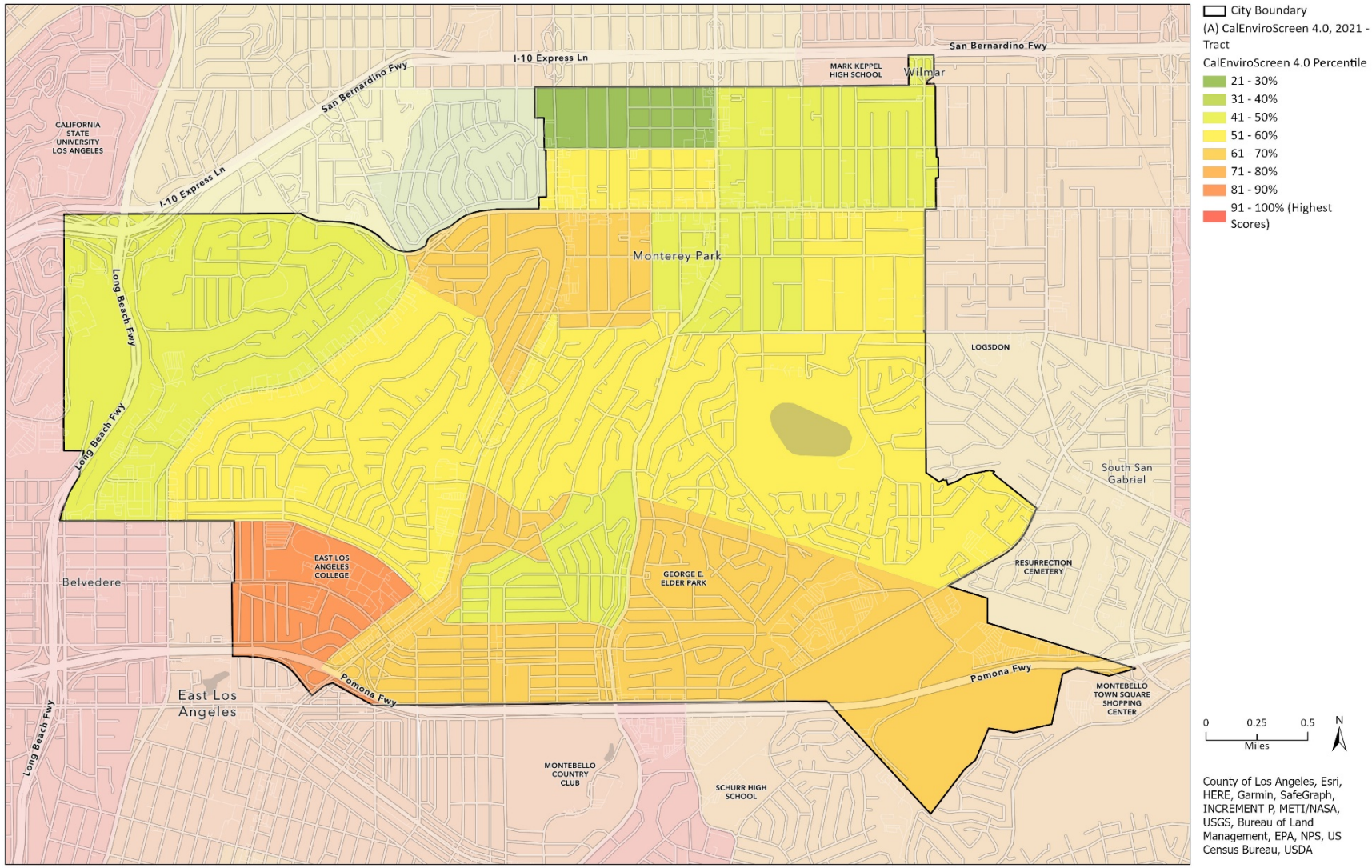
- Identify and propose policies for residential developments in any hazard area identified in the safety element that do not have at least two emergency evacuation routes.
- Update information relating to flood and fire hazards and city assets at risk due to climate change vulnerability.
- Propose and strengthen policies related to risk reduction, emergency preparedness and evacuation, and community and facility resilience infrastructure and strategies.
- Propose additional policies to address climate change hazards, including extreme heat days, extended drought, increased precipitation, and worsening air quality.

Environmental Justice Element

Government Code § 65302 requires the City to adopt "[a] n environmental justice element, or related goals, policies, and objectives integrated in other elements, that identifies disadvantaged communities within the area covered by the general plan of the city … if the city … has a disadvantaged community."." The City's Environmental Justice Element must include the following: "[i]dentify objectives and policies to reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity"; "[i]dentify objectives and policies to promote civic engagement in the public decision making process"; and "[i]dentify objectives and policies that prioritize improvements and programs that address the needs of disadvantaged communities."

Pursuant to Health and Safety Code § 39711, the California Environmental Protection Agency uses CalEnviroScreen to identify disadvantaged communities throughout California. CalEnviroScreen uses a variety of statewide indicators to characterize pollution burden (the average of exposures and environmental effects) and population characteristics (the average of sensitive populations and socioeconomic factors). The model scores each of the indicators using percentiles and combines the scores to determine a CalEnviroScreen score for a given census tract relative to others in the state. CalEnviroScreen identified a disadvantaged community within Monterey Park (Census Tract #6037530400) Figure 4 below depicts CalEnviroScreen percentile scores for each of the fifteen census tracts in Monterey Park. As evident from the figure, there is one designated disadvantaged community within the City. This disadvantaged community ("DAC") is identified as Census Tract

Figure 4 CalEnviroScreen 4.0 Percentile Scores



6037530400 which includes East Los Angeles College (ELAC). This DAC is located along the southwestern edge of the City's boundaries adjacent to the community of East Los Angeles and is shaded orange in Figure 4. The census tract boundaries extend outside of City limits. Census Tract 6037530400 has an overall CalEnviroScreen score percentile of 85, scoring significantly higher than the disadvantaged community qualifying threshold percentile of 75.

7. Environmental Review

In August 2019, the City of Monterey Park certified the Monterey Park Focused General Plan Update Final EIR (2019 General Plan EIR, State Clearinghouse Number 2001011074, dated August 2019) for an update to the Land Use Element. The certified FEIR discussed the potential environmental impacts (both direct and indirect impacts) associated with future development allowed under the General Plan update and included a thorough analysis of the estimated build out of the City through the horizon year 2040. The EIR estimated new development for residential, commercial, office, industrial, hospital and hotel uses throughout the city and sphere of influence and evaluated the potential environmental impacts associated with an estimated total buildout of 3,816 dwelling units. The EIR found that, with implementation of the policies and programs contained in the General Plan and recommended mitigation measures, all impacts (direct and indirect) associated with future development under the General Plan update would be less than significant, except impacts on Air Quality, Greenhouse Gas Emissions, Noise, and Transportation which would be significant and unavoidable.

In considering the potential environmental impacts of the 2021 General Plan Update, the City determined that the EIR certified for the 2019 General Plan Update is of continuing informational value. The City also determined that the potential environmental impacts (both direct and indirect impacts) of the 2021 General Plan Update are within the scope of the previously certified EIR and that none of the conditions requiring subsequent or supplemental environmental review under CEQA Guidelines section 15162 exists. Based on the information and analysis provided below, the City determined that only minor or technical changes to the previously certified EIR are necessary and that that preparation of an Addendum pursuant to CEQA Guidelines section 15164 is appropriate. Like the 2019 General Plan Update, the 2021 General Plan Update does not include any development proposal or approval and future development of any specific housing site would be subject to additional environmental review pursuant to CEQA Guidelines section 15168(c).

8. Discretionary Action

Implementation of the Housing Element would require the following discretionary actions by the City of Monterey Park City Council:

- Approval of an Addendum to the General Plan EIR
- Adoption of the updated Housing Element and Safety and Community Services Element
- Adoption of the new Environmental Justice Element

In addition to the above-mentioned actions, future amendments to the MPMC consistent with the implementing programs of the updated Housing Element would also occur by action of the City Council.

HCD reviews the proposed Housing Element in accordance with California law. No other review by outside public agencies is required.

9. Prior Environmental Document(s)

The City of Monterey Park Focused General Plan Update Final EIR, State Clearinghouse Number 2001011074, dated August 2019.

10. Location of Prior Environmental Document(s)

The location and custodian of the General Plan update EIR are the City of Monterey Park Planning Division, 320 West Newmark Avenue. A copy of the EIR also is available online at the City of Monterey Park website: https://www.montereypark.ca.gov/DocumentCenter/View/9942/Monterey-Park-Focused-GPU-FEIR.

2 Project Context

Government Code Sections 65580 to 65589.8 require the City to adopt a Housing Element.

Monterey Park General Plan

California law requires that each city and county in California adopt "a comprehensive, long-term general plan," the purpose of which is to plan for important community issues such as new growth, housing needs, and environmental protection. Furthermore, the General Plan is used to project future demand for services such as sewer, water, roadways, parks, and emergency services.

The current Monterey Park General Plan is a long-term document with text and diagrams that express the goals, objectives, and policies necessary to guide the community toward achieving its vision over approximately 20 years (i.e., 2040). A General Plan is only successful when it reflects the priorities and values of the community and is a key tool for influencing quality of life.

City of Monterey Park decision-makers (e.g., City Council and Planning Agency), rely on the General Plan as the basis for making decisions on matters such as land use and the provision of public facilities (e.g., roads, parks, fire stations). It is also a policy document that guides decisions related to protecting, enhancing, and providing those things that the community values most, such as open space, habitat conservation, economic development, and protecting the character of the community.

California law requires that every general plan, at a minimum, address certain subject categories (called "elements"), which include land use, circulation, housing, conservation of natural resources, open space, noise, safety, and environmental justice. A general plan may also address other subjects that are of importance to the community's future, such as sustainability, community design, and public art. Monterey Park's currently adopted General Plan includes the following elements which address all state-mandated elements with the exception of the Environmental Justice element which is proposed as part of this Project:

- Land Use and Urban Design
- Economic Development
- Housing
- Circulation
- Resources
- Safety and Community Services
- Sustainable Community

Housing Element

Purpose of the Housing Element

The Housing Element of the General Plan is designed to provide the City of Monterey Park with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing within the community. A priority of both state and local governments, Government Code Section 65580 states that "the availability of housing is of vital statewide

importance, and the early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, is a priority of the highest order."

The Housing Element has two main purposes:

1. To provide an assessment of both current and future housing needs and constraints in meeting these needs
2. To provide a strategy that establishes housing goals, policies, and programs

The Housing Element serves as an integrated part of the General Plan but is updated more frequently to ensure its relevancy and accuracy. The Housing Element identifies strategies and programs that focus on:

1. Conserving and improving existing affordable housing
2. Maximizing housing opportunities throughout the community
3. Assisting in the provision of affordable housing
4. Removing governmental and other constraints to housing investment
5. Promoting fair and equal housing opportunities

The residential character of Monterey Park is largely determined by the variety, location, and maintenance of its housing. The Housing Element is an official response to the need to provide housing for all economic segments of the population, establishing goals, policies, and programs that will guide City decision making and set forth an action plan to implement these housing programs through an established planning period.

Updates to the Housing Element

California law requires that housing elements be updated every eight years (California Government Code Section 65588). The Housing Element must identify residential sites adequate to accommodate a variety of housing types for all income levels and to meet the needs of special population groups as defined under California law (Government Code Section 65583). The Housing Element analyzes market and governmental constraints to housing maintenance, improvement, and development; addresses conservation and improvement of the condition of existing affordable housing stock; and outlines policies that promote housing opportunities for all persons.

The Housing Element is now being revised as part of the sixth cycle of updates, the period of which runs from October 15, 2021 through October 15, 2029.

The 2021 Housing Element update has the following major components:

- An **introduction** to review the requirements of the Housing Element, public participation process, and data sources
- A profile and analysis of the city's demographics, housing characteristics, and existing and future **housing needs**
- An analysis of **constraints** on housing production and maintenance, including market, governmental, and environmental limitations to meeting the City's identified needs
- A review of **resources available** and results of a housing sites inventory analysis conducted to demonstrate the City of Monterey Park's ability to satisfy its share of the region's future housing need

- A review of the City's **housing programs** and evaluation of accomplishments under the 2013-2021 Housing Element
- A **Housing Plan** to address the city's identified housing needs, which identifies the City's housing goals, policies, and implementing programs
- An identification of the **goals, policies, and programs** and the city's quantified objectives for the 2021-2029 planning period, by income group, based on growth estimates, past and anticipated development, and income data (Section 10.8)

A series of appendices provide additional documentation. Appendix A provides information on the public outreach program for the Housing Element update, Appendix B is the sites inventory, and Appendix C is the Affirmatively Furthering Fair Housing assessment.

Changes in California Law

The following items represent substantive changes to California law since the City's last Housing Element was adopted and certified in 2013. The Housing Element update incorporated and addressed all pertinent housing law changes.

- Affordable Housing Streamlined Approval Process: SB 35 (2017)
- Additional Housing Element Sites Analysis Requirements: Assembly Bill (AB) 879 (2017) and AB 1397 (2017)
- Affirmatively Furthering Fair Housing: Assembly Bill 686 (2017)
- No-Net-Loss Zoning: SB 166 (2017)
- Safety Element to Address Adaptation and Resiliency: SB 1035 (2018)
- By Right Transitional and Permanent Supportive Housing: AB 2162 (2018) and B 101 (2019)
- Accessory Dwelling Units: AB 2299 (2016), SB 1069 (2016), AB 494 (2017), SB 229 (2017), AB 68 (2019), AB 881 (2019), Assembly 587 (2019), SB 13 (2019), and AB 671 (2019)
- Density Bonus: AB 1763 (2019)
- Housing Crisis Act of 2019: SB 330
- Surplus Land Act Amendments: AB 1486 and AB 1255 (2019)
- Housing Impact Fee Data: AB 1483 (2019)
- Emergency and Transitional Housing Act of 2019: AB 139 (2019)
- Standardization of Sites Inventory Analysis and Reporting: SB 6 (2019)

Safety Element

Purpose of the Safety Element

The goal of a safety element is to reduce the potential short and long-term risk of death, injuries, property damage, and economic and social dislocation resulting from fires, floods, droughts, earthquakes, landslides, climate change, and other hazards. Identifying the source of such threats allows decision-makers to take preemptory action to minimize the damage, particularly as it relates to new development. The Safety and Community Services Element of the Monterey Park General Plan also addresses noise, fire and police protection, hazardous materials, solid waste, and public utility systems.

The safety element is one of the eight General Plan elements the state mandates in Government Code Section 65302. The safety element must be updated during each update of the housing element if additional information relating to climate adaptation or resilience becomes available. The Safety and Community Services Element identifies policies and programs that focus on addressing:

1. Geologic and seismic hazards
2. Flood and dam inundation hazards
3. Noise impacts
4. Hazardous materials
5. Solid and hazardous waste
6. Fire and police protection
7. Public utility systems, including sewer, water and stormwater

Updates to the Safety Element

California law requires that safety elements be updated during each update of the housing element (Government Code Section 65302). The safety element must include a climate change vulnerability assessment and goals, policies, objectives and implementation programs to address climate risks. Residential developments in any hazard areas identified in the safety element that do not have at least two emergency evacuation routes must be identified. Upon the next update to the local hazard mitigation plan, the safety element must identify evacuation route capacity, safety, and viability under a range of emergency scenarios. The update to the Safety and Community Services Element would be revised to be consistent with the State legislation through the following actions:

- Identify and propose policies for residential developments in any hazard area identified in the safety element that do not have at least two emergency evacuation routes.
- Update information relating to flood and fire hazards and city assets at risk due to climate change vulnerability.
- Propose and strengthen policies related to risk reduction, emergency preparedness and evacuation, and community and facility resilience infrastructure and strategies.
- Propose additional policies to address climate change hazards, including extreme heat days, extended drought, increased precipitation, and worsening air quality.

Appendix A to the Safety and Community Services Element includes a climate change vulnerability assessment identifying potential impacts from climate change on vulnerable populations and natural and built assets in Monterey Park.

Changes in State Law

The following represent bills passed by the California State Legislature and approved by the Governor that require substantive changes to a Safety Element when a municipality undergoes an update. The Safety and Community Services Element update has incorporated and addressed all pertinent safety element law changes.

- Residential Emergency Evacuation Routes: SB 99 (2019)
- Evacuation Routes: AB 747 (2019)
- General Plans: SB 1035 (2018)
- Climate Change Adaptation: SB 379 (2015)

- Integration of Local Hazard mitigation Plan: AB 2140 (2006)
- Seismic and Geologic Hazards: SB 926 (2004)
- Flood Mapping: AB 162 (2007)

Environmental Justice Element

Purpose of the Environmental Justice Element

The purpose of an Environmental Justice Element is to reduce the burden of environmental pollution and other hazards on disadvantaged communities by promoting public services and facilities; food access; safe and sanitary housing; physical activities; and civic engagement with a particular focus on prioritizing improvements and programs that address the needs of disadvantaged communities. Disadvantaged communities are those that are disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation. They are also areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

New Environmental Justice Element

The environmental justice element is one of the eight General Plan elements California mandates in Government Code Section 65302. The environmental justice element must be adopted or reviewed when two or more general plan elements of a general plan are updated and a disadvantaged community is present in the jurisdiction. There is a disadvantaged community within Monterey Park based on CalEnviroScreen (Census Tract #6037530400) which is primarily located in the area surrounding ELAC.

The new Environmental Justice Element would include objectives and policies consistent with Government Code § 65302 to:

- reduce the unique or compounded health risks in disadvantaged communities by means that include, but are not limited to, the reduction of pollution exposure, including the improvement of air quality, and the promotion of public facilities, food access, safe and sanitary homes, and physical activity.
- promote civic engagement in the public decision-making process.
- prioritize improvements and programs that address the needs of disadvantaged communities.

Appendix A to the Environmental Justice Element includes an environmental justice assessment that identifies disadvantaged communities in Monterey Park, pollution exposure, availability of public facilities, access to food, housing conditions and affordability, opportunities for physical activity, existing health outcomes, and accessibility to civic engagement opportunities.

2019 General Plan Update EIR

The 2019 General Plan Update EIR addressed the potential environmental effects (direct and indirect) of the planned buildout of Monterey Park through the year 2040 and concluded that implementation of the General Plan would result in levels of environmental impacts as detailed in Table 2.

Table 2 Summary of Areas of Potential Impact under the 2019 General Plan Update EIR

Issue Area	Highest Level of Impact	Mitigation Proposed in the General Plan EIR
Aesthetics	Less than significant	None
Agriculture and Forestry Resources	No Impact	None
Air Quality	Significant and Unavoidable	Mitigation Measures AQ-2A, AQ-2B, AQ-2C, and AQ-2D
Biological Resources	Less than significant	Mitigation Measures BIO-1, BIO-2, and BIO-3
Cultural Resources	Less than significant	Mitigation Measure CUL-1
Energy	Less than significant	None
Geology and Soils	Less than significant	None
Greenhouse Gas Emissions	Significant and Unavoidable	Mitigation Measures AQ-2B, AQ-2C, and AQ-2D
Hazards and Hazardous Materials	Less than significant	None
Hydrology and Water Quality	Less than significant	Mitigation Measure UTS-1
Land Use and Planning	Less than significant	None
Mineral Resources	No impact	None
Noise	Significant and Unavoidable	Mitigation Measures Noise-1 and Noise-2
Population and Housing	Less than significant	None
Public Services	Less than significant	None
Recreation	Less than significant	None
Transportation	Significant and Unavoidable	None (no feasible mitigation exists)
Tribal Cultural Resources	Less than significant	None
Utilities and Service Systems	Less than significant	Mitigation Measure UTS-1
Wildfire	Less than significant	None

The General Plan has an approximate year 2040 horizon, but actual buildout of all planned land uses may occur earlier or later, as long-range demographic and economic trends are difficult to accurately predict. The designation within the proposed General Plan of a site for a certain use does not necessarily mean that the site will be developed or redeveloped with that use during the planning period, as most development will depend on property owner initiative and market conditions.

3 Overview of CEQA Guidelines Section 15164

Public Resources Code Section 21166 and CEQA Guidelines Sections 15162 and 15164 set forth the criteria for determining the appropriate additional environmental documentation, if any, to be completed when changes are proposed to a project that has a previously certified EIR. When considering the need for additional environmental review, the fundamental determination a lead agency must make is whether the previously certified EIR retains some informational value or whether changes in the project or circumstances have rendered it wholly irrelevant. If the previously certified EIR has continuing informational value, the lead agency then must determine whether the proposed changes in the Project requires additional environmental review under Public Resources Code Section 21166 and CEQA Guidelines Section 15162.[1]

CEQA Guidelines Section 15164 provides that a lead agency will prepare an addendum to a previously certified EIR if some changes or additions are necessary, but none of the conditions described in Section 15162 calling for preparation of a subsequent EIR have occurred. CEQA Guidelines section 15162(a) states that no Subsequent or Supplemental EIR may be prepared for a project with a certified EIR unless the lead agency determines, based on substantial evidence in the light of the whole record, one or more of the following:

1. Substantial changes are proposed in the project that will require major revisions of the previous EIR 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 due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.
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, shows any of the following:
    A. The project will have one or more significant effects not discussed in the previous EIR.
    B. Significant effects previously examined will be substantially more severe than shown in the previous EIR.
    C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative.
    D. Mitigation measures or alternatives that 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.

[1] *See, Friends of the College of San Mateo v. San Mateo Community College District* (2016) 1 Cal.5th 937.

The analysis pursuant to Section 15162 demonstrates whether the lead agency can approve the activity as being within the scope of the existing certified EIR, that an addendum to the existing EIR would be appropriate, and no new environmental document, such as a new EIR, would be required. The addendum need not be circulated for public review but can be included in or attached to the final EIR, and the decision-making body shall consider the addendum with the final EIR prior to deciding on the project.

The City of Monterey Park prepared this Addendum, pursuant to CEQA Guidelines Sections 15162 and 15164, to evaluate whether the project's environmental impacts are covered by and within the scope of the General Plan FEIR (State Clearinghouse Number 2001011074, dated August 2019). The following Addendum details any changes in the project, changes in circumstances under which the project is undertaken, and/or "new information of substantial importance" that may cause one or more significant effects to environmental resources.

The responses herein substantiate and support the City of Monterey Park's determination that the potential environmental impacts of the 2021 Housing Element update, Safety and Community Services Element update, and Environmental Justice Element policies and programs are within the scope of the General Plan EIR, do not require subsequent or supplemental environmental review under CEQA Guidelines Section 15162 and, in conjunction with the EIR, preparation of an Addendum pursuant to CEQA Guidelines Section 15164 is appropriate.

4 Environmental Effects and Determination

Environmental Areas Determined to Have New or Substantially More Severe Significant Effects Compared to Those Identified in the Previous EIR

The subject areas checked below were determined to be new significant environmental effects or to be previously identified effects that have a substantial increase in severity either due to a change in Project, change in circumstances, or new information of substantial importance, as indicated by the checklist and discussion on the following pages.

■ None

□ Aesthetics	□ Agriculture and 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

Determination

Based on this analysis, the 2019 General Plan EIR has continuing informational value and:

□ Substantial changes are proposed in the project or there are substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Or there is "new information of substantial importance," as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, a SUBSEQUENT or SUPPLEMENTAL EIR is required.

- No substantial changes are proposed in the project and there are no substantial changes in the circumstances under which the project will be undertaken that will require major revisions to the previous EIR due to the involvement of significant new environmental effects or a substantial increase in the severity of previously identified significant effects. Also, there is no "new information of substantial importance" as that term is used in CEQA Guidelines Section 15162(a)(3). Therefore, the preparation of an Addendum to the previously certified General Plan FEIR (State Clearinghouse Number 2001011074, dated August 2019) is adequate and appropriate.

Steve Sizemore	11/17/2021
Signature	Date
Steve Sizemore	Interim Director of Community and Economic Development
Printed Name	Title

5 Addendum Methodology

2019 General Plan Consistency

To promote a uniform and compatible vision for the development of the community, California law requires the General Plan be internally consistent in its goals and policies. The Housing Element and the Safety and Community Services Element are components of the General Plan, and thus, the 2021 Housing Element update and Safety and Community Services Element update must be consistent with the vision of the General Plan and supported by goals and policies of the other General Plan elements. The newly created Environmental Justice Element must maintain this same level of consistency. General Plan elements and policies that affect housing are summarized below:

The **Land Use and Urban Design Element** directs the location, amount, and type of residential development in Monterey Park. It presents the desirable pattern for the ultimate development of the city and reflects the community's evolution and changing demographics over the General Plan horizon. The Land Use Plan details the location and the density of development allowed throughout the city.

The **Circulation Element** defines a safe, efficient, and adequate circulation system in Monterey Park that responds to all circulation needs. Circulation means the actual physical circulation system consisting of freeways, streets, bicycle routes, sidewalks, and trails, as well as modes of transportation, including cars, buses, trucks, trains, bicycles, ridesharing, and walking.

The **Resources Element** establishes goals and polices to protect sensitive resources from development impacts; maintain and improve appropriate access to open space; and ensure park and recreation opportunities are sufficient to meet the needs of future residents.

The **Economic Development Element** establishes goals and policies to guide city efforts to maintain an economically viable community, including providing a range of housing and employment opportunities that meet the needs of residents and workers alike, that attract families and businesses to create demand for planned land uses, and that establish and fund public service levels to preserve Monterey Park's quality of life.

Consistency with Horizon Year 2040 Projections

The General Plan EIR reports that in 2019 there were 22,482 existing housing units in Monterey Park and predicts that by horizon year 2040, Monterey Park will have 26,298 units (Chapter 3, *Project Description*). Therefore, the General Plan EIR assumed an additional 3,816 new housing units citywide between 2019 and horizon year 2040. As discussed above, the City of Monterey Park's RHNA for the current planning period is 5,257 units. In addition, the Housing Element includes a required buffer which plans for approximately 5,262 units during the planning period, a number that is greater than projected buildout estimated in the 2019 General Plan EIR. However, the buildout projections identified in the General Plan EIR are based on anticipated growth in a few select areas within the City and not total potential growth that would be allowed under existing land use designations in the General Plan. Therefore, the General Plan allows buildout of more than 3,816 residential units, which could be entitled and constructed without additional review under CEQA beyond the General Plan EIR.

Accommodation of the RHNA

The City's RHNA for the current planning period is 5,257 units, including 2,146 very low and low-income housing units, 848 moderate income housing units, and 2,263 above moderate housing units. The City must demonstrate the availability of sites with appropriate zoning and development standards that can facilitate and encourage the development of such units. As shown in Table 3 the City anticipates the development of 128 ADUs during the eight-year planning period and 341 units would be accommodated from planned and approved (pipeline) projects, which can count towards the RHNA. Additionally, 5,169 units would be accommodated by vacant and nonvacant sites under the existing General Plan land uses.

Although the housing sites inventory has been identified for future planning purposes as part of the Housing Element update, the adoption of the Housing Element itself does not change the current zoning or General Plan designations of the properties.

Table 3 Housing Unit Yield per Site Category

Site Category/Approach	Very Low/Low	Moderate	Above Moderate	Total
RHNA Required	**2,146**	**848**	**2,263**	**5,257**
Vacant or underutilized parcels	2,346	873	2,043	5,262
Planned or Pending Projects, no rezone	56	0	173	229
Accessory Dwelling Units	68	12	48	128
Total Unit Yield (no land use changes)	**2,470**	**885**	**2,246**	**5,619**
RHNA Surplus	**(324)**	**(37)**	**(1)**	**(362)**

( ) = Parenthesis are used to denote where RHNA goals have been exceeded and by how much

As shown in Table 3, existing vacant or underutilized residentially zoned properties, planned, and pending projects that require no zone change, and accessory dwelling units would be sufficient to meet or exceed the RHNA for all income groups. No new policies or programs, including changes in General Plan densities and land use designations, are required to be created to accommodate those units. Therefore, the buildout identified in the proposed 2021 Housing Element update is consistent with buildout allowed under the General Plan and analyzed in the 2019 General Plan Update EIR.

Preliminary Environmental Considerations

The Housing Element update, in and of itself, does not propose specific development projects, but rather puts forth goals, policies, and programs that support housing efforts in Monterey Park. Each future housing development project and housing program adopted in the Housing Element would be subject to separate review to determine potential impacts on the environment related to each project. Similarly, the goals, policies and programs in the updated Safety and Community Services Element and proposed Environmental Justice Element, in and of themselves, do not propose specific projects that result in a physical change to the environment. Should a project associated with implementation of the Safety and Community Services or Environmental Justice Elements have the potential to result in a physical change in the environment, it would be subject to separate review under CEQA.

6 Addendum Evaluation

1 Aesthetics

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Have a substantial adverse effect on a scenic vista?	Less than Significant	None	No	No	No	Yes	Yes
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	Less than Significant	None	No	No	No	Yes	Yes
c. In non-urbanized areas, 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 a 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?	Less Than Significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?				
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?	Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
d. Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	Less Than Significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Aesthetics Findings

The 2019 General Plan EIR determined that impacts to aesthetic resources would be less than significant for scenic vistas, scenic highways, visual quality, and light and glare (Section 4.1, *Aesthetics*). It further stated that individual development projects would be subject to project-specific development and planning review, including adherence to goals and policies in the Land Use Element related to urban design and visual quality. As such, all projects proposed under General Plan implementation would be required to conform to zoning, design standards, and other regulations concerning aesthetic resources such as those that address architectural design, lighting, landscaping, building setbacks, and visual compatibility.

Addendum Analysis

The Housing Element update portion of the project identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their size and location, the new units identified in the Housing Element update would not adversely affect the existing aesthetic quality, scenic vistas and highways, or light and glare in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

The MPMC amendments identified in the Housing Element update implementing programs would bring the MPMC into compliance with existing California law related to density bonus and allowing navigation centers in residential zones, establish a minimum density requirement, reduce parking standards, and allow a mix of dwelling types in low density areas. In addition, MPMC amendments would make the R-3 density consistent with the land use densities in the adopted Land Use Element. These updates would not have a significant impact on aesthetics and would not have an impact to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update. In addition, development standards in the zoning code and General Plan policies regarding design, views, light, and compatibility would also apply to proposed projects allowed under the 2021 Housing Element update, including the following General Plan Policies identified in the General Plan EIR:

Policy 1.5 Compatibility. Encourage infill development to be compatible with the surrounding neighborhood and offer community amenities the are accessible to the public.

Policy 1.6 Quality Urban Design. Enhance the City's neighborhoods, centers, and corridors through high-quality urban design.

Policy 3.1 Quality Neighborhoods. Maintain the quality and character of residential neighborhoods.

Policy 3.7 Safe and Sanitary. Pursue code enforcement efforts that simultaneously work to enhance the visual quality of residential neighborhoods and to ensure safe, decent, and sanitary housing for all residents.

Policy 4.2 Sustainable Practices. Balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations.

Policy 7.4 Sensitive Design. Require that new additions, renovations, and infill development be sensitive to neighborhood context and building form and scale (for example, second stories, detached garages, setbacks, enhanced front entrances).

Policy 8.5 New Development. Require new development to provide engaging, well landscaped outdoor spaces that invite and support outdoor activities.

Policy 8.6 Parking. Minimize the street presence and visibility of parking facilities from public streets and neighboring properties.

The General Plan Safety and Community Services Element includes policies to address geologic impacts that would also address visual impacts associated with hillside grading and development. Compliance with the above General Plan policies and other applicable zoning requirements would ensure that the new housing would not substantially degrade the existing visual character in the Plan Area, damage existing scenic resources, or create light or glare that would adversely affect views. Finally, applications submitted pursuant to the proposed amendments would require project-level CEQA review, which would identify and require mitigation for potential site-specific impacts.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to aesthetics.

Conclusion

The Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of aesthetics is required.

2 Agriculture and Forestry Resources

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	No impact	None	No	No	No	Yes	Yes
b. Conflict with existing zoning for agricultural use or a Williamson Act contract?	No impact	None	No	No	No	Yes	Yes
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))?	No impact	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
d. Result in the loss of forest land or conversion of forest land to non-forest use?	No impact	None	No	No	No	Yes	Yes
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?	No impact	None	No	No	No	Yes	Yes

2019 General Plan EIR Agriculture and Forestry Resources Findings

The 2019 General Plan EIR determined that there would be no impacts to agriculture and forestry resources (Section 4.2, Agriculture and Forestry Resources) because there are no agricultural or forest lands in the Plan Area or adjacent to the Plan Area. Monterey Park is in a developed, urban area, and as such are classified as urban land.

Addendum Analysis

Similar to development under the General Plan, the 2021 Housing Element update would be located within the City of Monterey Park, which does not include agricultural or forest lands and is a developed and urban area. Therefore, no significant impacts to agriculture and forest resources would occur. The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to agricultural and forest resources.

Conclusion

The Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of agricultural resources is required.

3 Air Quality

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Conflict with or obstruct implementation of the applicable air quality plan?	Significant and unavoidable	AQ-2A, AQ-2B, AQ-2C, and AQ-2D	No	No	No	Yes	Yes
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	Significant and unavoidable	AQ-2A, AQ-2B, AQ-2C, and AQ-2D	No	No	No	Yes	Yes
c. Expose sensitive receptors to substantial pollutant concentrations?	Less than significant	None	No	No	No	Yes	Yes
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Air Quality Findings

As discussed under in Section 4.3, *Air Quality,* of the 2019 General Plan EIR, impacts related to consistency with applicable air quality plans would be significant and unavoidable. The 2019 General Plan EIR found that since the growth that could occur under the General Plan's 2040 conditions would be inconsistent with the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) growth forecasts, implementation of the General Plan could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards. To reduce impacts related to consistency with applicable air quality plans, the 2019 General Plan EIR required the below mitigation measures. However, even with implementation of the mitigation measures, the 2019 General Plan EIR concluded that impacts would remain significant and unavoidable.

Mitigation Measure AQ-2A The City will require development projects to:

1) Submit evidence, such as emissions estimates, coating use estimates, and manufacturers specifications for VOC content, or other evidence, demonstrating VOC emissions during architectural coating activities would not exceed South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds.
2) Prepare a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines. The project applicant/developer must include in any construction contracts and/or subcontracts a requirement that Project contractors adhere to the requirements of the CRP. The CRP must include a requirement that all interior and exterior residential and non-residential architectural coatings used in Project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP must also specify the use of high-volume, low-pressure spray guns during coating applications to reduce coating waste.

Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) applies to new residential (or residential mixed use) development projects:

- New one- and two-family dwellings and townhomes must include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code.
- New multifamily dwellings with 17 or more units must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code.
- New multifamily dwelling units must provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code.

Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) apply to new non-residential (or mixed use) development projects:

- New non-residential development with more than 10 tenant-occupants must provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code.

- New non-residential development must provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces must be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.
- New non-residential development must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces must be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code.

Mitigation Measure AQ-2D: Non-Residential Travel Demand Management The following travel demand management (TDM) provisions apply to new non-residential development:

- New commercial and industrial projects greater than 25,000 square feet in size must prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source as determined by the city. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program must have a designated coordinator who will track the effectiveness of the TDM program over time.
- New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, must implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).

In addition, the 2019 General Plan EIR concluded that impacts related to criteria pollutants would be significant and unavoidable. Construction emissions associated with a potential level of annual development that is consistent the General Plan's 2040 growth projections could result in Reactive Organic Gas (ROG) emissions during architectural coating activities that exceed South Coast Air Quality Management District (SCAQMD)-recommended CEQA significance thresholds. All other potential construction emissions would be below SCAQMD-recommended CEQA significance thresholds. In addition, maximum daily operational emissions associated with potential 2040 growth under the General Plan would result in NOx emissions that exceed SCAQMD-recommended CEQA significance thresholds. All other potential operational emissions would be below SCAQMD-recommended CEQA significance thresholds. To reduce impacts related to air quality emissions, the 2019 General Plan EIR required implementation of Mitigation Measures AQ-2A, AQ-2B, AQ-2C, and AQ-2D (see above). Even with implementation of the mitigation measures, the 2019 General Plan EIR concluded that impacts would be significant and unavoidable.

The 2019 General Plan EIR determined that impacts to sensitive receptors regarding pollutant concentrations by the General Plan would be less than significant. Buildout under the General Plan would not cause or significantly contribute to CO concentrations that exceed State or federal ambient air quality standards for CO. Heath risks associated with receptor exposure to Diesel Particulate Matter (DPM) would be less than significant because the use of off-road heavy-duty diesel equipment would be temporary and would combine with the highly dispersive properties of DPM, additional reductions in exhaust emissions would occur in the future, and construction-related activities would be short-term, incremental through time, and would occur at scattered locations throughout the city such that an individual receptor location would not be exposed to DPM exposure for a prolonged period of time. Finally, while implementation of the General Plan could result in new sensitive residential receptors near existing sources of emissions, it would not

exacerbate pollutant concentrations or health risks associated with emissions sources and, therefore, would not materially change the existing environmental risks.

Finally, the 2019 General Plan EIR determined impacts related to objectionable odors affecting a substantial number of people in the Plan Area would be less than significant. The General Plan does not support such sources or objectional odors, such as agricultural operations, wastewater treatment plants, landfills, and certain industrial operations, and there are no such active sources in or near the Plan Area. Additionally, the 2019 General Plan EIR described that project-specific odors would be analyzed as development proposals are submitted to the city.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the City's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The 2021 Housing Element update would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential and would make the R-3 zoning district consistent with the density in the adopted Land Use Element. Therefore, adoption of the Housing Element update would not result in impacts beyond those addressed or analyzed in the General Plan EIR nor present new information that shows that impacts would be more significant than those described in the General Plan EIR.

Consistent with buildout under the General Plan, implementation of the proposed Housing Element update could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards. Moreover, annual development under the Housing Element update could result in ROG emissions during architectural coating activities that exceed SCAQMD-recommended CEQA significance thresholds. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measures AQ-2A, AQ-2B, AQ-2C, and AQ-2D identified in the General Plan EIR, which would reduce impacts to the extent feasible. However, impacts would remain significant and unavoidable even with implementation of mitigation, the same as impacts identified in the General Plan EIR.

Consistent with buildout under the General Plan, units allowed under the 2021 Housing Element update would not cause or significantly contribute to CO concentrations that exceed State or federal ambient air quality standards for CO, and health risks associated with DMP would remain less than significant. In addition, while the implementation of the Housing Element update could result in new sensitive residential receptors near existing sources of emissions, it would not exacerbate pollutant concentrations or health risks associated with emissions sources and, therefore, would not materially change the existing environmental risk.

The addition of new residential units under the Housing Element update would not result in long-term objectionable odors. Temporary odors would occur during construction activities and cease upon completion, as was found in the 2019 General Plan EIR. Finally, each future development proposal would be subject to further environmental analysis, pursuant to CEQA Guidelines section 15168(c) and as required by state law, to evaluate potential impacts specific to that proposal. The Environmental Justice Element would promote policies and programs to ensure disadvantaged

communities and minority populations do not have a disproportionate pollution burden and would therefore not result in significant adverse impacts.

The Safety and Community Services Element Update and the Environmental Justice Element would have no impact related to air quality.

Conclusion

The Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with California law and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of air quality is required.

4 Biological Resources

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
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 Wildlife or U.S. Fish and Wildlife Service?	Less than significant with mitigation incorporated	BIO-1, BIO-2, and BIO-3	No	No	No	Yes	Yes
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	Less than significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
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?	Less than significant	None	No	No	No	Yes	Yes
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?	No impact	None	No	No	No	Yes	Yes
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant	None	No	No	No	Yes	Yes
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?	No impact	None	No	No	No	Yes	Yes

2019 General Plan EIR Biological Resources Findings

As discussed in Section 4.4, *Biological Resources,* of the 2019 General Plan EIR, impacts related to special status species would be less than significant with mitigation incorporated. The 2019 General Plan EIR described that the burrowing owl, a special status species, has the potential to occur in the Plan Area. To reduce impacts related to burrowing owls, the 2019 General Plan EIR required the below mitigation measures, which would reduce impacts to a less than significant level.

> **Mitigation Measure BIO-1** Before project-related construction activities within the Planning Area, a qualified biologist must conduct focused protocol survey for burrowing owls within suitable habitat (e.g., grasslands associated with Garvey Reservoir, OII landfill, and greenbelts) to determine if burrowing owl are present on or adjacent to a proposed project site. Surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed, consultation with CDFW must occur to determine the next appropriate steps.
>
> **Mitigation Measure BIO-2** If suitable burrowing owl habitat is present onsite, pre-construction take avoidance surveys will be conducted within 14 days of construction-related activities to determine presence/absence of this species. Pre-construction take avoidance surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed during this survey, consultation with CDFW must occur to determine the next appropriate steps.

In addition, the 2019 General Plan EIR described that native trees, ornamental trees, and various other substrates within the Plan Area have the potential to provide nesting habitat for bird species protected by the Migratory Bird Treaty Act and the Fish and Game Code Sections 3503 and 3513. Project-related activities including site mobilization, tree removal, other vegetation clearing, grubbing, grading, and noise and vibration from the operation of heavy equipment have the potential to result in significant direct (e.g., death or physical harm) and/or indirect (e.g., nest abandonment) impacts to nesting birds. To reduce impacts related to nesting birds, the 2019 General Plan EIR required the below mitigation measure, which would reduce impacts to a less than significant level.

> **Mitigation Measure BIO-3** If vegetation removal is scheduled during the nesting season (typically February 1 to August 31), a focused survey for active nests must be conducted by a qualified biologist not more than five days before the beginning of project-related activities (e.g., excavation, grading, vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat.
>
> If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project area must be monitored by a qualified biologist during active construction if work is occurring adjacent to the pre-determined no-work buffer. If the qualified biologist determines

construction activities will potentially adversely affect a nest, the biologist must immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g., young have fledged, predation, or other nonanthropogenic nest failure).

The 2019 General Plan EIR concluded that no sensitive natural vegetation communities documented in California Natural Diversity Database are present on the Plan Area, and impacts to existing riparian habitats, which have been disturbed, would be less than significant. The 2019 General Plan EIR also concluded that impacts related to wetlands would be less than significant. The Laguna Channel and its drainage basin is a protected wetland, and all work and discharge within the channel would be regulated by existing state and federal agencies and regulations, including the Environmental Protection Agency and Fish and Game Code. Therefore, although future development under the General Plan may affect wetlands, with compliance with existing regulations, the 2019 General Plan EIR concluded impacts would be less than significant.

The 2019 General Plan EIR described that that the Plan Area and surrounding region represents a developed and urbanized area and is not located within an established wildlife movement corridor, movement pathway, or linkage between larger habitat areas for terrestrial or aquatic wildlife. Therefore, there would be no impacts to wildlife species, migratory corridors and native wildlife nursery sites. The 2019 General Plan EIR also concluded there would be no impacts related to habitat conservation plans, as the Plan Area is not within an approved local, regional, or state habitat conservation plan.

The 2019 General Plan EIR described that that the City of Monterey Park maintains tree and shrub preservation policies that protects against the removal of trees and shrubs on public property. Since development under the General Plan would be subject to requirements related to tree protection in the Monterey Park Municipal Code, the 2019 General Plan EIR concluded impacts would be less than significant.

Addendum Analysis

The General Plan goals and policies support reduction of impacts to biological resources. Mitigation measures identified in the General Plan EIR are implemented to reduce impacts to less than significant. These measures would remain in practice with implementation of the Housing Element update.

The Housing Element update is a policy document consistent with the General Plan. The Housing Element update includes housing sites located throughout the city that were evaluated previously for potential environmental impacts in the General Plan EIR. The Housing Element update also includes new housing sites on non-vacant properties that could possibly be rezoned to accommodate new or additional housing units. Since these sites already include some type of development, biological resources would not be altered. Additionally, most sites are urban infill sites where development already exists throughout the area. Consistent with buildout under the General Plan, implementation of the proposed Housing Element update, including associated construction activities and operation of new housing units could result in impacts to burrowing owls and nesting birds within the Plan Area. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measures BIO-1, BIO-2, and BIO-3 identified in the General Plan EIR, which would reduce impacts to a less than significant level.

Consistent with the analysis in the 2019 General Plan EIR, the project would not adversely affect existing riparian habitats or wetland to a greater extent than buildout under the General Plan, and impacts would remain less than significant. Moreover, since the Plan Area is not within an adopted conservation plan and does not contain an established wildlife movement corridor, movement pathway, or linkage between larger habitat areas for terrestrial or aquatic wildlife, no impacts would occur. Finally, buildout under the 2021 Housing Element update would be subject to applicable requirements in the Monterey Park Municipal Code related to tree protection and preservation.

The Housing Element update, in and of itself, does not include a specific project involving a new housing development, but puts forth goals and policies that support housing efforts in Monterey Park. Because it is a policy document, the Housing Element update would not, in and of itself, result in impacts to biological resources and conservation or habitat management plans. All future development aligning with the Housing Element update would undergo project-specific developmental review to address potential impacts related to biological resources. The proposed MPMC amendments identified in the Housing Element update implementing programs would have no impact related to biological resources.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to biological resources.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR. Future development would require project-specific environmental evaluation to determine compliance with the City of Monterey Park biological resources regulations and that any potential impacts are less than significant. Potential biological resource-related impacts cannot be assessed in a meaningful way until the project site and development design is known. Any impacts identified for an individual project would be addressed through the project approval process, including design review, environmental review, and mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of biological resources is required.

5 Cultural Resources

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Cause a substantial adverse change in the significance of a historical resource pursuant to §15064.5?	Less than significant with mitigation incorporated	CUL-1	No	No	No	Yes	Yes
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Less than significant	None	No	No	No	Yes	Yes
c. Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Cultural Resources Findings

As discussed under Impact CUL-1 in Section 4.5, *Cultural Resources,* of the 2019 General Plan EIR, impacts related to historic resources would be less than significant with mitigation incorporated. Future development under the General Plan could result in demolition of or alteration and damage to historic resources. The 2019 General Plan EIR described that the City of Monterey Park does not currently have regulatory policies related to the protection of historic resources, and therefore the following mitigation measure is required to address potential impacts. With implementation of the below mitigation measure, impacts would be less than significant.

> **Mitigation Measure CUL-1** All buildings or structures that are determined to be 45 years or older must be evaluated to determine whether they are "unique historic resource" before demolition or alteration.

The 2019 General Plan EIR concluded that impacts related to archaeological resources and human remains would be less than significant. Ground-disturbing activities associated with development allowed under the General Plan could result in damage to or destruction of previously undiscovered archaeological resources. However, compliance with existing regulations, including applicable General Plan policies, would reduce impacts to a less than significant level. In addition, ground disturbance associated with development under the General Plan could result in damage to or destruction of currently unknown human remains. However, compliance with Section 5097 of the Public Resources Code would reduce potential impacts to human remains and burial grounds to a less than significant level.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their location and consistency with General Plan density regulations and policies, the new units identified in the Housing Element update would not adversely affect cultural resources in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

Consistent with buildout under the General Plan, implementation of the proposed Housing Element update, including associated construction activities could result in impacts to historic resources within the Plan Area. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measure CUL-1 identified in the General Plan EIR, which would reduce impacts to a less than significant level.

The proposed MPMC amendments identified in the Housing Element update implementing programs would have no impacts to cultural resources. In addition, the development allowed under the Housing Element update would be subject to existing regulations, including General Plan policies related to cultural resources and Section 5097 of the Public Resources Code. Compliance with these existing regulations would ensure impacts related to archaeological resources and human remains would remain less than significant, the same as impacts identified in the 2019 General Plan EIR. The

Safety and Community Services Element Update and Environmental Justice Element would have no impact related to cultural resources.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR. Future development will require project-specific environmental evaluation to determine that any potential impacts are less than significant. Potential impacts related to historical, archaeological, tribal resources, and paleontological resources are location-specific and cannot be assessed in a meaningful way until the project site is known. Any impacts identified with that project would be addressed through the project approval process, including environmental review, and standard mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of cultural resources is required.

6 Energy

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant	None	No	No	No	Yes	Yes
b. Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	Less than significant	None	No	No	No	No	No

2019 General Plan EIR Energy Findings

The 2019 General Plan EIR determined that impacts to energy resources would be less than significant for energy consumption and consistency with state or local plans for renewable energy or energy efficiency (Section 4.6, *Energy*). It further stated that while implementation of the General Plan could increase the demand for electricity and natural gas within the Plan Area, new development would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which could decrease energy consumption in new and retrofitted structures. In addition, energy consumption would also be achieved through the implementation of the City's Climate Action Plan (CAP). In addition, while implementation of the General Plan could increase gasoline consumption in the region, the General Plan supports higher density that reduces VMT and fuel consumption as compared to other types of development. Therefore, energy consumption in the Plan Area would become substantially more efficient over time and the General Plan would not conflict with nor obstruct a State or local plan for increasing renewable energy or energy efficiency.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the "focus areas" in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

Consistent with buildout under the General Plan and analyzed in the 2019 General Plan EIR, buildout under the 2021 Housing Element update could increase the demand for electricity and natural gas within the Plan Area. However, new development would be required to comply with statewide mandatory energy requirements outlined in CALGreen, which could decrease energy consumption in new and retrofitted structures, and local requirements, including the City's CAP. In addition, consistent with the General Plan, the Housing Element supports higher density that would reduce VMT and fuel consumption compared to existing lower-density development. The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes to density standards that are greater than those in the adopted Land Use Element. Proposed changes would not have impacts related to energy use or consumption. Therefore, energy consumption would not be wasteful, inefficient, or unnecessary, and the Housing Element update would not conflict with nor obstruct a State or local plan for increasing renewable energy or energy efficiency. Impacts would be less than significant, the same as those identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to energy.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of energy is required.

7 Geology and Soils

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:			No	No	No	Yes	Yes
1. 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?	Less than significant	None	No	No	No	Yes	Yes
2. Strong seismic ground shaking?	Less than significant	None	No	No	No	Yes	Yes
3. Seismic-related ground failure, including liquefaction?	Less than significant	None	No	No	No	Yes	Yes
4. Landslides?	Less than significant	None	No	No	No	Yes	Yes
b. Result in substantial soil erosion or the loss of topsoil?	Less than significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	Less than significant	None	No	No	No	Yes	Yes
d. Be located on expansive soil, as defined in Table 1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant	None	No	No	No	Yes	Yes
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	Less than significant	None	No	No	No	Yes	Yes
f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Soils, Geology, and Seismicity Findings

The 2019 General Plan EIR determined that impacts to geology and soils would be less than significant for adverse effects related to rupture of a known fault, strong ground shaking, seismic-related ground failure, or landslides; soil erosion; landslide, lateral spreading, subsidence, liquefaction, or collapse; unstable and expansive soils; and septic tanks; and paleontological resources (Section 4.7: *Geology and Soils)*. It further stated that future projects allowed under the General Plan would be required to be designed and constructed in compliance with all applicable local and state codes and requirements related to geologic hazards, including the California Building Code (CBC), the National Pollutant Discharge Elimination System (NPDES) program, Section 5097 of the Public Resources Code, and General Plan policies. Compliance with these requirements and policies would ensure impacts would be less than significant. In addition, the 2019 General Plan EIR described that development under the General Plan would not involve septic tanks.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their size and location, the new units identified in the Housing Element update would not result in impacts related to geology and soils in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

Consistent with buildout under the General Plan and analyzed in the 2019 General Plan EIR, buildout under the 2021 Housing Element update could result in impacts related to geologic hazards, including seismic activity, faults, liquefaction, landslides, erosion, and unstable soils. However, new development would be required to comply with local and state codes and requirements related to geologic hazards, including the CBC, the NPDES program, and applicable General Plan policies. Compliance with these requirements would ensure impacts would remain less than significant. The proposed MPMC amendments identified in the Housing Element update implementing programs would not result in greater buildout under the General Plan. In addition, consistent with buildout allowed under the General Plan, new development under the 2021 Housing Element update would connect to the existing sewer system and not include septic tanks or other alternative wastewater disposal systems. Finally, individual projects under the 2021 Housing Element update would be subject to Section 5097 of the Public Resources Code would ensure impacts related to paleontological resources would remain less than significant. Therefore, impacts related to geology and soils would be less than significant, the same as those identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update would bring the General Plan into consistency with applicable plans and policies designed to reduce potential impacts associated with geology and soils and would therefore not result in significant adverse impacts. The Environmental Justice Element would have no impact related to geology and soils.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of geology and soils is required.

8 Greenhouse Gas Emissions

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Significant and unavoidable	AQ-2B, AQ-2C, and AQ-2D	No	No	No	Yes	Yes
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Significant and unavoidable	AQ-2B, AQ-2C, and AQ-2D	No	No	No	Yes	Yes

2019 General Plan EIR Air Quality Findings

As discussed under in Section 4.8, *Greenhouse Gas Emissions,* of the 2019 General Plan EIR, impacts related to greenhouse gas (GHG) emissions would be significant and unavoidable. The 2019 General Plan EIR found that the primary source of GHG emissions under the General Plan would be mobile sources, specifically vehicle trips associated with new single- family residential and regional shopping center land uses. To reduce impacts related to greenhouse gas emissions, the 2019 General Plan EIR required the below mitigation measures. However, even with implementation of the mitigation measures, the 2019 General Plan EIR concluded that impacts would remain significant and unavoidable.

Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) applies to new residential (or residential mixed use) development projects:

- New one- and two-family dwellings and townhomes must include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code.
- New multifamily dwellings with 17 or more units must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code.
- New multifamily dwelling units must provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code.

Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) apply to new non-residential (or mixed use) development projects:

- New non-residential development with more than 10 tenant-occupants must provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code.
- New non-residential development must provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces must be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.
- New non-residential development must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces must be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code.

Mitigation Measure AQ-2D: Non-Residential Travel Demand Management The following travel demand management (TDM) provisions apply to new non-residential development:

- New commercial and industrial projects greater than 25,000 square feet in size must prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source as determined by the City. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program must have a designated coordinator who will track the effectiveness of the TDM program over time.

- New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, must implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).

In addition, the 2019 General Plan EIR concluded that impacts related to consistency with applicable plans and policies regarding GHG reductions would be significant and unavoidable. The 2019 General Plan EIR described that implementation of the General Plan could result in higher growth than is anticipated in the City's Climate Action Plan (CAP) and GHG emissions that exceed the California Air Resources Board (CARB) 2017 Climate Change Scoping Plan's recommended efficiency metrics. To reduce impacts emissions, the 2019 General Plan EIR required implementation of Mitigation Measures AQ-2B, AQ-2C, and AQ-2D (see above). Even after mitigation, impacts would remain significant and unavoidable.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential and would make the R-3 zoning district consistent with the density in the adopted Land Use Element. Consistent with buildout under the General Plan, implementation of the proposed Housing Element update could increase the frequency and/or severity of greenhouse gas emissions or otherwise conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing greenhouse gases. Annual development under the Housing Element update could exceed the GHG significance threshold applied in the 2019 General Plan EIR and conflict with the 2017 Climate Change Scoping Plan and City's CAP. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measures AQ-2B, AQ-2C, and AQ-2D identified in the General Plan EIR, which would reduce impacts to the extent feasible. However, impacts would remain significant and unavoidable even with implementation of mitigation, the same as impacts identified in the General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to greenhouse gas emissions.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of greenhouse gas emissions is required.

9 Hazards and Hazardous Materials

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant	None	No	No	No	Yes	Yes
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?	Less than significant	None	No	No	No	Yes	Yes
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 mile of an existing or proposed school?	Less than significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
d. Be located on a site that is included on a list of hazardous material 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?	Less than significant	None	No	No	No	Yes	Yes
e. For a project located in 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?	Less than significant	None	No	No	No	Yes	Yes
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant	None	No	No	No	Yes	Yes
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury, or death involving wildland fires?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Hazards and Hazardous

The 2019 General Plan EIR determined that impacts for hazards and hazardous materials would be less than significant for transport, use, and disposal of hazardous materials; upset and accident conditions involving the release of hazardous materials into the environment; emissions or handling of hazardous materials within 0.25 mile of a school; location of development projects on hazardous materials sites such that the new use would create a hazard to the public or the environment; interference with an adopted emergency response or evacuation plan; and risk from wildland fire in lands adjacent to urbanized or residential areas (Section 4.9: *Hazards and Hazardous Materials*). It further stated that the Plan Area does not fall within the Planning Boundary/Airport Influence Area for the Los Angeles International airport or the El Monte Airport. Finally, the 2019 General Plan EIR described that individual development projects would be subject to project-specific development and planning review, including adherence to state, regional, and local regulations and standards related to hazards.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area, where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their location and consistency with General Plan density regulations and policies, the new units identified in the Housing Element update would not result in impacts related to hazards and hazardous materials in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential and would make the R-3 zoning district consistent with the density in the adopted Land Use Element. Consistent with buildout under the General Plan, construction and operation of the development allowed under the Housing Element update would be subject to existing regulations related to use, storage, handling, and disposal of hazardous materials. Applicable regulations would include those set forth by the California Department of Toxic Substances Control (DTSC), Los Angeles Regional Water Quality Control Board (RWQCB), California Highway Patrol and California Department of Transportation, California Occupational Safety and Health Administration (Cal/OSHA), and South Coast Air Quality Management District (SCAQMD). Compliance with these existing regulations would ensure impacts related hazardous materials would remain less than significant, the same as impacts identified in the 2019 General Plan EIR. In addition, consistent with buildout under the General Plan, individual development allowed under the 2021 Housing Element update would be located within the Plan Area, which is not within the planning boundaries of nearby airports. Finally, the proposed 2021 Housing Element update would not include circulation changes, and individual projects would be reviewed to determine and address potential impacts related to emergency services. Therefore, impacts would be less than significant, the same as those identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update would bring the General Plan into consistency with applicable plans and policies designed to reduce potential impacts related to hazards and hazardous materials and would therefore not result in significant adverse impacts. The

Environmental Justice Element would implement policies and programs to ensure disadvantaged communities or minority populations are not disproportionately burdened with exposure to hazardous materials and would therefore not result in significant adverse impacts.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of hazards and hazardous materials is required.

10 Hydrology and Water Quality

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant	None	No	No	No	Yes	Yes
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than significant with mitigation incorporated	UTS-1	No	No	No	Yes	Yes
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;	Less than significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
(ii) Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant	None	No	No	No	Yes	Yes
(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	Less than significant	None	No	No	No	Yes	Yes
(iv) Impede or redirect flood flows?	Less than significant	None	No	No	No	Yes	Yes
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	Less than significant	None	No	No	No	Yes	Yes
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Hydrology and Water Quality Findings

The 2019 General Plan EIR determined that impacts to hydrology, flooding, and water quality would be less than significant, including for water quality standards and waste discharge requirements, depletion of ground water, erosion, siltation, and on-site or off-site flooding (Section 4.10, *Hydrology and Water Quality*). It further stated that new development under the General Plan would primarily result in the redevelopment and intensification of property that is already developed with urban uses, which would have a limited effect on local drainage or runoff characteristics. The 2019 General Plan EIR also concluded that on-going compliance with the NPDES requirements, including required implementation of Best Management Practices (BMPs) to treat storm water runoff and protect water quality, and General Plan policies would reduce potential impacts related to water quality, inundation, and flooding to a less than significant level. Moreover, the 2019 General Plan EIR described that Monterey Park is largely developed, and new development would be primarily located within areas that include significant impervious surfaces; new development would not be anticipated to contribute to a significant groundwater recharge impact.

The 2019 General Plan EIR determined that impacts related to groundwater supplies would be less than significant with mitigation incorporated. The population anticipated under the General Plan is greater than the population assumed in the City of Monterey Park Urban Water Management Plan (UWMP). Therefore, implementation of the General Plan may result in more demand for water than what was considered in the UWMP. The 2019 General Plan EIR identified the following mitigation measure, which would reduce impacts related to groundwater supply to a less than significant level.

> **Mitigation Measure UTS-1** The City will cooperate with the local water service providers during the development of the Urban Water Management Plans (UWMP) over the term of the Project. The City will coordinate with these providers to ensure that future assessments of water reliability consider population projections as allowed by the Project. Additionally, the City (also a water provider) will consider the population growth, as anticipated under the Project, when developing UWMPs over the term of the proposed General Plan. If it is determined that existing conservation measures are inadequate to meet future water needs, the City will develop additional conservation measures or expand other options such as increased use of recycled water in coordinate with local water service providers.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the City's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

Development allowed under the Housing Element update would be subject to existing regulations, including NPDES requirements, required BMPs, and General Plan policies related to water quality, runoff, and erosion, siltation, and flooding control. Compliance with these existing regulations would ensure impacts related to water quality, drainage, erosion, siltation, runoff, and flooding

would remain less than significant, the same as impacts identified in the 2019 General Plan EIR. In addition, the proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the General Plan. Consistent with buildout under the General Plan, implementation of the proposed Housing Element update, including associated construction activities could result in impacts to groundwater supply. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measure UTS-1 identified in the 2019 General Plan EIR, which would reduce impacts to a less than significant level, the same as under the General Plan.

The Safety and Community Services Element Update would update information related to flood hazards and would propose policies related to climate change hazards, including flooding, which would not have an adverse impact and hydrology and water quality. The Environmental Justice Element would have no impact related to hydrology and water quality.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of hydrology and water quality is required.

11 Land Use and Planning

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Physically divide an established community?	Less than significant	None	No	No	No	Yes	Yes
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?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Land Use Planning, Housing, and Population Findings

The 2019 General Plan EIR determined that impacts to land use and planning would be less than significant as they pertain to conflicts with applicable land use plans and dividing established communities (Section 4.11: *Land Use Planning*). The 2019 General Plan EIR further found that General Plan implementation would not physically divide an established community and would beneficially increase connectivity locally and regionally. The General Plan EIR further stated that individual development projects under the General Plan would be subject to project-specific development and planning review, which would ensure adherence to standards for land use planning, housing, and population.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their size and location, the new units identified in the Housing Element update would not adversely result in land use and planning impacts in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential. The project would make the R-3 zoning district consistent with the density in the adopted Land Use Element, which would reduce existing conflicts. Consistent with development under the General Plan, the 2021 Housing Element update would not involve circulation changes to the Plan Area, and individual development projects would occur within private property in already developed areas. In addition, projects under the 2021 Housing Element update would be subject to General Plan policies related to increased connectivity for pedestrians, bicycles, and drivers in the City. Therefore, development under the Housing Element update would not physically divide a community, and impacts would remain less than significant. Moreover, consistent with the General Plan, development under the 2021 Housing Element update would be subject to existing zoning and development regulations in the MPMC and policies in the General Plan. Compliance with these regulations and policies and required development and planning review would ensure individual projects would not conflict with applicable land use policies, plans, and regulations. Therefore, impacts would be less than significant, the same as those identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would increase consistency with applicable plans and regulations and would therefore have no adverse impact related to land use and planning.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety

and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of land use is required.

12 Minerals

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
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?	No impact	None	No	No	No	Yes	Yes
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??	No impact	None	No	No	No	Yes	Yes

2019 General Plan EIR Land Use and Planning Findings

The 2019 General Plan EIR determined that there would be no impacts to mineral resources (Section 4.12, *Mineral Resources*). It found that General Plan implementation would not 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. The 2019 General Plan EIR further stated that it would not 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. The General Plan does not identify any mineral resource recovery sites within the Plan Area. A small area of the southeastern portion of the Plan Area is within the northernmost portion of the Montebello oil field. However, within the Plan Area there are no active wells and there are four idle wells. Records included in the DOGGR's online mapping application (Well Finder) indicate that these four idle wells have not been active for decades. Implementation of the project would not cause a substantial adverse cumulative mineral resources impact.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

As discussed above, the General Plan does not identify mineral resource recovery sites within the Plan Area. The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes to the city limits which could impact mineral resource recovery sites. Implementation of the Housing Element update therefore would not cause impacts related to mineral resources. Consistent with the analysis in the General Plan EIR, there would be no impact.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to mineral resources.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of mineral resources is required.

13 Noise

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
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?	Significant and Unavoidable	NOISE-1, NOISE-2	No	No	No	Yes	Yes
b. Generation of excessive groundborne vibration or groundborne noise levels?	Less than significant	None	No	No	No	Yes	Yes
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, would the project expose people residing or working in the project area to excessive noise levels?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Noise Findings

As discussed under in Section 4.13, *Noise,* of the 2019 General Plan EIR, impacts related to construction noise would be less than significant with mitigation incorporated. The 2019 General Plan EIR described that potential temporary construction-related noise increases could be more than 10 dBA above ambient conditions during permissible construction hours, and therefore the following mitigation measure is required to address potential impacts. With implementation of the below mitigation measure, impacts would be less than significant.

> **Mitigation Measure NOISE-1.** To ensure that future development projects implement appropriate construction noise controls, the City will require development projects that are subject to discretionary review and that are located near (i.e., within 200 feet) of noise-sensitive land uses (e.g., residential, school, or long term medical care facilities) to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, without limitation: 1) construction management techniques (e.g., providing advance notice of construction activities to nearby noise-sensitive receptors, siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings, monitoring construction); 2) construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; 4) preparation of a plan, procedures, or other mechanism to receive track, respond, and resolve construction noise complaints, including designation of an onsite appointee to handle such complaints, and report back to the City Manager, or designee; and 4) monitoring of actual construction noise levels to verify any need for noise controls.

The 2019 General Plan EIR also concluded that the increase in traffic noise levels along Atlantic Boulevard could result in unacceptable low density residential noise exposure levels. and therefore the following mitigation measure is required to address potential impacts. With implementation of the below mitigation measure, impacts would be less than significant. However, even with implementation of the mitigation measure, the 2019 General Plan EIR concluded that impacts would remain significant and unavoidable.

> **Mitigation Measure NOISE-2.** The City should periodically (at least every five years), conduct ambient noise monitoring or site-specific modeling to determine the 24-hour CNEL at the low density residential land uses along Atlantic Boulevard, between El Repetto Drive and Floral Drive. The purposes of the monitoring or modeling is to determine if CNEL values are approaching the clearly unacceptable noise level limit of 75 CNEL for low density residential land uses. When measured or modeled noise levels associated with traffic noise reach 75 CNEL, as measured at the project property line for the low density residential land uses closest to Atlantic Boulevard, the City will evaluate the benefits, costs, and logistical feasibility (e.g., permits, right of way considerations, aesthetic considerations) of installing a noise barrier capable of reducing noise exposure levels to conditionally acceptable levels (at minimum). If such a barrier is found to be feasible and reasonable pursuant to Caltrans or Federal Highway Administration barrier acceptance criteria, the City may proceed with constructing a barrier capable of achieving the barrier's noise reduction goal.

The 2019 General Plan EIR concluded that the City's existing General Plan policies and Monterey Park Municipal Code requirements would protect residents from excessive stationary noise sources and ensure impacts related to permanent increases in noise levels from stationary sources would be less than significant. In addition, the 2019 General Plan EIR concluded that impacts related to vibration during construction would be less than significant because if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time and would not be considered excessive. Finally, the 2019 General Plan EIR concluded impacts related to noise in the vicinity of airports would be less than significant because the Plan Area is not located within the vicinity of a private air strip or an airport land use plan and would not expose people residing or working in the area to excessive airport-related noise levels.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Consistent with buildout under the General Plan, construction of individual projects under the proposed Housing Element update could increase the frequency and/or severity of noise levels within the Plan Area. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measure NOISE-1, which would reduce impacts to a less than significant level. In addition, impacts related to vibration during construction would remain less than significant under the project as vibration would be temporary and not be considered excessive. Consistent with buildout under the General Plan, operation of individual projects under the proposed Housing Element update could increase the frequency and/or severity of traffic-related noise levels within the Plan Area. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measure NOISE-2 identified in the General Plan EIR, which would reduce impacts to the extent feasible. However, impacts would remain significant and unavoidable even with implementation of mitigation, the same as impacts identified in the General Plan EIR.

Projects allowed under the 2021 Housing Element update would be subject to General Plan policies and municipal code requirements related to stationary sources. Compliance with these requirements would ensure impacts related to permanent increases in noise levels from stationary sources would remain less than significant. Finally, consistent with development allowed under the General Plan, development under the proposed project would not be located within the vicinity of a private air strip or an airport land use plan and would not expose people residing or working in the area to excessive airport-related noise levels. Therefore, impacts would be less than significant, the same as those identified in the 2019 General Plan EIR.

The Environmental Justice Element would implement policies to ensure disadvantaged communities are not disproportionately burdened by noise impacts and would therefore have no adverse impact related to noise.

The Safety and Community Services Element Update proposes no changes to goals, policies and programs related to noise.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of noise is required.

14 Population and Housing

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Induce substantial unplanned population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)?	Less than significant	None	No	No	No	Yes	Yes
b. Displace substantial amounts of existing people or housing, necessitating the construction of replacement housing elsewhere?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Population and Housing Findings

As discussed in Section 4.14, *Population and Housing*, of the 2019 General Plan EIR, the 2040 General Plan would not result in significant impacts to population and housing as the new development and growth within the city would not result in substantial unplanned population growth. The 2019 General Plan EIR further stated that while the 2040 General Plan would result in an increased population beyond anticipated growth within the 2016-2040 Regional Transportation Plan/Sustainable Community Strategy, the growth anticipated under the 2040 General Plan would be from planned housing units and would help to meet anticipated regional housing demands. Furthermore, the 2019 General Plan EIR found that the 2040 General Plan would not result in the displacement of substantial numbers of existing housing units or people. Therefore, impacts were found to be less than significant.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the "focus areas" in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

The 2021 Housing Element update would result in an additional population and housing units beyond estimated projected growth in the 2019 General Plan EIR. However, implementation of the 2021 Housing Element update would result in the addition of planned housing units, which would help to meet anticipated regional housing demand. The proposed MPMC amendments identified in the Housing Element update implementing programs would not result in direct population increases and would aid in the development of new housing to meet regional housing demand. Additionally, while the 2040 General Plan would result in an increased population beyond anticipated growth within SCAG's updated 2020-2045 Regional Transportation Plan/Sustainable Community Strategy, the growth anticipated under the 2040 General Plan would be from planned housing units.

Housing developments would be concentrated in already developed areas of the city which would accommodate higher density development. Therefore, the implementation of the 2021 Housing Element update would offset potential impacts related to the displacement of existing people or housing. Impacts would remain less than significant, consistent with the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to population and housing.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with California law and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of population and housing is required.

15 Public Services

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the 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: 1. Fire Protection? 2. Police Protection? 3. Schools? 4. Parks? 5. Other public facilities?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Public Services Findings

As discussed in Section 4.15, *Public Services*, of the 2019 General Plan EIR, buildout under the 2040 General Plan would not result in significant impacts to local fire and police agencies or other public facilities within the City of Monterey Park. Projected new development under the 2040 General Plan could result in population and employment increase which may result in increased demand for fire services, police services, schools, parks, and library facilities. All development would be required to comply with City of Monterey Park required payment of developmental impact fees for public facilities. Potential new or expanded public service facilities would be subject to additional CEQA review. Therefore, impacts were found to be less than significant.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the "focus areas" in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Consistent with buildout under the General Plan and analyzed in the 2019 General Plan EIR, buildout under the 2021 Housing Element update could increase the demand for fire, police, schools, parks, and library services within the Plan Area. New development would be required to pay development impact fees and State-mandated school impact fees. Additionally, General Plan policies governing public services would remain in effect for the 2021 Housing Element update. General Plan policies regarding public services would also apply to proposed projects allowed under the 2021 General Plan Update, including the following General Plan Policies identified in the General Plan EIR:

Policy 1.1 On a regular basis, assess usage of park facilities, and identify physical changes needed to accommodate anticipated use patterns

Policy 1.2 Preserve existing park space.

Policy 1.3 Continue to work cooperatively with the school districts to maintain and expand playground use through joint-use agreements.

Policy 1.4 Work with East Los Angeles Community College to make the College's recreation facilities available to Monterey Park residents.

Policy 2.1 Encourage future commercial development to incorporate public squares, plazas, or similar spaces.

Policy 2.2 Incorporate pocket parks, parkways, and similar recreation spaces into residential neighborhoods.

Policy 2.3 Incorporate into the development review process a means for new development to contribute to existing recreational facilities and/or to address maintenance and staffing needs.

Policy 2.4 Provide for the expansion of the city library and other community services as needed to benefit all Monterey Park residents.

Compliance with the above General Plan goals and policies would ensure that the new housing would not result in a substantial demand to public services. These goals and policies would continue to apply to projects implemented under the 2021 Housing Element update. Therefore, potential impacts to public services associated with implementation of the updated Housing Element are within the scope of impacts analyzed in the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to public services.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with California law and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

Future development of public service facilities will require project-specific environmental evaluation to determine that any potential impacts are less than significant. Impacts identified with each proposed project would be addressed through the project approval process, including environmental review, and standard mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of public services is required.

16 Recreation

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. 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?	Less than significant	None	No	No	No	Yes	Yes
b. include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Recreation Findings

The 2019 General Plan EIR determined that impacts to parks and recreational facilities would less than significant. As described in Section 16, *Recreation*, of the 2019 General Plan EIR, the City of Monterey Park has a parkland to resident ratio of 1.334 acres per 1,00 residents, which is lower than the threshold benchmark of 3.0 acres per 1,000 persons as defined by the Quimby Act (Section 66477 of the Government Code). However, the 2019 General Plan EIR further stated that implementation of General Plan policies related to parks maintenance, development impact fees, and the City's Quimby regulations would offset the incremental increase in demand for park facilities as a result of General Plan implementation.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their density and location, the new units identified in the Housing Element update would not adversely affect parks and recreational facilities in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Consistent with development allowed under the General Plan, developers for individual projects under the 2021 Housing Element update would subject to General Plan and the Monterey Park Municipal Code governing parks and recreation, including required impact fees used for park facilities. Compliance with these policies and payment of development impact fees would offset the incremental demand for recreational services generated by new residential development. Therefore, consistent with the 2019 General Plan EIR, impacts related to recreation would remain less than significant. Finally, each future development proposal would be subject to further environmental analysis, pursuant to CEQA Guidelines Section 15168(c) and as required by state law, to evaluate potential impacts specific to that proposal.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to recreation.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with California law and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

Future development will require project-specific environmental evaluation to determine that any potential impacts are less than significant. Impacts identified with each proposed project would be addressed through the project approval process, including environmental review, and standard mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of recreation is required.

17 Transportation

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than Significant	None	No	No	No	Yes	Yes
b. Conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	Not discussed	None	No	No	No	Yes	Yes
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible use (e.g., farm equipment)?	Less than significant	None	No	No	No	Yes	Yes
d. Result in inadequate emergency access?	Less than significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Transportation Findings

The 2019 General Plan EIR concluded that impacts related to transportation would be significant and unavoidable for consistency with policies and regulations related to roadway, transit, pedestrian, and bicycle facilities (see Section 17, *Transportation).* The 2019 General Plan EIR further stated that the 2019 General Plan incorporates goals and policies that would minimize circulation impacts, increase connectivity for mass transit, improve citywide transportation, pedestrian, and bicycle infrastructure, and reduce impacts on the City's arterial roadway network. However, the 2019 General Plan EIR concluded that significant impacts would occur at 27 of the 30 project study intersections. The 2019 General Plan EIR includes a list of potential physical mitigation measures to reduce impacts related to level of service (LOS) at impacted intersections, including lane reconfiguration, signal phasing alterations, and roadway widening measures. Improvements to signal phasing and lane reconfigurations would result in a reduction of eight significant impacts. However, since roadway widening could require purchase and demolition of neighboring properties, removal of on-street parking, and negative impacts to sidewalk widths, improvements at most locations were deemed infeasible due to physical limitations and the estimated ineffectiveness of traffic signal configurations changes. Therefore, no feasible mitigation was identified, and the 2019 General Plan EIR concluded impacts would remain significant and unavoidable.

The 2019 General Plan EIR determined that other transportation impacts would be less than significant, including consistency with CEQA Guidelines Section 15064.3, subdivision (b), hazardous roadway design features, and emergency access.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR. Furthermore, each future development proposal would be subject to further environmental analysis, pursuant to CEQA Guidelines section 15168(c) and as required by state law, to evaluate potential impacts specific to that proposal.

Pursuant to CEQA Guidelines section 5064.3, subdivision(b), a project's transportation impact is now based on vehicle miles traveled (VMT) instead of an LOS analysis as conducted under the 2019 General Plan EIR. Under the updated state requirements, VMT are derived based on location and the amount and distance of vehicle travel attributable to a project, including induced automobile travel. Significance criteria used to determine VMT impact include questions as to whether the project would cause substantial additional VMT, or substantially induce additional automobile travel by increasing physical roadway capacity in congested areas (e.g., by adding new mixed flow travel lanes) or by adding new roadways to the network.

The 2021 Housing Element update would facilitate development of 5,257 units to meet the City of Monterey Park's RHNA for the current planning period. While the City's RHNA appears to be greater than projected buildout estimated in the 2019 General Plan EIR, in reality the existing land use

classifications and zoning allowed under the current General Plan and analyzed in the 2019 General Plan EIR can accommodate all these allocations. In addition, the proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Each development under the 2021 Housing Element update would undergo transportation analysis required for new development in Monterey Park. Furthermore, as the Circulation Element in the General Plan encourages the use of transit, bicycling and pedestrian routes, the goals and policies within the Circulation Element would continue to work toward decreasing VMT.

General Plan policies regarding circulation would also apply to proposed projects allowed under the 2021 Housing Element update, including the following General Plan Policies identified in the General Plan EIR:

> **Policy 1.1** Support efforts of the California Department of Transportation to improve traffic flow on the freeway system and thereby reduce impacts on the city's arterial roadway network.
>
> **Policy 1.3** Support efforts of Los Angeles County Metropolitan Transportation Authority and other transportation agencies to increase the use of mass transit and other alternatives to the private automobile as a way to reduce traffic loads on the freeways.
>
> **Policy 4.2** Expand existing Spirit Bus routes to service Focus Areas identified in the Land Use Element.
>
> **Policy 4.4** Link local bus service to other transit centers in adjacent communities, including MetroLink stations and planned Eastside Corridor light rail or similar stations.
>
> **Policy 4.5** Work with the Los Angeles County Metropolitan Transportation Authority t establish bus routes and stops at appropriate locations throughout the city to adequately serve retail, employment, and other public gathering areas.
>
> **Policy 4.6** Require new non-residential development projects to accommodate transit at appropriate locations throughout the city.

Goal Five Create and maintain a connected system of bicycle routes and pedestrian facilities that meets the need of city residents.

> **Policy 5.1** Provide for a citywide Class II and Class III bicycle path system consistent with Figure C-4.
>
> **Policy 5.3** Coordinate with the Los Angeles County Metropolitan Transportation Authority to improve city bicycle routes within the Los Angeles County bicycle route system. In particular, encourage linkages to light rail and other transit stations.
>
> **Policy 5.4** Continue implementation of the Sidewalk Deficiency Master Plan to provide for sidewalk improvements and enhancements, particularly in areas where sidewalks link residential neighborhoods to activity centers.
>
> **Policy 5.5** Pursue plans for Downtown that provide for wider sidewalks, enhanced crosswalks, parking lot linkages, pedestrian-actuated signals, and other improvements that improve pedestrian circulation.

Compliance with the above General Plan goals and policies would ensure that the new housing would encourage the use of mass transit and bicycling and pedestrian routes. These goals and policies would continue to apply to projects implemented under the 2021 Housing Element update.

Therefore, potential transportation impacts associated with implementation of the updated Housing Element are within the scope of impacts analyzed in the 2019 General Plan EIR.

The Safety and Community Services Element Update would provide policies to alleviate evacuation constraints for residential developments that have less than two emergency evacuation routes and would strengthen emergency preparedness and evacuation and would therefore have no adverse impacts related to transportation. The Environmental Justice Element would have no impact related to transportation.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

Future development will require project-specific environmental evaluation to determine that any potential impacts are less than significant. Impacts identified with each proposed project would be addressed through the project approval process, including environmental review, and standard mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of transportation is required.

18 Tribal Cultural Resources

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update cause a substantial adverse change in the significance of a tribal cultural resource, defined in a 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), or	Less Than Significant with Mitigation	CUL-1	No	No	No	Yes	Yes
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 2024.1. 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.	Less than Significant with Mitigation	CUL-1	No	No	No	Yes	Yes

2019 General Plan EIR Tribal Cultural Resources Findings

The 2019 General Plan EIR determined that impacts related to tribal cultural resources would be less than significant (Section 4.18, *Tribal Cultural Resources).* As described in the 2019 General Plan EIR, Native American tribes and bands have occupied areas in and around the Plan Area for at least 3,000 years. Tribal Cultural Resources are defined as the physical artifacts associated with the spiritual and religious lives of native people that ties them together with their environment, each other, and their place in the universe. Archaeological materials associated with past occupation within the Plan Area are known to exist and have the potential to provide important cultural and religious significance to contemporary Native American tribes as well as scientific information regarding the history and prehistory of the Plan Area and the region. The 2019 General Plan EIR described that allowed under the 2021 General Plan would be required to comply with Public Resources Code Section 5020.1(k) and applicable General Plan policies related to tribal cultural resources and concluded that compliance with these existing regulations and policies would ensure impacts would be less than significant.

Addendum Analysis

The Gabrieleño Band of Mission Indians – Kizh Nation, Gabrieleño/Tongva San Gabriel Band of Mission Indians, Gabrielino-Tongva Nation, Gabrieliño Tongva Indians of California Tribal Council, Gabrieliño-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, and Soboba Band of Luiseno Indians were contacted pursuant to AB 52, Public Resources Code Section 21080.3.1. In addition, because the proposed project would amend the General Plan, the same tribal groups were contacted under SB 18. No tribes requested consultation under AB 52 or SB 18.

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their location and consistency with General Plan density regulations and policies, the new units identified in the Housing Element update would not adversely affect tribal cultural resources in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Consistent with buildout under the General Plan, implementation of the proposed 2021 Housing Element update, including associated construction activities could result in impacts to tribal cultural resources within the Plan Area. However, individual projects allowed under the 2021 Housing Element update would be subject to existing regulations, including General Plan policies related to tribal cultural resources and cultural resources and Section 5020.1(k) of the Public Resources Code. Moreover, all individual new housing projects under the 2021 Housing Element update would be subject to project-level CEQA review and would thus be required to meet the requirements of AB 52; Monterey Park would be required to notify tribes of pending projects and complete consultation when requested. Compliance with these existing regulations would ensure impacts related to tribal cultural resources would remain less than significant, the same as impacts identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to tribal cultural resources.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

Future development will require project-specific environmental evaluation to determine that any potential impacts are less than significant. Potential impacts related to tribal resources are location-specific and cannot be assessed in a meaningful way until the project site is known. Any impacts identified with that project would be addressed through the project approval process, including environmental review, and standard mitigation measures specific to any impacts determined to be potential for that project.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of tribal cultural resources is required.

19 Utilities and Service Systems

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
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?	Less Than Significant	None	No	No	No	Yes	Yes
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than Significant with Mitigation	UTS-1	No	No	No	Yes	Yes
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?	Less than significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
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?	Less than Significant	None	No	No	No	Yes	Yes
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	No Impact	None	No	No	No	Yes	Yes

2019 General Plan EIR Utilities and Service Systems Findings

The 2019 General Plan EIR concluded that impacts related to water supply would be less than significant with mitigation incorporated (Section 4.19, *Utilities and Service Systems.* The 2019 General Plan EIR found that since the growth that could occur under the General Plan's 2040 conditions could result in an exceedance of the population considered in the Monterey Park UWMP, current water supply could be insufficient to meet demand. To reduce impacts related to water supply, the 2019 General Plan EIR required the following mitigation measure. According to the 2019 General Plan EIR, implementation of Mitigation Measure UTS-1 would reduce impacts to less than significant.

> **Mitigation Measure UTS-1** The City will cooperate with the local water service providers during the development of the Urban Water Management Plans (UWMP) over the term of the Project. The City will coordinate with these providers to ensure that future assessments of water reliability consider population projections as allowed by the Project. Additionally, the City (also a water provider) will consider the population growth, as anticipated under the Project, when developing UWMPs over the term of the proposed General Plan. If it is determined that existing conservation measures are inadequate to meet future water needs, the City will develop additional conservation measures or expand other options such as increased use of recycled water in coordinate with local water service providers.

In addition, the 2019 General Plan EIR concluded that impacts related to new or upgraded electrical power, natural gas, solid waste, wastewater, and telecommunication facilities would be less than significant provided that proposed projects would comply with adopted, mandatory environmental regulations, including CEQA. The 2019 General Plan EIR concluded that the projected growth under the General Plan would likely require new or expanded facilities, however, proposed new or expanded facilities would be required to comply with adopted, mandatory environmental regulations, including CEQA.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. Some of these sites may differ from those identified in the General Plan EIR. However, as discussed in Section 5, *Addendum Methodology*, the buildout projections identified in the General Plan EIR are based on anticipated growth and not total potential growth allowed under land use designations in the General Plan. The project would not involve changes to land use and zoning maps or General Plan boundaries, and current land use classifications and density standards in the General Plan would accommodate buildout of all residential units identified in the 2021 Housing Element update. Therefore, impacts associated with the residential units allowed under the Housing Element update would be consistent with impacts identified in the General Plan EIR.

The proposed MPMC amendments identified in the Housing Element update implementing programs would not involve changes which would increase buildout potential under the adopted General Plan. Consistent with buildout under the General Plan, implementation of the proposed Housing Element update could increase population such that new or expanded facilities would be required to provide utilities and service systems to new development. Moreover, development under the Housing Element update could result in an exceedance of projected growth accounted for in UWMPs and would result in insufficient water supply to meet demand. Individual projects allowed under the 2021 Housing Element update would be subject to Mitigation Measure UTS-1

identified in the General Plan EIR, which would reduce impacts to less than significant, consistent with the 2019 General Plan EIR. Finally, each future development proposal for new or expanded facilities would be subject to further environmental analysis, pursuant to CEQA Guidelines section 15168(c) and as required by state law, to evaluate potential impacts specific to that proposal.

The Safety and Community Services Element Update and Environmental Justice Element would have no impact related to utilities and service systems.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore, the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of utilities and service systems is required.

20 Wildfire

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
Would adoption of the 2021 General Plan Update:							
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less Than Significant	None	No	No	No	Yes	Yes
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?	Less than Significant	None	No	No	No	Yes	Yes
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?	Less than Significant	None	No	No	No	Yes	Yes

EIR Evaluation Criteria	EIR Significance Conclusion	EIR Mitigation Measures	CEQA Guidelines Section 15162 Is a Subsequent EIR Needed?			Are Only Minor Technical Changes or Additions Necessary or Did None of the Conditions Described in §15162 Occur? (§15164(a))	Project is within the Scope of General Plan EIR?
			Do the Proposed Changes Involve a New or Substantial Increase in the Severity of Previously Identified Impacts?	Are There New Circumstances Involving a New or Substantial Increase in the Severity of Previously Identified Impacts?	Is There New Information of Substantial Importance Requiring New Analysis or Verification?		
d. Expose people or structures to significant risks, including downslopes or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	Less than Significant	None	No	No	No	Yes	Yes

2019 General Plan EIR Wildfire Findings

The 2019 General Plan EIR concluded that impacts related to wildfire would be less than significant, including for consistency with applicable emergency response plans, exacerbated wildfire risks due to slope, prevailing winds, or installation or maintenance of associated structures, or exposure to post-fire slope instability (Section 4.30, *Wildfire)*. It further stated that the City of Monterey Park is not identified by the California Department of Forestry and Fire Protection (CAL FIRE) as being within a very high fire hazard severity zone. Furthermore, the city is a developed urban area and as such, development would continue to be located within urban areas and would not involve the installation of utilities or infrastructure that would exacerbate wildfire risk.

Addendum Analysis

The 2021 Housing Element update identifies a range of tentatively reserved sites that could be developed to meet the city's sixth cycle RHNA throughout Monterey Park. The 2021 Housing Element update may result in additional housing units on certain parcels within the Plan Area where requested by applicants and approved by the City. However, as discussed in Section 5, *Addendum Methodology*, development would occur in the same areas as those allowed in the General Plan; there would be no changes to the land use or zoning maps and no change to the General Plan boundaries. Given their density and location, the new units identified in the Housing Element update would not adversely affect impacts related to wildfire in the Plan Area to a greater extent than buildout under the General Plan and analyzed in the 2019 General Plan Update.

Similar to development proposed under the General Plan, the 2021 Housing Element would be located within the City of Monterey Park, which is primarily developed and urban area. Monterey Park is not located within a very high fire hazard severity zone as identified by CAL FIRE, and the nearest very high fire hazard severity zone within a State Responsibility Area is within unincorporated Los Angeles County, approximately four miles southeast of the City of Monterey Park. Development under the 2021 Housing Element would therefore not be located within a very high fire hazard severity zone. In the event that development would result in the installation of utilities or infrastructure, site specific development proposals would be required to be evaluated for fire risk through the City's development review process. Therefore, impacts related to wildfire risk would remain less than significant, the same as impacts identified in the 2019 General Plan EIR.

The Safety and Community Services Element Update would update information related to fire hazards and would provide policies related to risk reduction, emergency preparedness, and evacuation and would therefore not have adverse wildfire impacts. The Environmental Justice Element would have no impact related to wildfire.

Conclusion

Housing Element update contains analysis of demographics and current state law and provides for the implementation of programs that will accomplish the goals and objectives of the Housing Element in accordance with California Government Code Section 65583 (c)(1)(A). The housing units proposed under the Housing Element update to satisfy the City of Monterey Park's RHNA obligation are within the growth allowed under the General Plan and assessed in the 2019 General Plan EIR. The Safety and Community Services Element Update and Environmental Justice Element would update information and goals, policies, and objectives to be consistent with the State legislation and would not change growth assumptions or buildout assessed in the 2019 General Plan EIR. Therefore,

the 2021 General Plan Update would not result in new or more severe impacts (direct or indirect) than were analyzed in the 2019 General Plan EIR.

The 2021 General Plan Update would not result in impacts (direct or indirect) beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows new or more severe impacts than those described in the General Plan EIR. Therefore, the 2021 General Plan Update is within the scope of the 2019 General Plan EIR and no additional environmental assessment of wildfire is required.

7 Summary of Findings

The Housing Element update is part of the City's General Plan, and like other elements within the General Plan, it includes goals and policies that the City should meet when it comes to the planning of housing. The Housing Element is also unique from the other elements within the General Plan because it is required to be periodically updated to align with the State's allocation of the RHNA. Also, the Housing Element includes Housing Programs that are required to be implemented within the planning period established for the Housing Element. These programs are not generally adopted at the same time as the Housing Element and are usually implemented over time as a separate project after the element is adopted. The Housing Element update does not involve site-specific projects nor changes in the currently adopted General Plan land uses, therefore the adoption of the Housing Element would continue to fall within the General Plan Program EIR recently certified in April 2020. The General Plan Program EIR accompanied the City's update to the General Plan 2020-2040. Future development associated with the Housing Element's Housing Programs will be subject to applicable development standards and reviews established by City ordinances. Additionally, future developments or programs involving discretionary review are subject to the California Environmental Quality Act to determine if actions borne by the project would have a significant impact on the environment.

Similarly, the goals, policies and programs in the updated Safety and Community Services Element and proposed Environmental Justice Element, in and of themselves, do not propose specific projects that result in a physical change to the environment. Should a project associated with implementation of the Safety and Community Services or Environmental Justice Elements have the potential to result in a physical change in the environment, it would be subject to separate review under CEQA.

This analysis demonstrates that adoption of the 2021 General Plan Update would not result in impacts beyond those addressed or analyzed in the General Plan EIR, nor does the 2021 General Plan Update present new information that shows impacts would be more significant than those described in the General Plan EIR. Therefore, the General Plan EIR applies to the 2021 General Plan Update and no additional environmental assessment is required.

This analysis was performed pursuant to CEQA Guidelines Sections 15162 and 15164 and is intended to determine if additional environmental review is required or if the changes proposed by the project are within the scope of the previously certified 2019 General Plan EIR. This analysis determined that the 2019 General Plan EIR is of continuing informational value, the proposed changes in the 2021 General Plan Update are within the scope of that previously certified EIR, and none of the conditions requiring the preparation of subsequent or supplemental environmental review under CEQA Guidelines section 15162 exists. Therefore, the City of Monterey Park, as lead agency, has determined that this Addendum to the EIR is sufficient to meet the requirements of CEQA and no additional environmental review is required. Pursuant to CEQA Guidelines section 15164, this Addendum does not need to be circulated for public review and can be included in or attached to the final EIR. The decision-making body shall consider the Addendum with the Final EIR prior to deciding upon the Project.

8 References

Bibliography

Monterey Park, City of. 2019. Focused General Plan Update Draft Environmental Impact Report, State Clearinghouse Number 2001011074. Monterey Park, CA. June 2019

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List of Preparers

Rincon Consultants, Inc. prepared this Addendum under contract to the City of Monterey Park. Persons involved in data gathering analysis, project management, and quality control are listed below.

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MONTEREY PARK
FOCUSED GENERAL PLAN UPDATE
FINAL ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number:
2001-01-1074

August 2019

Monterey Park
2040

City of Monterey Park

Final Environmental Impact Report for the Monterey Park Focused General Plan Update

State Clearinghouse No. 2001011074
August 6, 2019

This document is designed for double-sided printing to conserve natural resources.

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1.0 INTRODUCTION

This Final Environmental Impact Report (FEIR) has been prepared to comply with Sections 15088 and 15089 of the State California Environmental Quality Act (CEQA) Guidelines (Guidelines). The City has prepared the Final EIR pursuant to the CEQA Guidelines, including Sections 15086 (Consultation Concerning Draft EIR) and 15088 (Evaluation of and Responses to Comments). As noted in Section 15089 (b) of the Guidelines, the focus of a FEIR should be on responses to comments on the Draft Environmental Impact Report (DEIR). In conformance with these guidelines, the Final EIR consists of the following volumes:

(1) The **Draft EIR** circulated for a 48-day public agency and public review and comment period beginning on June 10, 2019 and ending on July 25, 2019. A Notice of Availability was sent to government agencies, neighboring cities, and non-governmental interested parties. The City's Notification Mailing List for the DEIR is provided in Section 4.0 (Public Circulation) of this FEIR.

(2) This **Final EIR document** includes a list of all commenters on the Draft EIR during the Draft EIR public review period, the responses of the City to all environmental points raised through the written communications, and revisions to the Draft EIR (presented as errata pages) in response to comments. None of the revisions to the Draft EIR represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Draft EIR.

Certification of this Final EIR by the Monterey Park City Council must occur prior to approval of the Monterey Park Focused General Plan Update.

Availability of EIR Materials

All materials related to preparation of this EIR are available for public review on the City of Monterey Park website (www.montereypark.ca.gov) and at the following locations:

City of Monterey Park
City Hall
320 W. Newmark Avenue
Monterey Park, California 91754

City of Monterey Park
Public Library
318 S. Ramona Avenue
Monterey Park, California 91754

Project Description

The City of Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of the focused update is to ensure land use policies allow the City to attract

investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities.

Ensuring the Monterey Park 2040 General Plan Update reflects the diverse priorities and needs of the community, the General Plan program used a variety of community engagement strategies to gather input. The community participation program included:

General Plan Advisory Committee (GPAC)
The GPAC consisted of 11 community members and five alternates, all appointed by the City Council. The GPAC convened four times and focused on the following:

- March 11, 2019 – General Plan purpose, Asset/Challenges/Opportunities/Vision discussion
- April 1, 2019 – Stakeholder interview results, Conditions Influencing Monterey Park Planning (market, physical constraints, land use patterns, circulation), Areas of Stability and Change discussion and mapping exercise
- April 15, 2019 – Focus Areas ("areas of change"), Focus Areas' possible land use alternatives, Cherry Blossom Festival planning
- May 6, 2019 – Community engagement input summaries (Community Survey and Cherry Blossom Festival), land use alternatives adjustments based on community input, and endorsement of preferred land use alternatives

Stakeholder Interviews
A series of stakeholder interviews were conducted between March 6, 2019 and March 20, 2019. The interviews' purpose was twofold: inform community members about the Monterey Park 2040 General Plan Update and gather input regarding Monterey Park's strengths, challenges, and opportunities. Invitations to participate were extended to 26 local organizations/community groups and City Council members.

Monterey Park 2040 Website and Social Media
The project website, www.montereypark2040.org, provides information about the General Plan update process and schedule, involvement opportunities, latest news, community engagement summaries, and draft plans and other technical documents prepared for the General Plan update and its environmental review process. The website can be viewed in English, simplified Chinese, and Spanish. The website provides an opportunity for people to sign up for additional information. In addition to the website, the General Plan program has a Facebook account, a twitter account (MPGP2040), and two hashtags (#MontereyPark2040 and #MPGP2040). Upcoming events, "going on now" messages, and other communications are "e-blasted" through the accounts.

Community Survey/Intercepts
A written 11-question community survey was conducted from March 20, 2019 through May 31, 2019. The survey (available in English, simplified Chinese, and Spanish) asks: what characteristics and elements make Monterey Park special, what characteristics and elements would the community like to see more of, what type of housing should be

provided, how do people get around (mobility modes) now and how would they like to get around in the future, how Monterey Park should change, and what should the future Monterey Park look like. The survey was available on the Monterey Park 2040 website, and in the Monterey Park Bruggemeyer Library, Langley Senior Center, and Monterey Park City Hall. In addition, General Plan team members conducted and distributed surveys at six locations: Langley Senior Center, Bruggemeyer Library, ELAC, Monterey Park Farmers' Market, Monterey Park's LA Fitness, and the Cherry Blossom Festival. Approximately 260 surveys were completed/submitted.

Cherry Blossom Festival

During the April 27 and April 28, 2019 Cherry Blossom Festival, approximately 600 participants were asked to provide their opinions regarding land use alternatives in the Focus Areas. Participants were asked to review land use descriptions and photographs representing possible building types/heights/density. Participants applied stickers to vote/express their opinions. Display boards were translated into simplified Chinese and Spanish.

Preferred Land Use Public Meeting and Environmental Scoping Meeting

On May 6, 2019, the City hosted a public meeting to present the General Plan's technical findings (existing land use analysis and market analysis), community engagement activities and findings, and the proposed preferred land use alternative. Community members' questions and comments were noted. In addition, an environmental scoping meeting was conducted. Community members' comments focused on traffic, water infrastructure and supply, noise, and parking.

Project Objectives

The proposed amendment to the Land Use Element is a community-driven process designed to reflect local values and needs. The City-stated objectives of the General Plan Land Use Element update are listed below.

1. Encourage economic investment and revitalization within the City's Focus Areas.
2. Create new housing opportunities for a full range of housing types and to increase housing affordability.
3. Encourage infill development within underutilized areas of the City.
4. Accommodate job-generating land uses in order to increase employment in the City.
5. Accommodate commercial/retail uses in order to expand the City's tax base.

Growth Projections

Table 1-1 summarizes the growth anticipated through the 2040 planning horizon year. This scenario assumes that existing low-density residential neighborhoods would experience limited redevelopment activity given the built-out nature of Monterey Park and the fact that the amended Land Use Element would not change density limits in residential zones; accessory dwelling units would account for the limited level of growth.

Most development activity would occur in the Focus Areas described in the Draft EIR. This development would consist of redevelopment of existing commercial and industrial properties with mixed-use developments (where permitted) and transition of aging properties to more intense uses permitted by land use policy. The General Plan update also includes a Regulating Plan, which identifies the maximum allowed building height and floor-area ratios (intensity and massing of buildings) within the Focus Areas. The Regulating Plan also identifies where active street fronts (e.g., pedestrian-friendly building orientation and transparent store fronts) are required within the mixed-use areas and where buildings need to transition down in height to be more compatible with adjoining low-density residential neighborhoods.

City of Monterey Park Discretionary Approvals

Implementation of the Focused General Plan Update would require, but is not limited to, the following discretionary approvals by the City of Monterey Park:

- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Adoption of the Amended General Plan Land Use Element
- Discretionary review as necessary, including CEQA review, for future individual public and private development proposals in the Planning Area

Other Government Agency Approvals

Future individual public and private development proposals in the General Plan area would be expected to also require review or approvals from other jurisdictional agencies, including, but not limited to:

- South Coast Air Quality Management District (SCAQMD)
- California Department of Transportation (CalTrans)
- Los Angeles Regional Water Quality Control Board (RWQCB)

Table 1-1
Growth Projections, 2019-2040

Type		City			Sphere of Influence			Planning Area		
		Existing (2019)	Proposed (2040)	Difference	Existing (2019)	Proposed (2040)	Difference	Existing (2019)	Proposed (2040)	Difference
Total Population[1]		**64,240**	**75,442**	**+11,202**	**4,648**	**5,139**	**+491**	**68,888**	**80,581**	**+11,693**
Dwelling Units	Single-Family Units	12,219	12,039	-180	1,269	1,429	+160	13,488	13,468	-20
	Multi-Family Units	8,746	12,582	+3,836	248	248	0	8,994	12,830	+3,836
	Total	**20,965**	**24,621**	**+3,656**	**1,517**	**1,677**	**+160**	**22,482**	**26,298**	**+3,816**
Total Employees		**31,532**	**34,206**	**+2,674**	**58**	**113**	**+55**	**31,590**	**34,320**	**+2,730**
Building Square Feet	Commercial	5,705,938	6,315,919	+609,981	35,554	45,505	+9,951	5,741,492	6,361,424	+619,932
	Office	5,249,764	6,136,066	+886,302	2,400	0	-2,400	5,252,164	6,136,066	+883,902
	Industrial	2,025,800	1,786,058	-239,742	---	--	--	2,025,800	1,786,058	-239,742
	Hospital	1,188,400	1,188,400	0	---	--	--	1,188,400	1,188,400	0
	Total	**14,169,902**	**15,426,443**	**+1,256,541**	**37,954**	**45,505**	**+7,551**	**14,207,856**	**15,471,948**	**+1,264,092**
Hotel/ Motel Rooms	Hotel	520	1,182	+662	**--**	**--**	**--**	520	1,182	+662
	Motel	207	152	-55	**--**	**--**	**--**	207	152	-55
	Total	**727**	**1,334**	**+607**	**--**	**--**	**--**	**727**	**1,334**	**+607**

Source: Monterey Park and MIG, 2019

[1] Please note that a rate of 3.06 persons per dwelling unit was used to estimate population increase associated with new dwelling units. The 3.06 person per dwelling unit rate is based on California Department of Finance, Demographic Research Unit, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark, (2018).

2.0 Response to Comments

The Draft EIR was circulated for 48-day public review and comment period beginning June 7, 2019 and ending on July 25, 2019. A Notice of Availability was sent to government agencies, neighboring cities, and non-governmental interested parties. The City's Notification Mailing List is provided in Section 4.0 Public Circulation of this FEIR. Three comment letters were received, all from public agencies.

The correspondences listed in Table 2-1 (DEIR Comments) were submitted to the City of Monterey Park concerning the DEIR. Written responses to comments follow.

Table 2-1
DEIR Comments

ID	Agency/Individual	Date
A	South Coast Air Quality Management District	July 25, 2019
B	Sanitation Districts of Los Angeles County	July 24, 2019
C	California Department of Transportation	July 22, 2019

COMMENT LETTER A – SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT (SUN)

South Coast
Air Quality Management District
21865 Copley Drive, Diamond Bar, CA 91765-4178
(909) 396-2000 • www.aqmd.gov

SENT VIA E-MAIL AND USPS:
stewasart@montereypark.ca.gov
Samantha Tewasart, Senior Planner
City of Monterey Park,
Community and Economic Development Department
320 W. Newmark Avenue
Monterey Park, CA 91754

July 25, 2019

Draft Environmental Impact Report (Draft EIR) for the Proposed Monterey Park Focused General Plan Update (SCH No.: 2001011074)

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. The following comments are meant as guidance for the Lead Agency and should be incorporated into the Final EIR.

South Coast AQMD Staff's Summary of Project Description

The Lead Agency proposes to update the City of Monterey Park (City) General Plan Land Use Element to remove growth control zoning and create land use policies to attract economic and housing development (Proposed Project). The Proposed Project encompasses 4,270 acres of the City of Monterey Park, which is bounded by Interstate 10 to the north, the City of Rosemead to the east, State Route 60 to the south, and Interstate 710 to the west. The Proposed Project anticipates a net growth of 3,816 residential units and 1,264,092 square feet of non-residential uses throughout the planning horizon year of 2040[1]. **A-1**

South Coast AQMD Staff's Summary of Air Quality Analysis

Although the Proposed Project would not directly result in construction of any development or infrastructure, future development implementing the Proposed Project could result in potentially significant air quality impacts. Therefore, the Lead Agency quantified the Proposed Project's construction and operational emissions and compared those emissions to South Coast AQMD's recommended regional and localized air quality CEQA significance thresholds.

The Lead Agency quantified construction emissions based on the assumption that a maximum of 10 percent of the Proposed Project's anticipated net growth could be under construction in any given year[2]. The Lead Agency found that the Proposed Project's construction emissions would exceed South Coast AQMD's regional construction air quality CEQA significance threshold for VOCs at 140 pounds per day (lbs/day), while all other unmitigated regional and localized emissions would be less than significant[3]. With the implementation of Mitigation Measure (MM) AQ-2A, which requires use of coatings that meet 10 grams of VOC per liter, regional VOC emissions would be reduced to below the level of significance at 25 lbs/day[4]. **A-2**

The Lead Agency also found the Proposed Project's net operational emissions in 2040 by quantifying the operations of the existing land uses under 2040 growth conditions compared to the operations of the Proposed Project's land uses under 2040 growth conditions[5]. Based on the analysis, the Lead Agency

[1] Draft EIR. Section 3 Project Description. Table 3-4 Growth Projections, 2019 - 2040. Page 3-21.
[2] *Ibid.* Section 4.3 Air Quality. Page 4.3-23 through 4.3-27.
[3] *Ibid.* Pages 4.3-25 through 4.3-26.
[4] *Ibid.*
[5] *Ibid.* Pages 4.3-27 through 4.3-31.

found that the Proposed Project's unmitigated regional operational emissions would exceed South Coast AQMD's regional operational air quality CEQA significance threshold for NOx at 119 lbs/day, while all other unmitigated regional and localized emissions would be less than significant[6]. With the implementation of MMs AQ-2B through AQ-2D, the Proposed Project's NOx emissions would remain significant and unavoidable at 119 lbs/day[7]. MMs AQ-2B through AQ-2D require, among others, implementation of the Residential and Non-Residential Voluntary Measures from the CalGreen Code and a travel demand management program for commercial and industrial projects greater than 25,000 square feet[8]. Additionally, the Lead Agency discussed South Coast AQMD rules that may be applicable to the Proposed Project, such as Rule 403 – Fugitive Dust, which includes additional requirements for large operations[9], and Rule 1403 – Asbestos Emissions form Demolition/Renovation Activities[10]. **A-2**

South Coast AQMD Staff's General Comments

South Coast AQMD staff has comments on the Air Quality Analysis. Construction and operational activities implementing the Proposed Project may overlap over the 20-year implementation period. Therefore, the Lead Agency should evaluate a development scenario with overlapping construction and operational activities. Additionally, to support the implementation of the Lead Agency's General Plan Update Policies 4.3 through 4.5, South Coast AQMD staff recommends that the Lead Agency include a requirement in this programmatic CEQA document for individual, freeway adjacent projects with sensitive receptors, such as residential developments, to conduct a project-specific health risk assessment (HRA) analysis in subsequent, project-level CEQA analyses to disclose potential health risks and implement health risk reduction strategies. Furthermore, since the Proposed Project will be implemented over a period of 20 years, South Coast AQMD staff recommends adopting a new mitigation measure requiring periodic, performance standards-based technology review. Please see the attachment for more information. **A-3**

Conclusion

Pursuant to California Public Resources Code Section 21092.5(a) and CEQA Guidelines Section 15088(b), South Coast AQMD staff requests that the Lead Agency provide South Coast AQMD staff with written responses to all comments contained herein prior to the certification of the Final EIR. In addition, issues raised in the comments should be addressed in detail giving reasons why specific comments and suggestions are not accepted. There should be good faith, reasoned analysis in response. Conclusory statements unsupported by factual information will not suffice (CEQA Guidelines Section 15088(c)). Conclusory statements do not facilitate the purpose and goal of CEQA on public disclosure and are not meaningful, informative, or useful to decision makers and to the public who are interested in the Proposed Project. Further, when the Lead Agency makes the finding that the additional new mitigation measure is not feasible, the Lead Agency should describe the specific reasons for rejecting them in the Final EIR (CEQA Guidelines Section 15091). **A-4**

South Coast AQMD staff is available to work with the Lead Agency to address any air quality questions that may arise from this comment letter. Please contact Alina Mullins, Assistant Air Quality Specialist, at amullins@aqmd.gov or (909) 396-2402, should you have any questions.

---

[6] *Ibid.*
[7] *Ibid.*
[8] *Ibid.* Pages 4.3-31 through 4.3-33.
[9] South Coast AQMD Rule 403 – Fugitive Dust. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/rule-iv/rule-403.pdf.
[10] South Coast AQMD Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities. Accessed at: http://www.aqmd.gov/docs/default-source/rule-book/reg-xiv/rule-1403.pdf.

Samantha Tewasart July 25, 2019

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

Attachment
LS:AM
LAC190611-03
Control Number

Samantha Tewasart July 25, 2019

ATTACHMENT

Air Quality Analysis – Overlapping Construction and Operational Impacts

1. When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in a CEQA document. Based on a review of the Air Quality Analysis, South Coast AQMD staff found that the Lead Agency did not analyze a scenario where construction emissions overlap with operational emissions. Since implementation of the Proposed Project is expected to occur over a period of 20 years, an overlapping construction and operation scenario may be reasonably foreseeable, unless the Proposed Project includes requirement(s) that will prohibit overlapping construction and operational activities. To conservatively analyze a worst-case impact scenario that is reasonably foreseeable at the time the Draft EIR is prepared, South Coast AQMD staff recommends that the Lead Agency use its best efforts to identify the overlapping years, combine construction emissions (including emissions from demolition) with operational emissions from the overlapping years, and compare the combined emissions to South Coast AQMD's air quality CEQA *operational* thresholds of significance to determine the level of significance in the Final EIR. **A-5**

Health Risk Assessment (HRA) Analysis and Risk Reduction Strategies

2. Notwithstanding the court rulings, South Coast AQMD staff recognizes that the Lead Agencies that approve CEQA documents retain the authority to include any additional information they deem relevant to assessing and mitigating the environmental impacts of a project. Because of South Coast AQMD's concern about the potential public health impacts of siting sensitive land uses, such as residential uses, within close proximity of freeways, South Coast AQMD staff recommends that the Lead Agency review and consider the following comments when making local planning and land use decisions.

   The Lead Agency is committed to General Plan Update Policies 4.3 through 4.5[11], which encourage new development that reduces disproportionate and compounding community health risks, integrates greening buffers in neighborhoods adjacent to nearby freeways, and ensures the long-term sustainability of the City's air quality and resident health. Additionally in the Draft EIR, the Lead Agency discussed the County of Los Angeles Department of Public Health's *Air Quality Recommendations for Local Jurisdictions*[12] and the California Air Resources Board's *Air Quality and Land Use Handbook*[13], both of which recommend a buffer of at least 500 feet between freeways and sensitive land uses. **A-6**

   To facilitate the implementation of the General Plan Policies 4.3 through 4.5, and to be consistent with the existing state and regional recommendations, South Coast AQMD staff recommends that the Lead Agency require individual, freeway adjacent (e.g. within 500 feet) projects that will include sensitive receptors (e.g. residential developments, schools, daycares, hospitals, etc.) to conduct a project-specific health risk assessment (HRA) analysis[14] in subsequent, project-level CEQA analyses to disclose the potential health risks to sensitive receptors living and/or working adjacent to

[11] Draft Monterey Park Land Use and Urban Design Element. Page 41.
[12] Los Angeles Department of Public Health *Air Quality Recommendations for Local Jurisdictions*. Accessed at: http://www.publichealth.lacounty.gov/eh/docs/AQinFreeways.pdf.
[13] California Air Resources Board *Air Quality and Land Use Handbook: A Community Health Perspective* Accessed at: https://ww3.arb.ca.gov/ch/handbook.pdf.
[14] South Coast AQMD. "*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis.*" Accessed at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis.

freeways[15]. This requirement will demonstrate that the Lead Agency has adequately addressed the Proposed Project's health risks in this programmatic CEQA document and that a project-level HRA analysis will be completed in a later stage to facilitate the purpose and goal of CEQA on public disclosure of health impacts to future sensitive receptors living and/or working adjacent to freeways. Further, the Lead Agency should consider incorporating the following strategies to reduce exposures by people living and/or working near freeways in the Final EIR.

Health Risk Reduction Strategies for Implementing General Plan Update Policies 4.3 through 4.5

a) The Lead Agency should consider the use of high efficiency or enhanced filtration units, such as Minimum Efficiency Reporting Value (MERV) 13 or better in buildings within 500 feet of freeways to ensure the maximum reduction of health risks from exposures to diesel particulate matter (DPM) emissions from vehicles and trucks traveling on the nearby freeways (e.g., Interstate 10, Interstate 710, and State Route 60[16]). South Coast AQMD staff recommends that the Lead Agency require subsequent projects that will include sensitive receptors to install enhanced filtration units as a project design feature that must be verified during occupancy inspection prior to the issuance of an occupancy permit.

b) Enhanced filtration systems have limitations. In a study that South Coast AQMD conducted to investigate filters[17], a cost burden is expected to be within the range of $120 to $240 per year to replace each filter. The initial start-up cost could substantially increase if an HVAC system needs to be installed. In addition, because the filters would not have any effectiveness unless the HVAC system is running, there may be increased energy costs to the building tenants. It is typically assumed that the filters operate 100 percent of the time while sensitive receptors are indoors, and the environmental analysis does not generally account for the times when the sensitive receptors have windows or doors open or are in common space areas of a project. Moreover, these filters have no ability to filter out any toxic gases from vehicle exhaust. Therefore, the presumed effectiveness and feasibility of any filtration units should be carefully evaluated in more detail and disclosed to prospective residences prior to assuming that they will sufficiently alleviate exposures to DPM emissions.

c) Because of the limitations, South Coast AQMD staff recommends that the Lead Agency provide additional details regarding the ongoing, regular maintenance of filters in the Final EIR. To facilitate a good faith effort at full disclosure and provide useful information to future sensitive receptors who will live and/or work in proximity to freeways, the Lead Agency should require subsequent projects with sensitive receptors living and/or working within 500 feet of freeways to include the following information, at a minimum, in the project-level CEQA documents:

- Disclosure potential health impacts to prospective sensitive receptors from living and/or working in close proximity to freeways or other sources of air pollution and the reduced effectiveness of air filtration systems when windows are open and/or when sensitive receptors are outdoors (e.g., in the common usable open space areas);

A-6

[15] South Coast AQMD has developed the CEQA significance threshold of 10 in one million for cancer risk. When South Coast AQMD acts as the Lead Agency, South Coast AQMD staff conducts a HRA analysis, compares the maximum cancer risk to the threshold of 10 in one million to determine the level of significance for health risk impacts, and identifies mitigation measures if the risk is found to be significant.

[16] Draft EIR. Chapter 3 - Project Description. Page 3-1.

[17] This study evaluated filters rated MERV 13 or better. Accessed at: http://www.aqmd.gov/docs/default-source/ceqa/handbook/aqmdpilotstudyfinalreport.pdf. Also see 2012 Peer Review Journal article by South Coast AQMD: http://d7.iqair.com/sites/default/files/pdf/Polidori-et-al-2012.pdf.

- Identify the responsible implementing and enforcement agency, such as the Lead Agency, to ensure that enhanced filtration units are installed on-site at the Proposed Project before a permit of occupancy is issued;
- Identify the responsible implementing and enforcement agency such as the Lead Agency, to ensure that enhanced filtration units are inspected and maintained regularly;
- Disclose the potential increase in energy costs for running the HVAC system;
- Provide information to sensitive receptors living and/or working at the Proposed Project on where MERV filters can be purchased;
- Provide recommended schedules (e.g., every year or every six months) for replacing the enhanced filtration units;
- Identify the responsible entity (e.g. future residents, Homeowner's Associations (HOAs), or property managers) for ensuring enhanced filtration units are replaced on time, if appropriate and feasible (if tenants and/or residents should be responsible for the periodic and regular purchase and replacement of the enhanced filtration units, the Lead Agency should include this information in the disclosure form);
- Identify, provide, and disclose ongoing cost-sharing strategies, if any, for replacing the enhanced filtration units;
- Set City-wide or project-specific criteria for assessing progress in installing and replacing the enhanced filtration units; and
- Develop a City-wide or project-specific process for evaluating the effectiveness of the enhanced filtration units.

A-6

Additional Recommended Mitigation Measure – Performance Standards-Based Periodic Technology Review

3. CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significant adverse impacts. Since the Proposed Project would be implemented over a 20-year period, the Lead Agency should take this opportunity to incorporate a periodic, technology review of both off-road and on-road construction and operational equipment that will be used during the life of the Proposed Project. South Coast AQMD staff recommends that the Lead Agency develop project-specific or agency-wide strategies to foster and facilitate the deployment of the lowest emissions technologies as they become available. This may include incorporating a periodic, performance standards-based technology review, or developing other comparable strategies or tools, to periodically assess equipment availability, equipment fleet mixtures, and best available emissions control devices. The deployment should include technologies that are "capable of being accomplished in a successful manner within a reasonable period of time" (California Public Resources Code Section 21061.1), such as zero and near-zero emission technologies or best available control technologies (BACTs) that are expected to become more readily available over the life of the Proposed Project. A technology review should also incorporate an appropriate timeline/schedule for the assessment that will also be supportive of emissions reductions goals being implemented at local, regional, state, and federal levels (e.g. South Coast AQMD's AQMPs and other air quality and public health goals). If the technology review identifies that cleaner equipment and fleets have become available, the Lead

A-7

Agency should commit to incorporating this new technology into the Proposed Project to further reduce the Proposed Project's emissions. South Coast AQMD staff encourages the Lead Agency to involve the public and interested parties, such as the South Coast AQMD and the California Air Resources Board, in developing an appropriate process and performance standards for technology review.

A-7

ID	Response to Comment Letter A- South Coast Air Quality Management District
A-1	The SCAQMD correctly summarizes the proposed project and its characteristics that were evaluated in the Draft EIR. No further response is required for this comment.
A-2	The SCAQMD's summary of the Draft EIR's air quality analysis is correct. No further response is required for this comment.
A-3	The City has reviewed the information and comments provided in the SCAQMD's attachment and determined the information provided by the SCAQMD does not change the proposed project, its setting, the conclusions of the environmental analysis, or the mitigation requirements for the project. Please refer to Response to Comments A-5 to A-7 below for detailed responses to comments in the SCAQMD attachment.
A-4	The City has prepared good faith, reasoned responses to the SCAQMD comments on the Draft EIR and has provided the SCAQMD with a copy of these responses pursuant to CEQA.
A-5	As explained on page 4.3-22 of the Draft EIR, since the Monterey Park General Plan would not authorize any immediate or specific development project, specific information is not available for construction activities, which would be determined by market demand. Nonetheless, to disclose the potential level of emissions that could occur with a likely construction project, the Draft EIR (Section 4.3.4) presents construction emissions based on a maximum of 10 percent of the General Plan's planned growth could occur in a single year, which is approximately twice the average annual level of development necessary to reach the realistic 2040 horizon year build-out conditions contained in the General Plan. As shown in Table 4.3-8, the primary pollutants of concern would be ROG and NOx; however, after implementation of Mitigation Measure AIR-2, ROG emissions would be reduced to below the SCAQMD's established ROG construction threshold of 75 lbs/day (see Table 4.3-9). NOx emissions would remain significant and unavoidable. It is not possible to know the size, type, location, timing, or number of projects under construction at any given time. The number of different permutations that could occur with respect to construction activity is innumerable. Since this EIR is a Program EIR for a project that would be implemented over a 21-year period, and at this time there are no specifics that can be known with respect to future scale, timing, and duration of individual construction activities, attempting to estimate future emissions that could occur would be an exercise in speculation. Especially since construction emissions are temporary and, at least for smaller projects, short in duration. Furthermore, the SCAQMD does not have an established threshold or methodology for accounting for temporary and short-term construction emissions within the context of the evaluation of permanent, long-term operational standards. In fact, the SCAQMD has separate and distinct thresholds of significance for construction (i.e., short-term emissions) and operational, (i.e., long-term emissions), because these activities have different emissions profiles, and the EIR appropriately compares each individual activity to the corresponding threshold. It should be also be noted that when development projects are submitted for review by the City that potential construction and operational air quality impacts would be required to be addressed pursuant to CEQA and, if necessary, mitigated. Therefore, potential impacts would be adequately addressed when individual development projects are proposed and mitigation provided as necessary to comply with CEQA.

ID	Response to Comment Letter A- South Coast Air Quality Management District
A-6	Consistent with the California Supreme Court ruling on *California Building Industry Association v. Bay Area Air Quality Management District* (2015) Cal.4th (Case No. S213479), the Court held that "agencies subject to CEQA generally are not required to analyze the impact of existing environmental conditions on a project's future users or residents. But when a proposed project risks exacerbating those environmental hazards or conditions that already exist, an agency must analyze the potential impact of such hazards on future residents or users. In those specific instances, it is the *project's* impact on the environment - and not the *environment's* impact on the project - that compels an evaluation of how future residents or users could be affected by exacerbated conditions." Consistent with case law, the City is not required to conduct project-specific health risk assessment analysis in subsequent, project-level CEQA analyses to disclose potential health risks to sensitive receptors living and/or working adjacent to freeways. Nonetheless, the City has made a good faith effort in the Draft EIR's air quality chapter to disclose existing health risks in the City associated with pollution (see pages 4.3-11 and 4.3-12 of the Draft EIR). On pages 5 and 6 of the SCAQMD's comment letter, recommendations are provided that City should require that buildings within 500 feet of freeways include high efficiency or enhanced filtrations units, such as Minimum Efficiency Report Value (MERV) 13 or better. At the top of page 3-17 of the Draft EIR, it is explained that the proposed General Plan identifies "Focus Areas" that represent the areas within the City where the majority of development growth is anticipated through the 2040 planning horizon year. These changes, depicted in Exhibit 3-5 (page 3-25), could include the siting of new sensitive land uses in mixed use developments within 500 feet of freeways. The City will fully enforce the 2019 California Building Code, set to go into effect on January 1, 2020, which requires high-rise multifamily dwellings within 500 feet of busy roadways (more than 100,000 ADT) to use HVAC systems and filters with an MERV of 13. The City concurs that enhanced filtration systems have limitations, particularly as filters are used and are reduced in effectiveness; however, the City is limited in its capacity to monitor all sensitive land uses within 500 feet of freeways or busy roadways (with more than 100,000 ADT) to ensure enhanced filtration units are replaced on a frequent basis. In addition, an action such as this (e.g., setting a city-wide or project specific criteria for assessing progress in installing and replacing enhanced filtrations units beyond that required by the California Building Code, as suggested in the SCAQMD comment letter) is outside of the scope and purview of the Draft EIR. The City is committed to implementing General Plan Policies 4.3 through 4.5, has evaluated the proposed General Plan Update consistent with CEQA and CEQA case law, and will fully enforce the 2019 California Building Code. On an individual project basis, the City has the ability to include conditions of approval to require regular replacement of air filters in rental units. (The ability to require such for owner-occupied units is difficult.)
A-7	The SCAQMD comment letter asserts that CEQA requires all feasible mitigation measure that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate significance adverse impacts. To that end, the SCAQMD recommends the City, "develop project-specific or agency-wide strategies to foster and facilitate the deployment of the lowest emissions technologies as they become available."

ID	Response to Comment Letter A- South Coast Air Quality Management District
	The City's General Plan Resource Element Goal 5, Policies 5.2, 5.7, and 5.8 (Draft EIR Section 4.3.2; page 4.3-16 and 4.3-17) are similar in nature to this recommendation, and would result in appropriate, project-specific, contemporary performance standards. Thus, mitigation is not required. *Goal 5: Improve air quality for future generations of Monterey Park residents.* *Policy 5.2: Review zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (for example, electric cars).* *Policy 5.7: Promote energy conservation and recycling by the public and private sectors.* *Policy 5.8: Integrate air quality planning with land use and transportation planning.* Although the SCAQMD comment letter goes on to recommend specific performance metrics (e.g., zero and near-zero emission technologies or best available control technologies, technological review, etc.), limiting or restricting on- or off-road fleets is not considered feasible without having project-specific information that indicates such restrictions are necessary, proportionate to potential impacts, and capable of being reasonably implemented given the specific characteristics of a project. In addition, the recommendation is not appropriate because a technological review of equipment/vehicles in and of itself does not reduce emissions and is not mitigation. Further, the recommendation is vague (e.g., "develop project-specific or agency-wide strategies" that "may include") and not supported by facts that indicate this is a feasible mitigation measure for the City. The recommendations note that many strategies "are expected to become more readily available over the life the Proposed Project;" therefore, project-specific review is the best point in time to incorporate the latest performance standards. Finally, the Draft EIR (see page 4.3-28) indicates vehicles are the primary source of potential NOx emissions, and the City will have little to no direct control over the vehicle fleet associated with a development project. Thus, a report that shows battery electric vehicles or other alternatively powered vehicles are feasible doesn't mean the City can require these types of vehicles be required for a project (e.g., residential or commercial development).

COMMENT LETTER B – COUNTY SANITATION DISTRICTS OF LOS ANGELES (RAZA)

COUNTY SANITATION DISTRICTS
OF LOS ANGELES COUNTY

1955 Workman Mill Road, Whittier, CA 90601-1400
Mailing Address: P.O. Box 4998, Whittier, CA 90607-4998
Telephone: (562) 699-7411, FAX: (562) 699-5422
www.lacsd.org

GRACE ROBINSON HYDE
Chief Engineer and General Manager

July 24, 2019

Ref. DOC 5183776

Ms. Samantha Tewasart
Senior Planner
Community and Economic
Development Department
City of Monterey Park
320 West Newmark Avenue
Monterey Park, CA 91754

Dear Ms. Tewasart:

DEIR Response to
the City of Monterey Park Focused General Plan Update

The Sanitation Districts of Los Angeles County (Districts) received a Draft Environmental Impact Report (DEIR) for the subject project on June 10, 2019. The proposed project is located within the jurisdictional boundaries of Districts Nos. 2 and 15. Previous comments submitted by the Districts in correspondence dated May 9, 2019 (copy enclosed) still apply to the subject project with the following comment:

- **Wastewater**, *page 4.19-2*, bullet points – The LCWRP currently processes an average flow of 21.7 mgd; the LBWRP currently processes an average flow of 12.7 mgd; and the JWPCP currently processes an average flow of 261.1 mgd. **B-1**

All other information concerning Districts' facilities and sewerage service contained in the document is current. If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar

Enclosure

DOC 5238192.D0215

ID	Response to Comment Letter B - Sanitation Districts of Los Angeles County
B-1	This comment has been noted. This comment does not address analysis or conclusions contained in the Draft EIR. Changes based on information provided in this comment letter, and the District's correspondence dated May 9, 2019, were made to the Draft EIR and can be found in the Errata section of this Final EIR.

COMMENT LETTER C – CALIFORNIA DEPARTMENT OF TRANSPORTATION (EDMONSON)

STATE OF CALIFORNIA—CALIFORNIA STATE TRANSPORTATION AGENCY Gavin Newsom, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7 – Office of Regional Planning
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 897-9140
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

July 22, 2019

Ms. Samantha Tewasart, Senior Planner
City of Monterey Park
Community and Economic Development Department
320 W. Newmark Avenue
Monterey Park, CA 91754

RE: Monterey Park Focused General Plan Update – Draft Environmental Impact Report
SCH # 2001011074
GTS # 07-LA-2019-02564
Vic. LA-10/PM: 23.991
LA-710/PM: 26.113
LA-60/PM: R 7.119

Dear Ms. Samantha Tewasart:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project's Draft Environmental Impact Report (DEIR). The proposed project is a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The City of Monterrey Park is the lead agency under CEQA.

After reviewing the DEIR, Caltrans has the following comments:

1. The Project will impact the following intersections located near the I-710/East Cesar E. Chavez Avenue interchange that are not included in the DEIR:
    a. N. Ford Boulevard/Northbound I-710 off-ramp and New York Street
    b. East Cesar E Chavez Ave and the SB I-710 on-ramp
2. To mitigate Project impacts at the above locations, the City of Monterey Park should coordinate with the appropriate neighboring cities to develop mitigation measures.

C-1

Also, for future developments considered in the City of Monterey Park, please continue to include Caltrans in the review process.

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

Ms. Samantha Tewasart
July 22, 2019
Page 2 of 2

If you have any questions regarding these comments, please contact project coordinator Emily Gibson, at Emily.Gibson@dot.ca.gov and refer to GTS# 07-LA-2019-02564.

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief

cc: Scott Morgan, State Clearinghouse

"Provide a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability"

ID	Response to Comment Letter C - California Department of Transportation
C-1	The traffic impact analysis did not analyze every intersection within the project area and its environs, which is a typical approach for program-level environmental impact reports. Instead, it focused on analyzing direct gateway locations, freeway ramps, and intersections that provide direct access to and from the City. Based on this approach, the referenced intersections near the I-710/E. Cesar E. Chavez Avenue interchange (N. Ford Boulevard/Northbound I-710 Off-Ramp & New York Street, and Cesar E. Chavez Avenue & SB I-710 On-Ramp) are not considered to be primary gateways into and out of the City and did not warrant evaluation under this Program EIR. The approach taken with the traffic impact analysis is appropriate and consistent with a "program-level" CEQA project such as the General Plan update where project-level information about the specific land use type, scale, timing, and location of subsequent site-specific development proposals cannot be known over the 20-year timeframe of the plan. Future site-specific development proposals in the vicinity of the referenced intersections would, in accordance with CEQA and the CEQA guidelines, be required to analyze the project-specific traffic impacts and, as necessary, provide mitigation at the referenced intersections for such impacts. In addition, it is important to consider the earlier Caltrans response letter (dated May 15, 2019) that was submitted in response to the Notice of Preparation for this EIR. In the NOP response letter Caltrans indicates its intent, in compliance with SB 743 and the CEQA Guidelines to transition to a Vehicle Miles Travelled (VMT). The letter states in part: "Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use." In fact, the City of Monterey Park will adopt, for purposes of CEQA analysis, VMT methodology and criteria to evaluate transportation impacts, consistent with the SB 743 requirements to have these items in place by July 1, 2020. In addition, the focused General Plan update contains several features that will reduce VMT and associated GHG emissions reductions through concentration of new development in several focus areas throughout the City and intensification of employment generating use within these areas. In addition, the Caltrans NOP letter notes that, after their review of the NOP, that they "do not expect approval to result in a direct adverse impacts to the existing State transportation facilities." Possibly this conclusion is based on the fact that, once the City establishes VMT methodology and criteria for evaluating project level traffic impacts, traffic analysis under CEQA will no longer be based on a LOS analysis paradigm.

3.0 ERRATA

This section identifies revisions to the Monterey Park Focused General Plan Update Draft EIR to incorporate clarifications prepared in response to comments on the Focused General Plan Update Draft EIR or minor errors corrected through subsequent review. Additions are shown in underline. Deletions are shown in ~~strikethrough.~~

None of the revisions below represents a substantial increase in the severity of an identified significant impact or the identification of a new significant impact, mitigation, or alternative considerably different from those already considered in the Draft EIR.

Draft EIR Volume I – Section 4.15 (Public Services)

The following revisions are made to Section 4.15.1, page 4.15-1 to provide clarifying information with respect to fire protection services:

Fire services are provided in the Planning Area by the Monterey Park Fire Department (City of Monterey Park, 2019a); the department has three stations. Station 61, Department headquarters, (350 W. Newmark Ave.) has one deputy chief vehicle, one Quint (an apparatus that serves both as an engine and ladder truck), ~~and an~~ one engine, one CalOES engine, and a rescue ambulance. Station 61 currently has nine sworn staff per day. Station 62 (2001 S. Garfield Ave.) has one engine and ~~an~~ one rescue ambulance, and currently has five sworn staff per day. Station 63 (704 Monterey Pass Road) has one engine and one urban search and rescue vehicle, and currently has three sworn staff per day. According to the City of Monterey Park GPU Existing Conditions Atlas (2019b), response times range from 8-14 minutes with an average of 10 minutes. The City requires new residential and non-residential developments to pay fire services development impact fees.

Draft EIR Volume I – Section 4.15 (Public Services)

The following revisions are made to Section 4.15.4, page 4.15-7:

Implementation of the proposed Focused General Plan Update would not directly or immediately create the need for any new or expanded fire protection facilities because the project does not authorize any specific development project or construction activities. However, the projected new development for the Project's 2040 time projection would result in population and employment increases, thus may result in a potential increase in demand for fire services.

According to communications with officials at the Monterey Park Fire Department, Station 62 is currently in the process of a rebuild to address capacity issues. In addition, Stations 61 and 63 are currently operating at capacity with current staffing levels. According to the Department, high-rise development that resulted from the Focused

General Plan Update would lead to an increase in quint operations from three sworn staff members to four sworn staff members and one additional fire inspector per day for firefighting operations associated with high-rise buildings. Also, increases in population that could be expected from higher density development would lead to an increase in rescue ambulance calls and a need for an increase in rescue ambulance staffing. As such, Station 61 would need to be remodeled to house additional staff for increased quint operations, and Station 63 would need to be completely rebuilt to house an additional rescue ambulance and two rescue ambulance staff. In total, it is estimated the Monterey Park Fire Department would need to increase staff levels by four staff members to account for the increased demand that would occur as a result of complete buildout of the General Plan Area.

If a fire facility is to be expanded or constructed, the fire facility would undergo a development review process and be subject to environmental review pursuant to CEQA. The environmental review would address site-specific CEQA-related issues and, specifically, physical changes resulting from fire station expansion, construction of new fire stations, or trenching needed for fire flow and water supply. Mitigation would be identified, if necessary, to reduce impacts related to fire and emergency service facilities expansion or new construction, as mandated by CEQA and implemented by the City through its review procedures. Additionally, any developments in the City are required to pay developmental impact fees for fire services; these fees would be used to pay for any new or expanded fire services in the Planning Area and will offset the potential incremental demand for services resulting from Project Implementation.

Draft EIR Volume I – Section 4.19 (Utilities and Service Systems)

The following revisions are made to Section 4.19.1, page 4.19-2 in response to a comment letter on the DEIR received from the Sanitation Districts of Los Angeles County (LACSD) :

The Sanitation Districts of Los Angeles County (LACSD) treats the wastewater generated in the Planning Area. The District serves 73 cities and unincorporated areas; the system currently treats 510 million mgd. Wastewater is conveyed to the following plants: (1) Los Coyotes Water Reclamation Plant (LCWRP), (2) Long Beach Water Reclamation Plant (LBWRP); ~~and~~ (3) Joint Water Pollution Control Plant (JWPCP); and 4) Whittier Narrows Water Reclamation Plant (WNWRP). According to the City of Monterey Park 2015 UWMP, LACSD estimates 80 gallons per person per day of wastewater generation within LACSD's service area, resulting in an estimated 4.5 million mgd of wastewater.

The following summarizes the existing capacity at the ~~three~~ four wastewater treatment plants that serve the Planning Area:

- The LCWRP provides primary, secondary, and tertiary treatment for up to 37.5 mgd. The plant currently treats an average of ~~20.99~~ 21.7 mgd (Sanitation Districts of Los Angeles County [LACSD], 2018).

- The LBWRP provides primary, secondary, and tertiary treatment for up to 25 mgd. The plant currently treats an average of ~~11.13~~ 12.7 mgd (LACSD, 2018).
- The JWPCP provides both primary and secondary treatment for ~~approximately 256~~ up to 400 mgd. The facility ~~has a total permitted capacity~~ currently treats an average of ~~400~~ 261.1 mgd (LACSD, 2018).
- The WNWRP provides primary, secondary, and tertiary treatment for up to 15 mgd. The plant currently treats an average of 9.1 mgd (LACSD, 2018).

4.0 PUBLIC CIRCULATION

Availability and Distribution

The Notice of Preparation (NOP) was submitted on April 16, 2019 to the State Clearinghouse for distribution to State agencies on the standard notification list maintained by the City of Monterey Park Planning Division. The Notice of Availability (NOA) was distributed to all agencies on the standard notification list maintained by the Monterey Park Planning Division via certified mail (see below) and was posted to the County of Los Angeles Registrar-Recorder/County Clerk and published with the *Monterey Park Progress* beginning on June 10, 2019 and ending on July 25, 2019. The NOA was sent to 10 government agencies, three neighboring cities, and eight non-governmental interested parties. The NOA and Notice of Completion (NOC) were both mailed to the State Clearinghouse for distribution to State agencies. Notification was also submitted to local Native American Tribal Governments in accordance with CEQA statutes, guidelines, and Assembly Bill (AB) 52.

NOTICE OF PREPARATION

DATE:	April 12, 2019
TO:	Responsible Agencies, Trustee Agencies, and Interested Parties
LEAD AGENCY:	City of Monterey Park Community and Economic Development Department 320 W. Newmark Avenue Monterey Park, CA 91754
SUBJECT:	Notice of Preparation of a Draft Environmental Impact Report for the City of Monterey Park Focused General Plan Update and Title 21 Amendment

The City of Monterey Park (City) will be the Lead Agency and will prepare a Draft Environmental Impact Report (DEIR) for a focused update of the Monterey Park General Plan and an amendment to Title 21 - Zoning of the Municipal Code ("project") described below. We are interested in your agency's views as to the appropriate scope and content of the DEIR's environmental information pertaining to your agency's statutory responsibilities related to the project. We will need the name of a contact person for your agency. For interested individuals, we would like to be informed of environmental topics of interest to you regarding the project.

The City has already determined that an EIR is required for the proposed project; as permitted by CEQA Guidelines Section 15060(d) (Preliminary Review), the City will not prepare an Initial Study.

The proposed project, its location, and anticipated environmental effects are described below. The City welcomes public input during the Notice of Preparation (NOP) review period. Due to the time limits mandated by the CEQA Guidelines, your response must be sent ***not later than 30 days after the postmarked date of this notice***. If no response or request for additional time is received by the end of the review period, the City may presume that you have no response.

The scoping meeting will be conducted on May 7, 2019 6:00 p.m. at the City of Monterey Park City Council Chambers located at 320 W. Newmark Avenue Monterey Park, CA 91754.

1

To allow for the 30-day review of this NOP, the comment period closes on **May 13, 2019.**

Please send your comments to:

Samantha Tewasart, Senior Planner
Community and Economic Development Department
320 W. Newmark Avenue
Monterey Park, CA 91754
stewasart@montereypark.ca.gov
(626) 307-1324

Samantha Tewasart
Senior Planner

April 12, 2019
Date

2

Project Title: Monterey Park Focused General Plan Update and Title 21 Amendments

Project Applicant: City of Monterey Park

Project Location:
The City of Monterey Park (City) is located in the western San Gabriel Valley, approximately nine miles east of downtown Los Angeles (see Figure 1). The Monterey Park General Plan planning area encompasses all properties within the City limits, plus the unincorporated community of South San Gabriel located with the City's designated sphere of influence (see Figure 2). Monterey Park is bounded by three freeways: I-710 on the west, I-10 on the north, and SR-60 on the south. The city of Rosemead forms the eastern boundary.

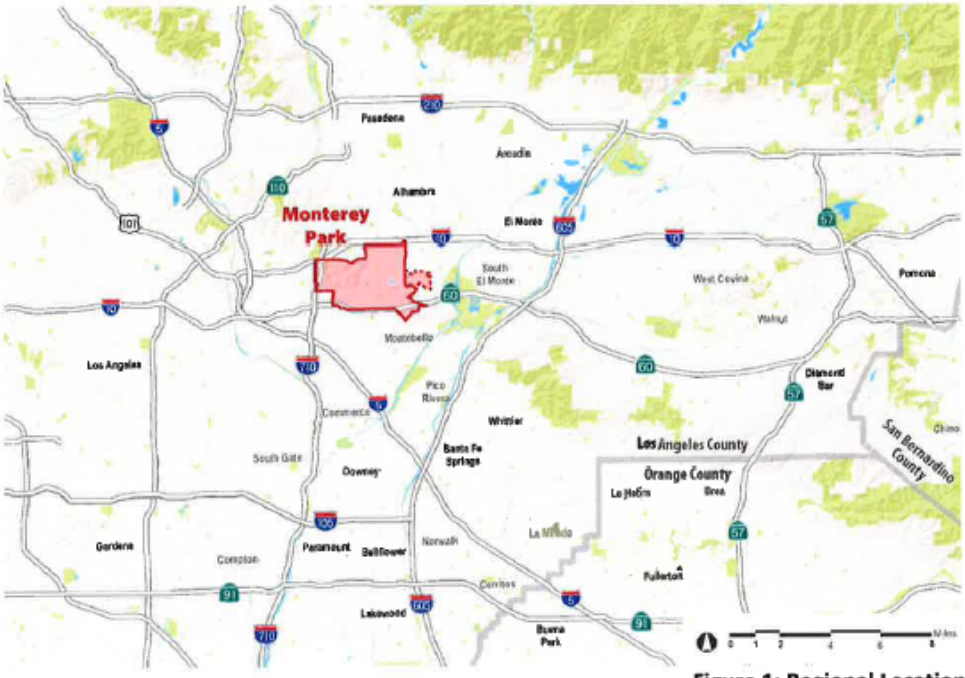

Figure 1: Regional Location

3

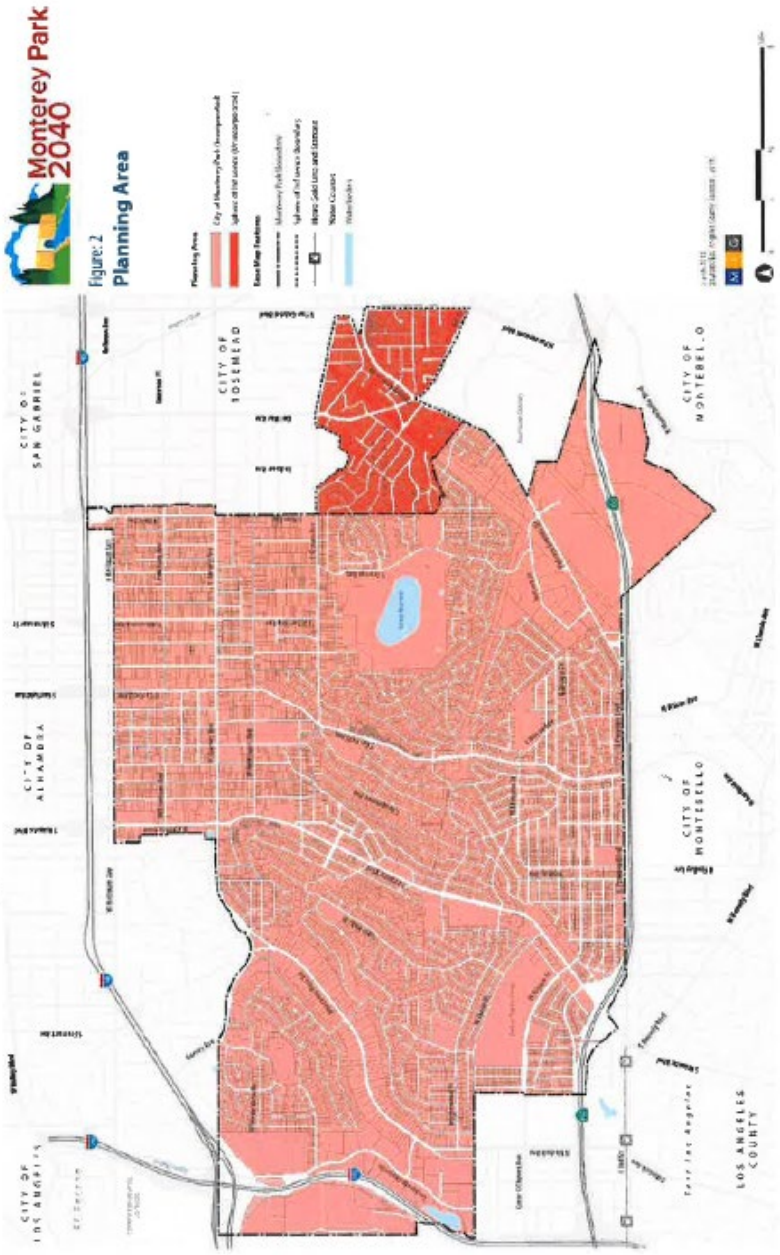

Figure 2: Planning Area

4

Project Description:
Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The Land Use Element update is a community-driven process designed to reflect local values and needs, with desired the outcome being meaningful results and actions.

Per Chapter 21.42 (Voter Approval of Changes) of the Zoning Code (Title 21 of the Monterey Park Municipal Code), voter approval is required for amendments to the Land Use Element that revise permitted "use of land" other than provisions contained in the current Land Use element. This code provision has been in place since the 1980s and reflects prior community desire to control growth. With a new vision for welcoming development that has positive economic impact, the City proposes to amend Title 21 to delete Chapter 21.42. Both this proposed Title 21 amendment and the comprehensive Land Use Element update will be subject to voter approval.

Development Capacity:

The Monterey Park planning area encompasses approximately 4,270 acres (not including street rights-of way), with 3,980 acres in the City and 289 acres in the sphere of influence. Most of the development in the incorporated City limits is residential (2,438 acres), which accounts for approximately 62 percent of the City's total land area. (The sphere of influence 81 percent residential.) Table 1 summarizes existing land use distribution within the City, the sphere of influence, and the combined planning area.

Table 2 summarizes the anticipated capacity for development through the 2040 planning horizon year. This scenario assumes that existing residential neighborhoods will experience limited redevelopment activity given the built-out nature of Monterey Park and the fact that the amended Land Use Element would not change density limits in residential zones; accessory dwelling units would account for the limited level of growth. Most development activity would occur in the focus areas identified in Figure 3. This would consist of redevelopment of existing commercial and industrial properties with mixed-use developments (where permitted) and transition of aging properties to more intense uses permitted by land use policy.

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Table 1: Land Use Distribution by Acres (2019)

Land Use Categories	City		Sphere of Influence		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Unit	1,876	47.1%	202	69.7%	2,078	48.7%
Multi-Unit	561	14.1%	31	10.8%	592	13.9%
Mobile Home Parks	1	0.0%	-	0.0%	1	0.0%
Residential Care Facilities	4	0.1%	3	1.2%	7	0.2%
Mixed-Use	7	0.2%	-	0.0%	7	0.2%
General Commercial	172	4.3%	2	0.6%	174	4.1%
Offices	194	4.9%	1	0.4%	195	4.6%
Hotel/Motels	8	0.2%	1	0.2%	9	0.2%
Light Industrial	143	3.6%	-	0.0%	143	3.3%
Parking Lots and Structures	16	0.4%	-	0.0%	16	0.4%
Hospital and Medical	7	0.2%	-	0.0%	7	0.2%
Public Facilities	313	7.9%	1	0.4%	314	7.4%
Utilities	64	1.6%	10	3.4%	74	1.7%
Schools	74	1.9%	-	0.0%	74	1.7%
East Los Angeles College (ELAC)	77	1.9%	-	0.0%	77	1.8%
Nursery	14	0.4%	14	4.8%	28	0.7%
Closed Landfill (OpenSpace)	148	3.7%	-	0.0%	148	3.5%
Golf Course	47	1.2%	-	0.0%	47	1.1%
Parks and Recreation	105	2.6%	-	0.0%	105	2.5%
Religious Institutions	24	0.6%	0	0.1%	24	0.6%
Vacant Lands	125	3.1%	24	8.4%	149	3.5%
Grand Total	**3,980**	**100.0%**	**289**	**100.0%**	**4,270**	**100.0%**

Source: Los Angeles County Assessor, Urban Footprint (Core Logic), and MIG, 2019.

The development capacity forecast encompasses the entire City because no site-specific, individual development proposals will be approved as part of the Land Use Element update. Any such individual project would be subject to its own CEQA review, including evaluation against the General Plan EIR.

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Table 2: Maximum Development Potential

Type		City		Sphere of Influence		Planning Area	
		Existing (2019)	Proposed (2040)	Existing (2019)	Proposed (2040)	Existing (2019)	Proposed (2040)
Total Population		**59,064**	**64,342**	**5,469**	**6,629**	**64,533**	**70,971**
Dwelling Units	Single-Family Units	15,866	15,776	1,456	1,606	17,322	17,382
	Multi-Family Units	4,199	7,855	59	159	4,258	8,014
	Total	**20,065**	**23,631**	**1,515**	**1,765**	**21,580**	**25,396**
Total Employees		**25,857**	**36,273**	**510**	**680**	**26,367**	**36,953**
Building Square Feet	Commercial	5,679,967	6,249,385	19,704	26,800	5,699,671	6,276,185
	Office	7,045,799	7,852,362	344,760	413,712	7,390,559	8,266,074
	Public Facilities/ Schools	6,301,566	6,931,723	--	--	6,301,566	6,931,723
	Industrial	1,137,640	980,673	--	--	1,137,640	980,673
	Total	**20,164,972**	**22,014,143**	**364,464**	**440,512**	**20,529,436**	**22,454,655**

Source: Monterey Park and MIG, 2019.

Required Approvals:
Implementation of the proposed project will require the following discretionary actions via the City Council and voter approval:

City Council

- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Referral to voters of updated Land Use Element and Title 21 amendments

Voter Approval

- Approval of updated Land Use Element
- Approval of Title 21 amendments

Program EIR:
The City of Monterey Park has determined that the proposed General Plan update and Title 21 amendments will require preparation of an Environmental Impact Report (EIR) pursuant to the California Environmental Quality Act (CEQA). The Program EIR is an environmental review document being prepared by the City in compliance with CEQA to evaluate the environmental impacts resulting from Land Use Element implementation and to recommend mitigation measures to avoid or reduce any identified significant impacts. The Program EIR also is intended to help the City review future project proposals pursuant to Section 15168 (Program EIR) of the CEQA Guidelines.

7

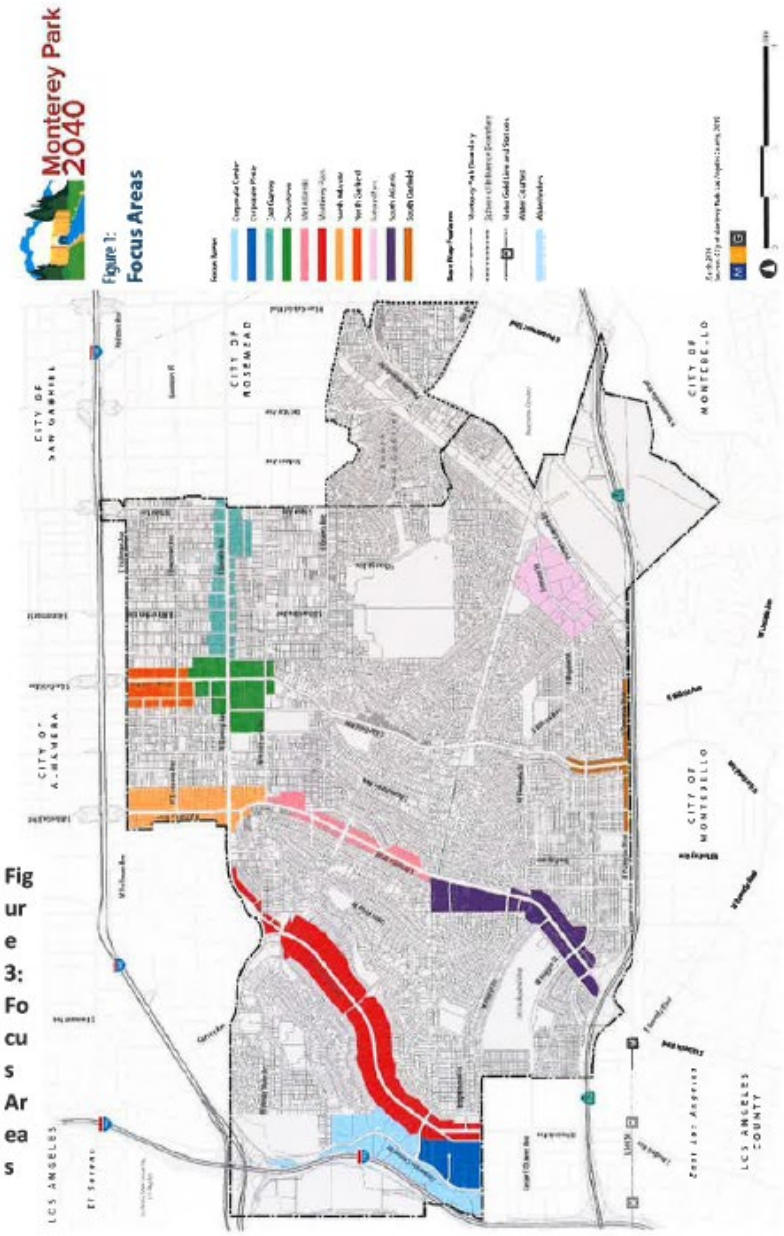

Figure 3: Focus Areas

8

The following environmental topics will be evaluated in the EIR at a programmatic level:

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

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Notice of Completion

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH #

Project Title: Monterey Park Focused General Plan Update and Title 21 Amendment

Lead Agency: City of Monterey Park — Contact Person: Samantha Tewasart
Mailing Address: 320 W. Newmark Avenue — Phone: 626.307.1324
City: Monterey Park — Zip: 91754 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Monterey Park
Cross Streets: Entire City — Zip Code: 91754
Longitude/Latitude (degrees, minutes and seconds): ____° ____′ ____″ N / ____° ____′ ____″ W Total Acres: 4,270 (City and SOI)
Assessor's Parcel No.: All in City — Section: ____ Twp.: ____ Range: ____ Base: ____
Within 2 Miles: State Hwy #: SR-60, I-10, I-710 — Waterways: None
Airports: None — Railways: Metro Light Rail — Schools: ____

Document Type:

CEQA: ☒ NOP ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec ☐ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ____ ☐ Other: ____
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other: ____

Local Action Type:

☐ General Plan Update ☒ General Plan Amendment ☐ General Plan Element ☐ Community Plan
☐ Specific Plan ☐ Master Plan ☐ Planned Unit Development ☐ Site Plan
☐ Rezone ☐ Prezone ☐ Use Permit ☐ Land Division (Subdivision, etc.)
☐ Annexation ☐ Redevelopment ☐ Coastal Permit ☒ Other: Zoning Amd.

Development Type:

☐ Residential: Units ____ Acres ____
☐ Office: Sq.ft. ____ Acres ____ Employees ____
☐ Commercial: Sq.ft. ____ Acres ____ Employees ____
☐ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☒ Other: All

Project Issues Discussed in Document:

☐ Aesthetic/Visual
☐ Agricultural Land
☐ Air Quality
☐ Archeological/Historical
☐ Biological Resources
☐ Coastal Zone
☐ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☐ Flood Plain/Flooding
☐ Forest Land/Fire Hazard
☐ Geologic/Seismic
☐ Minerals
☐ Noise
☐ Population/Housing Balance
☐ Public Services/Facilities
☐ Recreation/Parks
☐ Schools/Universities
☐ Septic Systems
☐ Sewer Capacity
☐ Soil Erosion/Compaction/Grading
☐ Solid Waste
☐ Toxic/Hazardous
☐ Traffic/Circulation
☐ Vegetation
☐ Water Quality
☐ Water Supply/Groundwater
☐ Wetland/Riparian
☐ Growth Inducement
☐ Land Use
☐ Cumulative Effects
☒ Other: All

Present Land Use/Zoning/General Plan Designation:

All General Plan designations and zoning districts

Project Description: *(please use a separate page if necessary)*

Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The Land Use Element update is a community-driven process designed to reflect local values and needs, with desired the outcome being meaningful results and actions. The project also proposes deletion of Per 21.42 (Voter Approval of Changes) of the Zoning Code (Title 21 of the Monterey Park Municipal Code).

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "X".
If you have already sent your document to the agency please denote that with an "S".

_____ Air Resources Board	_____ Office of Historic Preservation
_____ Boating & Waterways, Department of	_____ Office of Public School Construction
_____ California Emergency Management Agency	_____ Parks & Recreation, Department of
_____ California Highway Patrol	_____ Pesticide Regulation, Department of
_____ Caltrans District #_____	_____ Public Utilities Commission
_____ Caltrans Division of Aeronautics	_____ Regional WQCB #_____
_____ Caltrans Planning	_____ Resources Agency
_____ Central Valley Flood Protection Board	_____ Resources Recycling and Recovery, Department of
_____ Coachella Valley Mtns. Conservancy	_____ S.F. Bay Conservation & Development Comm.
_____ Coastal Commission	_____ San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
_____ Colorado River Board	_____ San Joaquin River Conservancy
_____ Conservation, Department of	_____ Santa Monica Mtns. Conservancy
_____ Corrections, Department of	_____ State Lands Commission
_____ Delta Protection Commission	_____ SWRCB: Clean Water Grants
_____ Education, Department of	_____ SWRCB: Water Quality
_____ Energy Commission	_____ SWRCB: Water Rights
_____ Fish & Game Region #_____	_____ Tahoe Regional Planning Agency
_____ Food & Agriculture, Department of	_____ Toxic Substances Control, Department of
_____ Forestry and Fire Protection, Department of	_____ Water Resources, Department of
_____ General Services, Department of	
_____ Health Services, Department of	_____ Other:_____
_____ Housing & Community Development	_____ Other:_____
_____ Native American Heritage Commission	

Local Public Review Period (to be filled in by lead agency)

Starting Date April 16, 2019 Ending Date May 15, 2019

Lead Agency (Complete if applicable):

Consulting Firm: MIG, Inc.
Address: 537 S. Raymond Avenue
City/State/Zip: Pasadena, CA 91105
Contact: Laura Stetson
Phone: 626.744.9872

Applicant: City of Monterey Park
Address: 320 W. Newmark Avenue
City/State/Zip: Monterey Park CA 91754
Phone: 626.307.1324

Signature of Lead Agency Representative: _____ **Date:** _____

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

Print Form

Appendix C

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 2001011074

Project Title: Monterey Park Focused General Plan Update

Lead Agency: City of Monterey Park — Contact Person: Samantha Tewasart
Mailing Address: 320 W. Newmark Ave. — Phone: 626-307-1315
City: Monterey Park — Zip: 91754 — County: Los Angeles

Project Location: County: Los Angeles — City/Nearest Community: Monterey Park
Cross Streets: Multiple — Zip Code: 91754
Longitude/Latitude (degrees, minutes and seconds): 34 ° 03 ′ 44.88″ N / 118 ° 07 ′ 22.08″ W — Total Acres: 4,270
Assessor's Parcel No.: Multiple — Section: Multiple — Twp.: Multiple — Range: Multiple — Base: SB
Within 2 Miles: State Hwy #: I-10, I-710, & SR-60 — Waterways: N/A
Airports: N/A — Railways: Metrolink — Schools: Multiple

Document Type:

CEQA: ☐ NOP ☒ Draft EIR ☐ Supplement/Subsequent EIR (Prior SCH No.) ☐ Early Cons ☐ Neg Dec ☐ Mit Neg Dec Other:
NEPA: ☐ NOI ☐ EA ☐ Draft EIS ☐ FONSI
Other: ☐ Joint Document ☐ Final Document ☐ Other:

Local Action Type:

☒ General Plan Update ☐ Specific Plan ☒ Rezone ☐ Annexation
☐ General Plan Amendment ☐ Master Plan ☐ Prezone ☐ Redevelopment
☒ General Plan Element ☐ Planned Unit Development ☐ Use Permit ☐ Coastal Permit
☐ Community Plan ☐ Site Plan ☐ Land Division (Subdivision, etc.) ☐ Other:

Development Type:

☒ Residential: Units ____ Acres ____
☒ Office: Sq.ft. ____ Acres ____ Employees ____
☒ Commercial: Sq.ft. ____ Acres ____ Employees ____
☒ Industrial: Sq.ft. ____ Acres ____ Employees ____
☐ Educational: ____
☐ Recreational: ____
☐ Water Facilities: Type ____ MGD ____
☐ Transportation: Type ____
☐ Mining: Mineral ____
☐ Power: Type ____ MW ____
☐ Waste Treatment: Type ____ MGD ____
☐ Hazardous Waste: Type ____
☒ Other: Residential, Commercial, Institutional, Open Space

Project Issues Discussed in Document:

☒ Aesthetic/Visual ☒ Fiscal ☒ Recreation/Parks ☒ Vegetation
☒ Agricultural Land ☒ Flood Plain/Flooding ☒ Schools/Universities ☒ Water Quality
☒ Air Quality ☒ Forest Land/Fire Hazard ☒ Septic Systems ☒ Water Supply/Groundwater
☒ Archeological/Historical ☒ Geologic/Seismic ☒ Sewer Capacity ☒ Wetland/Riparian
☒ Biological Resources ☒ Minerals ☒ Soil Erosion/Compaction/Grading ☒ Growth Inducement
☐ Coastal Zone ☒ Noise ☒ Solid Waste ☒ Land Use
☒ Drainage/Absorption ☒ Population/Housing Balance ☒ Toxic/Hazardous ☒ Cumulative Effects
☒ Economic/Jobs ☒ Public Services/Facilities ☒ Traffic/Circulation ☐ Other:

Present Land Use/Zoning/General Plan Designation:

Multiple

Project Description: *(please use a separate page if necessary)*

The City of Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. Ensuring the Monterey Park 2040 General Plan Update reflects the diverse priorities and needs of the community, the General Plan program uses a variety of community engagement strategies to gather input. The Land Use Element identifies the planned land use designations for the entire City, city-wide land use and urban design goals and policies, and Focus Area land use and urban design goals and policies.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Revised 2010

Reviewing Agencies Checklist

Lead Agencies may recommend State Clearinghouse distribution by marking agencies below with and "**X**".
If you have already sent your document to the agency please denote that with an "**S**".

X	Air Resources Board	X	Office of Historic Preservation
	Boating & Waterways, Department of	X	Office of Public School Construction
	California Emergency Management Agency	X	Parks & Recreation, Department of
	California Highway Patrol		Pesticide Regulation, Department of
X	Caltrans District # 7	X	Public Utilities Commission
	Caltrans Division of Aeronautics	X	Regional WQCB # 8
	Caltrans Planning		Resources Agency
	Central Valley Flood Protection Board		Resources Recycling and Recovery, Department of
	Coachella Valley Mtns. Conservancy		S.F. Bay Conservation & Development Comm.
	Coastal Commission	X	San Gabriel & Lower L.A. Rivers & Mtns. Conservancy
	Colorado River Board		San Joaquin River Conservancy
	Conservation, Department of		Santa Monica Mtns. Conservancy
	Corrections, Department of		State Lands Commission
	Delta Protection Commission		SWRCB: Clean Water Grants
X	Education, Department of	X	SWRCB: Water Quality
	Energy Commission		SWRCB: Water Rights
X	Fish & Game Region # 5		Tahoe Regional Planning Agency
	Food & Agriculture, Department of	X	Toxic Substances Control, Department of
	Forestry and Fire Protection, Department of		Water Resources, Department of
	General Services, Department of		
	Health Services, Department of		Other:
X	Housing & Community Development		Other:
X	Native American Heritage Commission		

Local Public Review Period (to be filled in by lead agency)

Starting Date June 10, 2019 Ending Date July 25, 2019

Lead Agency (Complete if applicable):

Consulting Firm: MIG, Inc.
Address: 1500 Iowa Ave.
City/State/Zip: Riverside, CA 92507
Contact: Lisa Brownfield
Phone: 626-744-9872

Applicant: City of Monterey Park
Address: 320 W. Newmark Ave.
City/State/Zip: Monterey Park, CA 91754
Phone: 626-307-1315

Signature of Lead Agency Representative: _____ **Date:** June 7, 2019

Authority cited: Section 21083, Public Resources Code. Reference: Section 21161, Public Resources Code.

Revised 2010

Notice of Availability

NOTICE OF COMPLETION AND AVAILABILITY

CITY OF MONTEREY PARK
FOCUSED GENERAL PLAN UPDATE
DRAFT ENVIRONMENTAL IMPACT REPORT
SCH: 2001-01-1074

Date: June 7, 2019

Project Title: Focused General Plan Update

Project Location: City of Monterey Park, California, and areas of unincorporated Los Angeles County within the City of Monterey Park's Sphere of Influence

Lead Agency: City of Monterey Park

Contact Person: Samantha Tewasart, Senior Planner
City of Monterey Park Community and
Economic Development Department
320 W. Newmark Avenue
Monterey Park, California 91754
stewasart@montereypark.ca.gov

Public Review Period: June 10, 2019 – July 25, 2019

Planning Commission Public Hearing Date during comment period:
June 25, 2019 – 7:00 p.m.
Monterey Park City Hall
Council Chambers
320 W. Newmark Avenue
Monterey Park, California 91754

Project Description: The City of Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities.

Document Availability: The Draft EIR, Public Draft Focused General Plan Update, and related documents are available for review at:

- Community and Economic Development Department – Planning Division at City Hall, 320 West Newmark Avenue, Monterey Park, California 91754
- Monterey Park Bruggemeyer Library, 318 South Ramona Avenue, Monterey Park, California 91754
- Langley Senior Citizen Center, 400 West Emerson Avenue, Monterey Park, California 91754
- https://www.montereypark.ca.gov/1251/General-Plan-Update---Monterey-Park-2040
- https://www.montereypark2040.org/

Where to Send Comments: Members of the public and interested agencies and individuals are invited to provide comments on the Draft EIR. All written comments should be provided to the City at the following address during the 45 day public review period.

Samantha Tewasart, Senior Planner
City of Monterey Park Community and
Economic Development Department
320 W. Newmark Avenue
Monterey Park, California 91754
stewasart@montereypark.ca.gov

Significant Environmental Impacts: Implementation of the Project would result in the potentially significant impacts related to the following environmental topics, which could be reduced to a less-than-significant level with the identified mitigation measures: biological resources; cultural resources; hydrology and water quality; noise; tribal cultural resources; and utilities and service systems. Significant unavoidable impacts were identified for the following topics: air quality; greenhouse gas emissions; noise; and transportation.

Hazardous Materials: There are sites within the City of Monterey Park that contain hazardous waste pursuant to California Government Code Section 65962.5.

Standard NOA Distribution Notification Mailing List

Notice of Preparation (NOP)
Distribution List

Harland R. Jeche, Unit Chief
Southern California Cleanup Operations
Dept. of Toxic Substances Control
1011 North Grandview Avenue
Glendale, CA 91201

Ruth I. Frazen, Engineering Tech
Planning & Property Mgmt Section
Los Angeles County Sanitation Districts
1955 Workman Mill Road
Whittier, CA 90601-1400

Director of Planning and Community Development
City of Montebello
1600 West Beverly Boulevard
Montebello, CA 90640

Monterey Park Chamber of Commerce
700 El Mercado Avenue
Monterey Park, CA 91754

Jeffery Smith, AICP
Southern California Association of Governments
818 West Seventh Street, 12th Floor
Los Angeles, CA 90017

Gabrielino-Tongva Tribe
Linda Candelaria, Chairperson
80839 Camino Santa Juliana
Indio, CA 92203

Gabrielino Tongva Indians of California
Tribal Council
Robert F. Dorame, Chairman
P.O. Box 490
Bellflower, CA 90707

Monterey Park Bruggemeyer Library
Attn: Circulation Desk
318 South Ramona Avenue
Monterey Park, CA 91754

Los Angeles County Department of Regional Planning
Attn: Environmental Director
320 West Temple, 13th Floor
Los Angeles, CA 90012

Steve Smith, Program Supervisor
CEQA Section
South Coast Air Quality Management District
21865 East Copley Drive
Diamond Bar, CA 91765-4182

Los Angeles County Registrar-Recorder/County Clerk
Attn: Gina Morla, Environ Filings
12400 E. Imperial Highway
Norwalk, CA 90650

Alhambra School District
Attn: Superintendent
Scanlon Center – District Office
15 West Alhambra Road
Alhambra, CA 91801

State of California
Native American Heritage Commission
1550 Harbor Boulevard, Suite 100
Sacramento, CA 95691
Attn: Katy Sanchez

Anthony Morales, Chairperson
Gabrieleno/Tongva San Gabriel Band of Mission Indians
P. O. Box 693
San Gabriel, CA 91778

Gabrielino-Tongva Tribe
Charles Alvarez, Councilmember
23454 Vanowen Street
West Hills, CA 91307

Miya Edmonson, IGR
Caltrans District 7
100 South Main Street, Mail Slot 16
Los Angeles, Ca 90012

Suk Chong, County of Los Angeles
Department of Public Works
Land Development Division
P.O. Box 1460
Alhambra, CA 91801

Director of Development Services
City of Alhambra
111 South First Street
Alhambra, CA 91801

Director of Community Development
City of Rosemead
8838 East Valley Boulevard
Rosemead, CA 91770

Wendy Phillips
Los Angeles RWQCB
320 West 4th Street, Suite 200
Los Angeles, CA 90013

Sandonne Goad, Chairperson
Gabrielino-Tongva Nation
106 ½ Judge John Aiso Street, #231
Los Angeles, CA 90012

Andrew Salas, Chairperson
Gabrieleno Band of Mission Indians – Kizh Nation
910 North Citrus Avenue
Covina, CA 91722

AB-52 Distribution Notification /Consultation

CITY OF MONTEREY PARK
320 West Newmark Avenue • Monterey Park • California 91754-2896
www.MontereyPark.ca.gov

City Council
Peter Chan
Mitchell Ing
Stephen Lam
Hans Liang
Teresa Real Sebastian

City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

April 10, 2019

VIA FACSIMILE (916) 657-5390

State of California
Native American Heritage Commission
915 Capitol Mall, Room 364
Sacramento, CA 95814

Re: SB 18 Consultation List, General Plan Update
City of Monterey Park, Los Angeles County, CA

The City of Monterey Park will amend its General Plan. The City is initiating consultation with Native American Tribes on the SB 18 Consultation List in accordance with the statutory requirements of Senate Bill 18 (Chapter 905, Statutes of 2004).

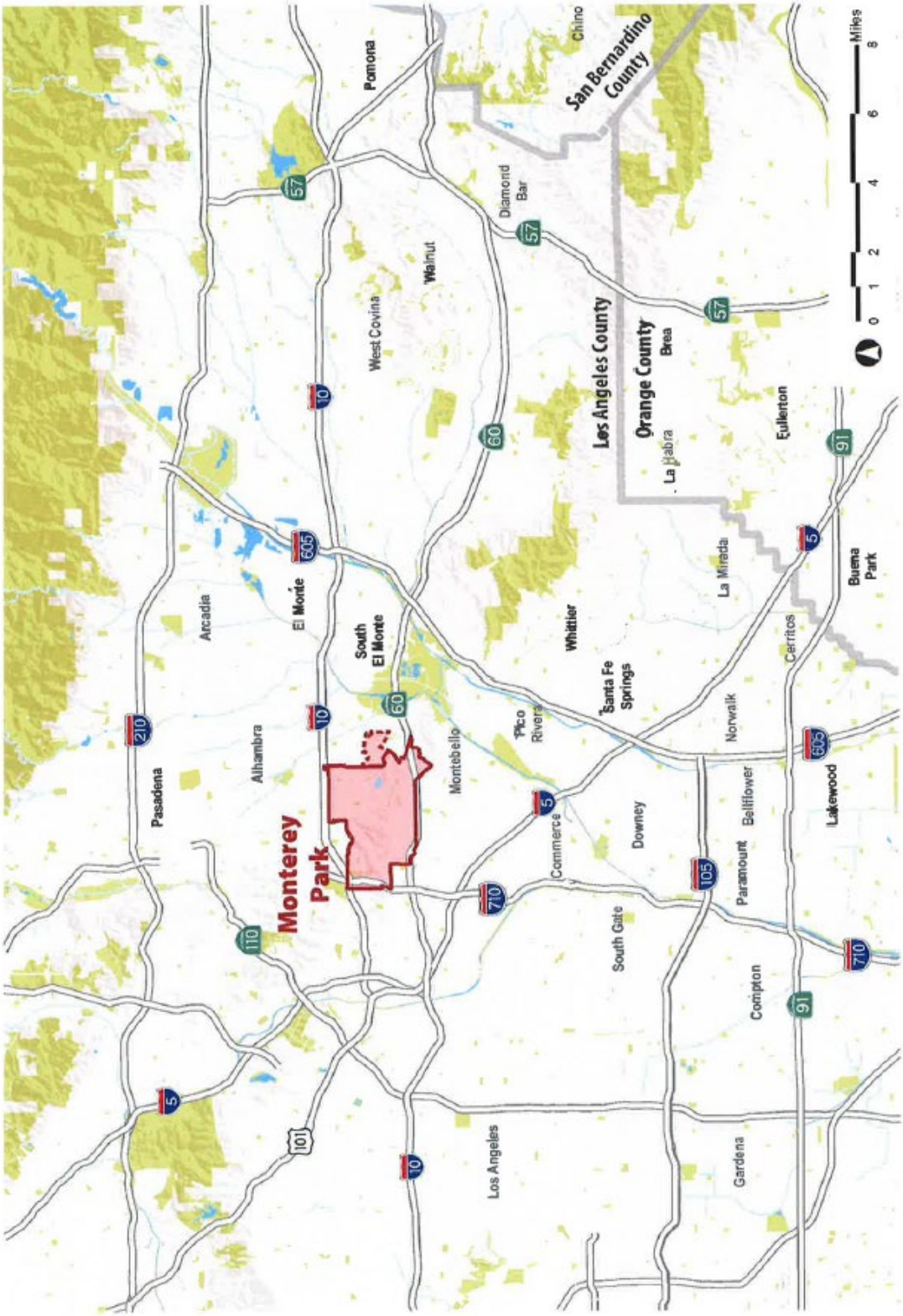
Please provide the names of appropriate tribes and contact persons on the SB 18 Consultation List, including addresses, telephone and facsimile numbers (with e-mail addresses, if applicable) at your earliest convenience, so we can commence Native American consultation. We would appreciate limiting our recommended contacts to groups who are culturally affiliated with the specific project area, and not include all contacts for San Bernardino County, if possible.

Please contact me if you have any questions at stewasart@montereypark.ca.gov or (626) 307-1324.

Sincerely,

Samantha Tewasart
Senior Planner

Pride in the Past • Faith in the Future


Monterey Park
Pomona
Chino
San Bernardino County
Diamond Bar
Walnut
West Covina
Los Angeles County
Orange County
Brea
La Habra
Fullerton
Arcadia
El Monte
South El Monte
Whittier
La Mirada
Buena Park
Pasadena
Alhambra
Montebello
Pico Rivera
Santa Fe Springs
Norwalk
Cerritos
Commerce
Downey
Bellflower
Lakewood
Paramount
South Gate
Compton
Los Angeles
Gardena
Miles
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CITY OF MONTEREY PARK
320 West Newmark Avenue • Monterey Park • California 91754-2896
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Peter Chan
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City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

April 10, 2019

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1999 Avenue of the Stars, Suite 1100
Los Angeles, CA 90067-4618

Re: Opportunity for Consultation
City of Monterey Park General Plan Update

Dear Ms. Linda Candelaria, Chairwoman:

The City of Monterey Park is contacting you to offer an opportunity to consult with your tribe at the outset of the City of Monterey Park General Plan's update, in accordance with Government Code 65352.3(a)(2). If you or any members of your tribe are interested in a consult, please contact me within 90 calendar days. Our planning team is happy to provide additional information about the grant, the sustainable community plan process, and your opportunity to participate in the community plan's development.

Please contact me if you have any questions at stewasart@montereypark.ca.gov or (626) 307-1324.

Sincerely,

Samantha Tewasart
Senior Planner

Pride in the Past • Faith in the Future

CITY OF MONTEREY PARK
320 West Newmark Avenue • Monterey Park • California 91754-2896
www.MontereyPark.ca.gov

City Council
Peter Chan
Mitchell Ing
Stephen Lam
Hans Liang
Teresa Real Sebastian

City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

April 10, 2019

Gabrielino Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairman
P. O. Box 693
San Gabriel, CA 91778

Re: Opportunity for Consultation
City of Monterey Park General Plan Update

Dear Mr. Anthony Morales, Chairman:

The City of Monterey Park is contacting you to offer an opportunity to consult with your tribe at the outset of the City of Monterey Park General Plan's update, in accordance with Government Code 65352.3(a)(2). If you or any members of your tribe are interested in a consult, please contact me within 90 calendar days. Our planning team is happy to provide additional information about the grant, the sustainable community plan process, and your opportunity to participate in the community plan's development.

Please contact me if you have any questions at stewasart@montereypark.ca.gov or (626) 307-1324.

Sincerely,

Samantha Tewasart
Senior Planner

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CITY OF MONTEREY PARK
320 West Newmark Avenue • Monterey Park • California 91754-2896
www.MontereyPark.ca.gov

City Council
Peter Chan
Mitchell Ing
Stephen Lam
Hans Liang
Teresa Real Sebastian

City Clerk
Vincent D. Chang

City Treasurer
Joseph Leon

April 10, 2019

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P. O. Box 86908
Los Angeles, CA 90086

Re: Opportunity for Consultation
City of Monterey Park General Plan Update

Dear Mr. Sam Dunlap, Chairperson:

The City of Monterey Park is contacting you to offer an opportunity to consult with your tribe at the outset of the City of Monterey Park General Plan's update, in accordance with Government Code 65352.3(a)(2). If you or any members of your tribe are interested in a consult, please contact me within 90 calendar days. Our planning team is happy to provide additional information about the grant, the sustainable community plan process, and your opportunity to participate in the community plan's development.

Please contact me if you have any questions at stewasart@montereypark.ca.gov or (626) 307-1324.

Sincerely,

Samantha Tewasart
Senior Planner

Pride in the Past • Faith in the Future

CITY OF MONTEREY PARK
320 West Newmark Avenue • Monterey Park • California 91754-2896
www.MontereyPark.ca.gov

City Council
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Teresa Real Sebastian

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Vincent D. Chang

City Treasurer
Joseph Leon

April 10, 2019

Gabrieleno Band of Mission Indians-Kizh Nation
Andrew Salas, Chairperson
P.O. Box 693
Covina, CA. 91723

Re: Opportunity for Consultation
City of Monterey Park General Plan Update

Dear Mr. Andrew Salas, Chairperson:

The City of Monterey Park is contacting you to offer an opportunity to consult with your tribe at the outset of the City of Monterey Park General Plan's update, in accordance with Government Code 65352.3(a)(2). If you or any members of your tribe are interested in a consult, please contact me within 90 calendar days. Our planning team is happy to provide additional information about the grant, the sustainable community plan process, and your opportunity to participate in the community plan's development.

Please contact me if you have any questions at stewasart@montereypark.ca.gov or (626) 307-1324.

Sincerely,

Samantha Tewasart
Senior Planner

Pride in the Past • Faith in the Future

GABRIELEÑO BAND OF MISSION INDIANS - KIZH NATION
Historically known as The San Gabriel Band of Mission Indians / Gabrielino Tribal Council
recognized by the State of California as the aboriginal tribe of the Los Angeles basin

City of Monterey Park
Community and Economic Development Department
320 W. Newmark Avenue
CA, 91754

April 17, 2019

Re: AB52 Consultation request for Notice of Preparation of a Draft Environmental Impact Report for the City of Monterey Park Focused General Plan Update and Title 21 Amendment

Dear Samantha Tewasart,

Please find this letter as a written request for consultation regarding the above-mentioned project pursuant to Public Resources Code § 21080.3.1, subd. (d). Your project lies within our ancestral tribal territory, meaning belonging to or inherited from, which is a higher degree of kinship than traditional or cultural affiliation. Your project is located within a sensitive area and may cause a substantial adverse change in the significance of our tribal cultural resources. Most often, a records search for our tribal cultural resources will result in a "no records found" for the project area. The Native American Heritage Commission (NAHC), ethnographers, historians, and professional archaeologists can only provide limited information that has been previously documented about California Native Tribes. For this reason, the NAHC will always refer the lead agency to the respective Native American Tribe of the area. The NAHC is only aware of general information and are not the experts on each California Tribe. Our Elder Committee & tribal historians are the experts for our Tribe and can provide a more complete history (both written and oral) regarding the location of historic villages, trade routes, cemeteries and sacred/religious sites in the project area.

Additionally, CEQA now defines Tribal Cultural Resources (TCRs) as their own independent element separate from archaeological resources. Environmental documents shall now address a separate Tribal Cultural Resource section which includes a thorough analysis of the impacts to only Tribal Cultural Resources (TCRs) and includes independent mitigation measures created with Tribal input during AB-52 consultations. As a result, all mitigation measures, conditions of approval and agreements regarding TCRs (i.e. prehistoric resources) shall be handled solely with the Tribal Government and not through an Environmental/Archaeological firm.

In effort to avoid adverse effects to our tribal cultural resources, we would like to consult with you and your staff to provide you with a more complete understanding of the prehistoric use(s) of the project area and the potential risks for causing a substantial adverse change to the significance of our tribal cultural resources.

Consultation appointments are available on Wednesdays and Thursdays at our offices at 910 N. Citrus Ave. Covina, CA 91722 or over the phone. Please call toll free 1-844-390-0787 or email admin@gabrielenoindians.org to schedule an appointment.

*** Prior to the first consultation with our Tribe, we ask all those individuals participating in the consultation to view a video produced and provided by CalEPA and the NAHC for sensitivity and understanding of AB52. You can view their videos at: http://calepa.ca.gov/Tribal/Training/ or http://nahc.ca.gov/2015/12/ab-52-tribal-training/*

With Respect,

Andrew Salas, Chairman

Andrew Salas, Chairman | Nadine Salas, Vice-Chairman | Christina Swindall Martinez, secretary
Albert Perez, treasurer I | Martha Gonzalez Lemos, treasurer II | Richard Gradias, Chairman of the Council of Elders
PO Box 393, Covina, CA 91723 | www.gabrielenoindians.org | gabrielenoindians@yahoo.com

STATE OF CALIFORNIA Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

May 7, 2019

Samantha Tewasart
City of Monterey Park

VIA Email to: stewasart@montereypark.ca.gov

RE: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, SB18 Consultation List for General Plan Update Project, Los Angeles County

Dear Ms. Tewasart:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65352.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;
   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;
   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and
   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

- Any report that may contain site forms, site significance, and suggested mitigation measures.

  All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of the Sacred Lands File (SLF) check conducted through the NAHC. The request form can be found at http://nahc.ca.gov/wp-content/uploads/2015/08/Local-Government-Tribal-Consultation-List-Request-From-update.pdf.

4. Any ethnographic studies conducted for any area including all or part of the APE; and

5. Any geotechnical reports regarding all or part of the APE.

Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the event, that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify the NAHC. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address: steven.quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

Attachment

STATE OF CALIFORNIA Gavin Newsom, Governor

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

May 17, 2019

Samantha Tewasart
City of Monterey Park
320 W. Newmark Avenue
Monterey Park, CA 91754

RE: SCH# 2001011074 Monterey Park Focused General Plan Update and Title 21 Amendment, Los Angeles County

Dear Ms. Tewasart:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
   a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
   b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
       i. Planning and construction to avoid the resources and protect the cultural and natural context.
       ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
       i. Protecting the cultural character and integrity of the resource.
       ii. Protecting the traditional use of the resource.
       iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

3

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my

email address: Steven.Quinn@nahc.ca.gov.

Sincerely,

Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

5



Monterey Park
2040



MONTEREY PARK

FOCUSED GENERAL PLAN UPDATE DRAFT ENVIRONMENTAL IMPACT REPORT

State Clearinghouse Number:
2001-01-1074

June 2019

Monterey Park 2040

City of Monterey Park
Focused General Plan Update

Draft Environmental Impact Report

SCH 2001011074
June 6, 2019

City of Monterey Park

This document is designed for double-sided printing to conserve natural resources

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1 – Introduction

This Draft Environmental Impact Report (Draft EIR) has been prepared by the City of Monterey Park, in accordance with the California Environmental Quality Act (CEQA)[1] and associated CEQA Guidelines,[2] to describe the potential environmental consequences associated with implementation of the Monterey Park Focused General Plan Update ("Project"). This Draft EIR is intended to serve as an informational document for use by public agency decision makers and the public in their consideration of the Project.

1.1 – PROPOSED PROJECT

The City of Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The proposed amendment to the Land Use Element is a community-driven process designed to reflect local values and needs.

Per Chapter 21.42 (Voter Approval of Changes) of the Monterey Park Municipal Code, voter approval is required for amendments to the Land Use Element that revise permitted "use of land" other than provisions contained in the current Land Use Element. This code provision has been in place since the 1980s.

1.2 – EIR PURPOSE AND INTENDED USE

Under CEQA, the City of Monterey Park (City) is the designated Lead Agency for the Project. CEQA Guidelines Section 15367 defines the "Lead Agency" as the public agency that has the principal responsibility for carrying out or approving a project. As the Lead Agency, the City intends this Draft EIR to serve as the CEQA-required environmental documentation for consideration of the project by City decision-makers, the public, any other responsible agencies and trustee agencies. This Draft EIR is intended to serve as a public information and disclosure document identifying those environmental impacts associated with the project that are expected to be significant, and describing mitigation measures and alternatives that could minimize or avoid significant impacts. In accordance with CEQA Guidelines Section 15146 (Degree of Specificity), such impacts and mitigation measures are discussed in this Draft EIR to the level of detail necessary to allow reasoned decisions about the project.

[1] The California Environmental Quality Act (CEQA) is codified in section 21000, et seq., of the California Public Resources Code.
[2] The CEQA Guidelines are set forth in sections 15000 through 15387 of the California Code of Regulations, Title 14, Chapter 3.

1.3 – PROGRAM EIR APPROACH AND ASSUMPTIONS

1.3.1 – PROGRAM EIR

This document is a Program EIR. The preparation, content, and processing of this EIR are covered primarily by CEQA Guidelines Section 15168. A Program EIR is one that may be prepared on a series of actions that can be characterized as one large project, and that are related: (1) geographically; (2) as logical parts in the chain of contemplated actions; (3) in connection with the issuance of rules, regulations, plans, or other general criteria to govern the conduct of a continuing program; or (4) as individual activities carried out under the same authorizing statutory or regulatory authority and having generally similar effects that can be mitigated in similar ways.

The Focused General Plan Update satisfies each of these criteria. The Focused General Plan Update will shape land use and development within the City of Monterey Park, resulting in a geographic relationship. The Focused General Plan Update includes maps, goals, policies, and actions that are logical parts of a chain of contemplated actions governing future land uses and allowed development. The goals, policies, and actions either directly establish, or will govern future plans that will establish, rules, regulations, plans, or other general criteria governing implementation of the Focused General Plan Update. The Focused General Plan Update will be carried out under the authority and approval of the City of Monterey Park. Many of the specific projects and actions carried out pursuant to implementation of the Focused General Plan Update may have similar environmental impacts which could be mitigated in similar ways.

1.3.2 – IMPACT ASSESSMENT ASSUMPTIONS

The purpose of this Program EIR is to evaluate the foreseeable environmental consequences anticipated from development allowed by the Focused General Plan Update, and to identify mitigation measures and alternatives that could minimize or eliminate potentially significant adverse environmental impacts. The growth projection assumptions used as the basis for the impact analyses in this Program EIR are derived from intensification and redevelopment, primarily of “Focus Areas” described in updated Land Use Element that is the focus of the update.

The impact analyses in this EIR are based on the conservative assumption that the Focused General Plan Update estimated growth projections will be fully attained by the 2040 horizon year of this Program EIR. Each impact analysis chapter in this EIR (aesthetics; cultural and historic resources; land use and planning; etc.) includes a description of related existing conditions and regulatory setting, followed by identification of General Plan Update related impacts and mitigation measures.

1.4 – EIR SCOPING/NOTICE OF PREPARATION

A Notice of Preparation (NOP) was submitted to the State Clearinghouse and appropriate agencies to identify any issues of concern prior to preparation of this Draft EIR. The NOP included a comment period from April 16 to May 16, 2019. A scoping session was held on May 7, 2019 at the City Hall Council Chambers in Monterey Park. A summary of the comments received in response to the NOP, or received at the scoping meeting, are presented in Table 1-1. Written comments received in response to the NOP are included in Appendix A.

Table 1-1
NOP Comments

Commenter	Summary
California Department of Conservation, Division of Oil, Gas, and Geothermal Resources	Summary of Division records with regards to oil and gas wells within the City
Southern California Association of Governments	Describes 2016 RTP/SCS Goals, strategies, and demographic and growth forecasts
South Coast Air Quality Management District	Recommendations regarding modeling; South Coast AQMD documents; significance thresholds; mitigation measures; alternatives; permits; and data sources
Native American Heritage Commission	Consultation list of tribes
Department of Transportation	Use of VMT analysis to comply with SB 743; multimodal transportation
Scoping Meeting Commenters	▪ Traffic impacts from new development. Examine future conditions both without adoption of the proposed land use plan and build-out of the plan. ▪ Factor the presence of Lyft and Uber into the traffic analysis. ▪ Report traffic impacts in terms of Vehicle Miles Traveled (VMT). ▪ Noise issues where new residential development will interface with office and industrial uses. ▪ Parking impacts ▪ Impacts of new development on water infrastructure and water resources

The Draft EIR focuses on the areas of concern resulting from an assessment of potential environmental impacts, discussion with City staff, and review of comments received from public agencies and the general public. The Draft EIR is comprehensive in that it covers all 20 of the CEQA Appendix G checklist topical areas, listed below.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions

- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

1.5 – EIR ORGANIZATION AND CONTENT

Each of the environmental evaluations presented in Sections 4.1 through 4.20 include the following subsections:

- *Environmental Setting,* which describes pertinent existing conditions with regard to the environmental topic;
- *Regulatory Setting,* which describes federal, State and local laws, regulations and policies applicable to the environmental topic; and
- *Impacts and Mitigation Measures,* which identifies: (1) the criteria under which an impact will be judged to be significant in this EIR, (2) the project impacts, (3) whether each identified impact is “significant” or “less than significant,” (4) mitigation measures for each identified “significant” impact, and (5) whether each impact would be “significant” or “less than significant” after implementation of the mitigation measures.

In addition, this Draft EIR includes: a chapter describing and comparing various possible alternatives to the proposed project (Chapter 5); a chapter summarizing the Draft EIR information in terms of various CEQA-required assessment conclusions (Chapter 6), including "unavoidable significant impacts," and "irreversible environmental changes," : and a chapter identifying preparers of the Draft EIR, references used, and the persons and organizations contacted (Chapter 7). Also included in Chapter 2 is an executive summary of the Draft EIR.

1.6 PUBLIC REVIEW OF THE DRAFT EIR

Pursuant to Section 15085 of the CEQA Guidelines, a NOC and Notice of Availability (NOA) was filed with the State Office of Planning and Research (OPR), State Clearinghouse on Thursday, June 6, 2019, and the Draft EIR circulated for public and agency review for a period of 45 days. Printed copies of the Draft EIR were posted at the City of Monterey Park. Electronic copies of the Draft EIR were sent to responsible agencies, local agencies, and concerned agencies and individuals, as requested.

Written comments from all agencies and individuals are invited regarding the information contained in the Draft EIR. Such comments should explain any perceived deficiencies in the assessment of impacts and identify the information that is purportedly lacking in the Draft EIR. All written comments on the Draft EIR are to be submitted to:

Samantha Tewasart, Senior Planner
City of Monterey Park Community and
Economic Development Department
320 W. Newmark Avenue
Monterey Park, California 91754
Planning@montereypark.ca.gov

Following the close of the 45-day public review period all written comments on the Draft EIR and the responses to the comments shall be incorporated into a Final EIR and provided to all commenters prior to consideration and certification of the Final EIR document by the City of Monterey Park.

Under CEQA, a significant effect is defined as a substantial, or potentially substantial, adverse change in the environment. The CEQA Guidelines direct that this determination be based on scientific and factual data. Definitions of key terminology is listed in Table 1-2.

Table 1-2
Definitions of Key EIR Terminology

Significant Impact	"Significant effect on the environment" (significant impact) means a substantial, or potentially substantial, adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance. *"An economic or social change by itself shall not be considered a significant effect on the environment. A social or economic change related to a physical change may be considered in determining whether the physical change is significant."* (CEQA Guidelines, Section 15382)
Cumulative Impacts	"Cumulative impacts" are defined as *"two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts."* (CEQA Guidelines, Section 15355)
Significant Unavoidable Impact	"Significant unavoidable impact" is defined as a significant adverse environmental impact for which either no mitigation or only partial mitigation is feasible. If the project is to be approved without imposing an alternative design, the Lead Agency must include in the record of the project approval a written statement of the specific reasons to support its action, i.e., a "statement of overriding considerations." (CEQA Guidelines, Sections 15126.2[c] and 15093[b])
Significance Criteria	The criteria used in this EIR to determine whether an impact is or is not *"*significant*"* are based on (a) CEQA-defined "mandatory findings of significance" - i.e., where any of the specific conditions occur under which the Legislature and the Secretary of Resources have determined constitute a potentially significant effect on the environment, which are listed in CEQA Guidelines section 15065; (b) specific criteria that a Resources Agency has determined are "normally" considered to constitute a "significant effect on the environment"; (c) the relationship of the project effect to the adopted policies, ordinances, and standards of the Lead Agency and of responsible agencies; and/or (d) commonly accepted practice and the professional judgment of the EIR authors and Lead Agency staff.
Mitigation Measure	For each significant impact, the EIR must identify a specific "mitigation" measure or set of measures capable of *"(a) avoiding the impact altogether by not taking a certain action or parts of an action; (b) minimizing impacts by limiting the degree or magnitude of the action and its implementation; (c) rectifying the impact by repairing, rehabilitating, or restoring the impacted environment; (d) reducing or eliminating the impact over time by preservation or maintenance operations during the life of the action; or (e) compensating for the impact by replacing or providing substitute resources or environments, including through permanent protection of such resources in the form of conservation easements."* (CEQA Guidelines, Section 15370)

2 – Executive Summary

This EIR chapter provides a summary of the City of Monterey Park Focused General Plan Update ("Focused General Plan Update" or "Project"), a list of associated environmental issues to be resolved, a summary of significant impacts and mitigation measures associated with the Project, and a summary of feasible alternatives to the Project, including identification of the environmentally superior alternative.

2.1 – FOCUSED GENERAL PLAN UPDATE

The City of Monterey Park (City) proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies that allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The proposed Land Use Element amendment is a community-driven process designed to reflect local values and needs.

The City-stated objectives of the General Plan Land Use Element Update are listed below.

1. Encourage economic investment and revitalization within the City's Focus Areas.
2. Create new housing opportunities for a full range of housing types and to increase housing affordability.
3. Encourage infill development within underutilized areas of the City.
4. Accommodate job-generating land uses in order to increase employment in the City.
5. Accommodate commercial/retail uses in order to expand the City's tax base.

A more detailed description of the Project can be found in Chapter 3, Project Description. This Draft EIR also examines alternatives to the Focused General Plan Update, which are summarized below and described in detail in Chapter 5, Alternatives.

The City of Monterey Park is the Lead Agency for environmental review of the Project. This Draft EIR will be used by City staff and the public in their review of the Project.

2.1 – ENVIRONMENTAL ISSUES

As required by the CEQA Guidelines, this EIR addresses areas of potential environmental impact or controversy known to the Lead Agency (the City), including those issues and concerns identified by the City in its Notice of Preparation (NOP) of this EIR (dated April 12, 2019) and by other agencies, organizations, and individuals in response to the NOP. A summary of the comments received in response to the NOP is shown in Table 1-1, NOP Comments, included in Chapter 1, Introduction. The Draft EIR focuses on the areas of concern resulting from an assessment of potential environmental impacts, discussion with City staff, and review of comments received from public agencies and the general public. The Draft EIR covers all 20 of the CEQA Appendix G checklist topics, listed below.

- Aesthetics
- Agriculture and Forestry Resources
- Air Quality
- Biological Resources
- Cultural Resources
- Energy
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Tribal Cultural Resources
- Utilities and Service Systems
- Wildfire

2.3 – SUMMARY OF SIGNIFICANT IMPACTS AND MITIGATION MEASURES

For each of the environmental topics listed above, any *"significant"* Project or cumulative impact and associated mitigation measure(s) identified in this EIR are summarized in Table 2-1, Summary of Potentially Significant Impacts and Recommended Mitigation Measures, which follows at the end of this chapter. The summary chart has been organized to correspond with the more detailed impact and mitigation discussions in chapters 4.1 through 4.20 of this EIR. The chart is arranged in four columns: (1) identified impacts, (2) potential significance without mitigation, (3) mitigation measure(s), and (4) the level of impact significance after implementation of the mitigation measure(s). Because the table does not list impacts that are less than significant with no mitigation required, the Impact/Mitigation Measure numbering may be out of sequence.

2.4 – SUMMARY OF ALTERNATIVES

To provide a basis for further understanding of the environmental effects of a proposed project and possible approaches to reducing its identified significant impacts, the CEQA Guidelines (Section 15126.6) require an EIR to also "…*describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project,*

and evaluate the comparative merits of the alternatives." Chapter 5, Alternatives, identifies and evaluates the following three alternatives to the Project:

- **Alternative 1: No Project/Existing 2001 General Plan.** The No Project/Existing 2001 General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area, but only development anticipated under the 2001 General Plan. Development assumptions for this alternative are shown in Table 5-1 in Chapter 5, Alternatives. The 2001 General Plan is 20 years old; the baseline data used for the original analysis is unavailable. For this alternative, it is assumed that only new residential development could occur; no new office, commercial, industrial, or hotel development would occur. Additionally, no new policies, goals, or development standards associated with the Focused General Plan Update would be implemented; the standards, goals, and policies associated with the 2001 General Plan would be applicable.
- **Alternative 2: Market Demand.** Alternative 2 is a "market-adjusted" development scenario that evaluates the portion of Focused General Plan Update capacity that would likely be built by 2040, based on current and foreseeable market trends. The Market Demand Alternative reflects a reduced amount of residential and hotel development. This alternative would have a similar amount of total office/commercial space as the Project. This alternative assumes that policies, goals, or development standards associated with the Focused General Plan Update would apply to this alternative. Development assumptions for this alternative are shown in Table 5-1 in chapter 5.
- **Alternative 3: Reduced Density/Intensity.** The Reduced Density/Intensity Alternative assumes that the development associated with the Project would be reduced by one third (33 percent), as shown in Table 5-1 in Chapter 5. While the amount of development would be reduced, this alternative assumes that policies, goals, and development standards associated with the Focused General Plan Update would be applicable to development under this alternative.

2.5 – ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines (Section 15126.2[e][2]) stipulate, "*If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."* Other than the No Project Alternative, Alternative 3: Reduced Density/Intensity would result in the least adverse environmental impacts, and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Table 5-2 and the analysis included in Chapter 5, Alternatives. However, this alternative would not fully meet the objectives at the same level as the Project.

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TABLE 2.1
SUMMARY OF POTENTIALLY SIGNIFICANT IMPACTS AND RECOMMENDED MITIGATION MEASURES

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
AIR QUALITY			
Impact AQ-1 – Would the Project conflict with or obstruct implementation of the applicable air quality plan? Since the growth that could occur under the Project's 2040 conditions would be inconsistent with the 2016 RTP/SCS growth forecasts, the Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards. This is considered a **potentially significant impact**.	S (Significant)	**Mitigation Measure AQ-2A:** The City shall require development projects to: 1) Submit evidence, such as emissions estimates, coating use estimates, and manufacturers specifications for VOC content, or other evidence, that indicates VOC emissions during architectural coating activities would not exceed South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds. 2) Prepare a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines. The project applicant/developer shall include in any construction contracts and/or subcontracts a requirement that project contractors adhere to the requirements of the CRP. The CRP shall include a requirement that all interior and exterior residential and non-residential architectural coatings used in Project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP shall also specify the use of high-volume, low-pressure spray guns during coating applications to reduce coating waste. **Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements** The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply to new residential (or residential mixed use) development projects:	SU (Significant Unavoidable)

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code. • New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects: • New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code. • New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development: • New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
Impact AQ-2 – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?	S	**Mitigation Measure AQ-2A:** The City shall require development projects to: 1) Submit evidence, such as emissions estimates, coating use estimates, and manufacturers specifications for VOC content, or other evidence, that indicates VOC emissions during architectural	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
As shown in Table 4-3.8, construction emissions associated with a potential level of annual development that is consistent the Project's 2040 growth projections could result in ROG emissions during architectural coating activities that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a **potentially significant impact.** All other potential Project construction emissions would be below SCAQMD-recommended CEQA significance thresholds. As shown in Table 4.3-12, the modeled, maximum daily operational emissions associated with potential 2040 growth under the Project would result in NOx emissions that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a **potentially significant impact.** All other potential Project operational emissions would be below SCAQMD-recommended CEQA significance thresholds.		coating activities would not exceed South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds. 2) Prepare a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines. The project applicant/developer shall include in any construction contracts and/or subcontracts a requirement that Project contractors adhere to the requirements of the CRP. The CRP shall include a requirement that all interior and exterior residential and non-residential architectural coatings used in Project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP shall also specify the use of high-volume, low-pressure spray guns during coating applications to reduce coating waste. **Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements** The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply to new residential (or residential mixed use) development projects: • New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects: • New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code. • New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development:	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
Would the project cause substantial adverse cumulative impacts with respect to air quality? The Project's 2040 growth projections, and associated construction and operational emissions, are not consistent with SCAQMD planning assumptions and exceed SCAQMD-recommended emissions thresholds. This is considered a **potentially significant impact.**	S	**Mitigation Measure AQ-2A:** The City shall require development projects to: 1) Submit evidence, such as emissions estimates, coating use estimates, and manufacturers specifications for VOC content, or other evidence, that indicates VOC emissions during architectural coating activities would not exceed South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds. 2) Prepare a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines. The project applicant/developer shall include in any construction contracts and/or subcontracts a requirement that Project contractors adhere to the requirements of the CRP. The CRP shall include a requirement that all interior and exterior residential	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		and non-residential architectural coatings used in Project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP shall also specify the use of high-volume, low-pressure spray guns during coating applications to reduce coating waste. **Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements** The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply to new residential (or residential mixed use) development projects: • New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code. • New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects:	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code. • New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development: • New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
BIOLOGICAL RESOURCES			
Impact BIO-1 – Would the project 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 Wildlife or U.S. Fish and Wildlife Service? Project construction activities could encounter burrowing owls and nesting birds. This is considered a **potentially significant impact.**	S	**Mitigation Measures BIO-1: Burrowing Owls** Before project-related construction activities within the Planning Area, a qualified biologist must conduct focused protocol survey for burrowing owls within suitable habitat (e.g., grasslands associated with Garvey Reservoir, OII landfill, and greenbelts) to determine if burrowing owl are present on or adjacent to a proposed project site. Surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed, consultation with CDFW must occur to determine the next appropriate steps. **Mitigation Measure BIO-2: Burrowing Owls** If suitable burrowing owl habitat is present onsite, pre-construction take avoidance surveys will be conducted within 14 days of construction-related activities to determine presence/absence of this species. Pre-construction take avoidance surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed during this survey, consultation with CDFW must occur to determine the next appropriate steps.	LTS (Less than Significant)

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Mitigation Measure BIO-3: Nesting Birds If vegetation removal is scheduled during the nesting season (typically February 1 to August 31), a focused survey for active nests must be conducted by a qualified biologist not more than five days before the beginning of project-related activities (e.g., excavation, grading, vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat. If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project area must be monitored by a qualified biologist during active construction if work is occurring adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities will potentially adversely affect a nest, the biologist must immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).	
CULTURAL RESOURCES			
Impact CUL-1 – Would the project cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5? Development under the Project could impact potential historic buildings and structures. This is considered a **potentially significant impact.**	S	The following mitigation measure is required to reduce impacts from development on potential historic (buildings and structures) resources to less than significant **Mitigation Measure CUL-1: Historic and Archaeological Resources** All buildings or structures that have been determined to be 45 years or older must be evaluated to determine whether they are "unique historic resource" before demolition or alteration.	LTS
Would the project cause substantial adverse cumulative impacts with respect to cultural resources? Development under the Project could make a cumulatively considerable contribution to cumulative impacts on cultural resources, including historic buildings and structures, archaeological resources, and human remains. This is considered a **potentially significant impact.**	S	In addition to adherence to General Plan Policies for the protection of cultural resources, and compliance with Section 5097 of the Public Resources Code, the following mitigation measure is required to reduce impacts from development on potential historic and cultural resources to less than significant **Mitigation Measure CUL-1: Historic and Archaeological Resources** All buildings or structures that have been determined to be 45 years or older must be evaluated to determine whether they are "unique historic resource" before demolition or alteration.	LTS
GREENHOUSE GAS EMISSIONS			
Impact GHG-1 – Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	S	**Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements** The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
As shown in Table 4.8-5, the Project's 2040 growth projection could result in GHG emissions that exceed the adjusted, SCAQMD derived plan-level efficiency metric. This is considered a **potentially significant** impact.		apply to new residential (or residential mixed use) development projects: • New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code. • New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects: • New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development: • New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
Impact GHG-2 – Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of	S	**Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements**	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
reducing the emissions of greenhouse gases? As shown in Table 4.8-5, Project growth could result in GHG emissions that exceed the 2017 Climate Change Scoping Plan's recommended efficiency metrics. In addition, the Project has the potential to result in growth that is not planned for in the City's CAP. This is considered a **potentially significant impact**.		The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply to new residential (or residential mixed use) development projects: • New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code. • New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects: • New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development: • New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
Would the project cause substantial adverse cumulative impacts with respect to greenhouse gas emissions?	S	**Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements**	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
The Project's 2040 growth projection and associated GHG emissions could exceed the significance threshold applied in this EIR and pose a conflict with the 2017 Climate Change Scoping Plan and City's CAP. This is considered a **potentially significant impact.**		The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) shall apply to new residential (or residential mixed use) development projects: • New one- and two-family dwellings and townhomes shall include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code. • New multifamily dwellings with 17 or more units shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code. • New multifamily dwelling units shall provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code. **Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements** The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) shall apply to new non-residential (or mixed use) development projects: • New non-residential development with more than 10 tenant-occupants shall provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code. • New non-residential development shall provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces shall be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		• New non-residential development shall provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces shall be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code. **Mitigation Measure AQ-2D: Non-Residential Travel Demand Management** The following travel demand management (TDM) provisions shall apply to new non-residential development: • New commercial and industrial projects greater than 25,000 square feet in size shall prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program shall have a designated coordinator who will track the effectiveness of the TDM program over time. • New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, shall implement an Employee Commute Reduction Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).	
NOISE			
Impact NOISE-1 – Would the project result in generation of a substantial temporary	S	**Mitigation Measure NOISE-1: Construction Noise**	LTS

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
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? Potential temporary construction-related noise increases of more than 10 dBA above ambient conditions during permissible construction hours would be a **potentially significant impact**.		To ensure that future development projects implement appropriate construction noise controls, the City shall require development projects that are subject to discretionary review and that are located near (i.e., within 200 feet) of noise-sensitive land uses (e.g., residential, school, or long term medical care facilities) to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, but are not limited to: 1) construction management techniques (e.g., providing advance notice of construction activities to nearby noise-sensitive receptors, siting staging areas away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings, monitoring construction); 2) construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; 4) preparation of a plan, procedures, or other mechanism to receive track, respond, and resolve construction noise complaints, including designation of an on-site appointee to handle such complaints, and report back to City staff; and 4) monitoring of actual construction noise levels to verify any need for noise controls.	
Impact NOISE-2 – Would the project result in generation of a substantial 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? The increase in traffic noise levels along Atlantic Boulevard resulting in "clearly	S	**Mitigation Measure NOISE-2: Long-Term Operational Noise** The City shall periodically (at least every five years), conduct ambient noise monitoring or site-specific modeling to determine the 24-hour CNEL at the low density residential land uses along Atlantic Boulevard, between El Repetto Drive and Floral Drive. The purposes of the monitoring or modeling shall be to determine if CNEL values are approaching the clearly unacceptable noise	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
unacceptable" low density residential noise exposure levels is considered a **potentially significant impact**. The City's existing General Plan policies and Municipal Code requirements would protect residents from excessive stationary noise sources and ensure new land uses meet the City's Municipal Code noise standards. Therefore, potential growth under the Project would not expose people to a substantial permanent increase in noise levels from stationary and other non-transportation sources of noise. This impact would be **less than significant**.		level limit of 75 CNEL for low density residential land uses. When measured or modeled noise levels associated with traffic noise reach 75 CNEL, as measured at the project property line for the low density residential land uses closest to Atlantic Boulevard, the City shall evaluate the benefits, costs, and logistical feasibility (e.g., permits, right of way considerations, aesthetic considerations) of installing a noise barrier capable of reducing noise exposure levels to conditionally acceptable levels (at minimum). If such a barrier is found to be feasible and reasonable pursuant to Caltrans or Federal Highway Administration barrier acceptance criteria, the City shall proceed with constructing a barrier capable of achieving the barrier's noise reduction goal.	
Would the project cause substantial adverse cumulative impacts with respect to noise or vibration? The long-term increases in traffic in the Planning Area would result in a cumulatively considerable increase in noise exposure to "clearly unacceptable" levels along Atlantic Avenue between El Repetto Drive and Floral Drive. This is considered a **potentially significant impact**.	S	**Mitigation Measure NOISE-2: Long-Term Operational Noise** The City shall periodically (at least every five years), conduct ambient noise monitoring or site-specific modeling to determine the 24-hour CNEL at the low density residential land uses along Atlantic Boulevard, between El Repetto Drive and Floral Drive. The purposes of the monitoring or modeling shall be to determine if CNEL values are approaching the clearly unacceptable noise level limit of 75 CNEL for low density residential land uses. When measured or modeled noise levels associated with traffic noise reach 75 CNEL, as measured at the project property line for the low density residential land uses closest to Atlantic Boulevard, the City shall evaluate the benefits, costs, and logistical feasibility (e.g., permits, right of way considerations, aesthetic considerations) of installing a noise barrier capable of reducing noise exposure levels to conditionally acceptable levels (at minimum). If such a barrier is found to be feasible and	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		reasonable pursuant to Caltrans or Federal Highway Administration barrier acceptance criteria, the City shall proceed with constructing a barrier capable of achieving the barrier's noise reduction goal.	
HYDROLOGY AND WATER QUALITY			
Impact HYDRO-2 – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin? The population anticipated under the Project is greater than the population assumed in the City of Monterey Park UWMP. As such, it is possible that there may be more demand for water than what was considered in the UWMP. This is considered a **potentially significant impact**.	S	**Mitigation Measure UTS-1: Groundwater Supplies** The City will cooperate with the local water service providers, including CalWater, during the development of the Urban Water Management Plans (UWMP) over the term of the Project. The City will coordinate with these providers to ensure that future assessments of water reliability consider population projections as allowed by the Project. Additionally, the City (also a water provider) will consider the population growth, as anticipated under the Project, when developing UWMPs over the term of the proposed General Plan. If it is determined that existing conservation measures are inadequate to meet future water needs, the City will develop additional conservation measures or expand other options such as increased use of recycled water in coordinate with local water service providers.	LTS
TRANSPORTATION			
Impact TRANS-1 – Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities? As shown in Table 4.17-13, significant impacts would occur at 27 of the 30 study intersections during one or both of the analyzed peak periods. This is considered a **potentially significant impact**.	S	**Intersection 1: Atlantic Boulevard and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Atlantic Boulevard and is at the northern city limit with the City of Alhambra. The signalized intersection has protected-permissive phasing at the southbound and eastbound approaches and permitted phasing for the northbound and westbound approaches. Level of Service (LOS) at this location can be improved by restriping the eastbound approach to provide a left-turn lane and a shared left-through-right lane. Similarly, the	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		westbound approach will also need to be restriped to accommodate a left-turn lane, a shared through-right-turn lane, and an exclusive right-turn lane. Split left-turn phasing will be required for the east- and westbound approaches in order to accommodate these changes. These improvements will partially mitigate intersection operations during the peak periods, but the significant impacts will still remain. To fully mitigate the significant impact, the intersection would need to be widened along the east- and westbound approaches. However, widening the roadway at this intersection in any direction would be infeasible as it would require significant land acquisition of residential and commercial properties. ***This impact is considered significant and unavoidable.*** **Intersection 2: Garfield Avenue and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Garfield Avenue and is at the northern city limit with the City of Alhambra. The signalized intersection provides protected left-turns at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. The significant impact could be mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 3: New Avenue and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at New	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Avenue and is at the eastern city limit with the City of Rosemead. The signalized intersection provides protected left-turns on the northbound and southbound approaches and permissive phasing for the eastbound and westbound approaches. LOS operations at this location can be improved by providing northbound permitted left-turn phasing and eastbound protected left-turn phasing. However, these measures are not sufficient to fully mitigate the significant impact at the intersection. The significant impact could be fully mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 4: Atlantic Boulevard and Emerson Avenue** The signalized intersection provides protected-permitted phasing at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. Although the significant impact could be mitigated by providing additional lanes to Atlantic Boulevard and Emerson Avenue, neither roadway has the capacity to accommodate another traffic lane. Any additional lanes could only be accommodated through significant property acquisition and elimination of on-street parking. Thus, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 5: Garfield Avenue and Emerson Avenue**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The signalized intersection provides permitted phasing at all approaches. The immediate area around this location is primarily occupied by commercial uses. Intersection operations could be improved by providing southbound and westbound protected/permitted left-turn phasing; however, these measures would be insufficient to fully mitigate the significant impact. Additional intersection improvements could be made with an additional thru lane on both Emerson Avenue and Garfield Avenue, supplemented with additional left- and right-turn pockets. However, these measures would still be insufficient in mitigating the significant impact. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 6: Atlantic Boulevard and Garvey Avenue** The signalized intersection provides protected left-turn phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing right-turn lane on the eastbound and westbound approaches to a thru-right-turn lane. Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 7: Garfield Avenue and Garvey Avenue**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue and an improvement along Garfield Avenue at the northbound approach (as part of a potential development project at the southeast corner of the intersection), a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. The northbound approach would also add an exclusive northbound right-turn lane, allowing two northbound thru lanes. Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 8: New Avenue and Garvey Avenue** The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. Although this would be a physically feasible improvement and would mitigate the a.m. peak-period significant impact, it would not fully mitigate the significant impact during the p.m. peak period.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 9: Corporate Center Drive and Ramona Boulevard** The signalized intersection is located south of I-710 and I-10 interchange and provides protected left-turn phasing on the northbound and westbound approaches. The significant impact during the p.m. peak period can be eliminated by restriping the westbound approach to include a left-turn lane, a shared left-through lane, and a through lane; split phasing would be provided for the east- and westbound approaches. However, these measures will not eliminate the a.m. significant impact at this location. The significant impact could be eliminated by providing an additional east-west through lane. However, this would require widening Ramona Boulevard which would not be physically feasible due to freeway right-of-way north of the intersection, and which would require significant highway interchange reconfiguration. ***This impact is considered significant and unavoidable.*** **Intersection 11: Corporate Center Drive and I-710 Northbound Off-Ramp** The intersection is signal-controlled and provides protected split phasing at the eastbound and westbound approaches and permitted phasing at the southbound approach. The significant impact at this location during the	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		p.m. peak period would be fully mitigated by providing northbound right-turn overlap phasing. ***This impact would be less than significant after mitigation.*** **Intersection 12: Fremont Avenue and Monterey Pass Road** The Fremont Avenue and Monterey Pass Road intersection is signalized and has protected left-turn phasing for the southbound approach (Fremont Avenue SB) and permitted left-turn phasing for the eastbound approach (Monterey Pass Road northeast-bound). The current lane configuration for the southbound approach on Fremont Avenue consists of a left-turn lane and a channelized free right-turn lane; the eastbound approach (Monterey Pass Road northeast-bound) has a left-turn and two through lanes; while the westbound (Monterey Pass Road southwest-bound) approach includes a through lane and a channelized right-turn. The significant impacts at this intersection can be eliminated by increasing roadway capacity and restriping all three approaches. Additional roadway capacity can be achieved by removing or resizing existing medians and vegetation. With the additional space, the new southbound approach would have enough space to accommodate dual left-turns with protected phasing and a right-turn lane. The eastbound approach would have dual left-turn lanes with protected phasing and only one through lane; while the westbound approach would include a through lane and a shared through-right-turn lane. All of these measures would take place on public right-of-way. ***This impact would be less than significant after mitigation.*** **Intersection 13: Garfield Avenue and Newmark Avenue**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The signalized intersection has protected phasing at the northbound and southbound approaches and permitted phasing on the eastbound and westbound approaches. Intersection LOS can be improved by providing southbound permitted left-turn phasing and eastbound protected/permitted left-turn phasing. However, these measures are not sufficient to eliminate the significant impacts. Full mitigation of the significant impact would require additional travel lanes along Newmark Avenue, which would require private property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 14: Atlantic Boulevard and Brightwood Street** The signalized intersection contains permitted left-turn phasing on all approaches. The impact at the study intersection could be eliminated by restriping the northbound approach to provide a left-turn lane, two through lanes, and a shared through-right turn lane; the three through lanes would not be continuous and would change back to two northbound lanes north of Brightwood Street. In addition, the southbound approach would need to provide protected left-turn phasing and the eastbound approach protected/permitted phasing. ***This impact would be less than significant after mitigation.*** **Intersection 15: I-710 NB On-Ramp/Ford Blvd and Floral Drive** The signalized intersection is signal-controlled and provides permitted phasing at all approaches. LOS operations at this location can be improved by restriping the northbound approach to provide a shared left-through	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		lane and a right-turn lane. Similarly, the eastbound approach would need to be restriped to include a shared through-left turn and a shared through-right-turn lane. These measures would only mitigate the a.m. peak hour impact; the p.m. peak hour impact would remain. The p.m. significant impact could be mitigated by adding another through lane to Floral Drive. However, any improvements to Floral Drive would require removing on-street parking and widening the I-710 underpass to allow for an additional travel lane. Any improvements would also require coordination with Los Angeles County as south of Floral Drive is unincorporated East Los Angeles. As a result, there are no feasible mitigation measures for the p.m. impact at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 16 - Corporate Center Drive/McDonnell Avenue and Floral Drive** The signalized intersection provides permitted left-turn phasing at the northbound and southbound approaches and protected left-turn phasing at the eastbound and westbound approaches. LOS operations can be improved by restriping the southbound approach to provide dual left-turn lanes and a shared thru-right-turn lane. These measures would improve intersection operations but not fully mitigate the significant impact. The a.m. peak hour significant impact could be fully mitigated with the removal of the northbound parking lane on McDonnell Avenue and replacing it with two lanes: one northbound through-left and one northbound through-right lane. However, McDonnell Avenue south of Floral Drive is outside the City of Monterey Park jurisdiction and would require coordination with Los Angeles County. Aside from	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		this improvement, there are no other feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 17 - Monterey Pass Road-Mednik Avenue and Floral Drive** The signalized intersection provides permitted left-turn phasing at all approaches. LOS operations at this location can be improved by implementing protected/permitted left-turn phasing to the eastbound approach. However, this measure is not sufficient to mitigate significant impacts during both peak hours. The a.m. peak-hour significant impacts could be fully mitigated by adding an additional southbound left-turn lane; however, this would not be physically feasible as it would require property acquisition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 18 - Atlantic Boulevard and Floral Drive/Driveway** The signalized intersection provides protected northbound and southbound left-turn phasing, and eastbound and westbound split phasing. The intersection approaches are fully developed. Widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 20 - Collegian Avenue and Avenida Cesar Chavez**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The signalized intersection provides permitted left-turn phasing at all approaches. Intersection operations can be improved by implementing protected/permitted left-turn signal phasing to the westbound approach. However, this measure would only mitigate the a.m. peak- hour impacts. This intersection is surrounded by areas that are fully built-out, and any improvements would require significant private property acquisitions. As such, there are no feasible mitigation measures for the p.m. impacts at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 21 - Atlantic Boulevard and Avenida Cesar Chavez** The signalized intersection provides protected left-turn phasing in all directions. The intersection approaches are fully developed, and widening is not possible without significant property acquisition and building demolition. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 22 - Atlantic Boulevard and 1st Street/SR-60 West Bound Off-Ramp** The signalized intersection provides permitted left-turns in all directions. The a.m. peak-hour impact could be fully mitigated by restriping the eastbound approach to provide dual left turns and an exclusive right-turn lane. The eastbound approach	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		is approximately 30 feet, so three approach lanes could be provided. The p.m. peak-hour impact could only be mitigated by providing additional north-south lanes along Atlantic Boulevard. This would require significant private property acquisitions and encroach onto the SR- 60 freeway right-of-way, making this an infeasible measure. ***This impact is considered significant and unavoidable.*** **Intersection 23 - Atlantic Boulevard and SR-60 East Bound Off-Ramp** The signalized intersection provides permitted phasing in all directions. The significant impact could be fully mitigated by adding a southbound through lane in currently underutilized pavement area. This will require restriping of the southbound approach and potentially a median reduction to accommodate the new through lane. This measure would also require coordination with Los Angeles County but would not require any new right-of-way. ***This impact would be less than significant after mitigation.*** **Intersection 24 - Garfield Avenue and Riggin Street** The signalized intersection provides permitted left-turn phasing in all directions. Intersection operations could be improved by restriping the southbound approach to include dual left-turn lanes with protected phasing, and incorporating protected/permitted phasing to the eastbound approach. The dual left-turn lanes would need to be accommodated by eliminating on-street parking on the south side of Riggin Street, east of Garfield Avenue. However, these changes would only fully mitigate a.m. peak-hour impacts and will not be sufficient to fully mitigate significant impacts during the p.m. peak hour. ***This impact is considered significant and unavoidable.***	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Intersection 25 - Garfield Avenue and Pomona Boulevard The signalized intersection provides north- and southbound split left-turn phasing, and westbound permitted left-turn phasing. Significant impacts can be mitigated by restriping the north- and southbound approaches. The northbound approach would include dual left-turn lanes with protected phasing and a through lane; while the southbound approach would provide one through lane, one through-right-turn lane, and an exclusive right-turn lane. This improvement would require coordination with Caltrans and the City of Montebello. ***This impact would be less than significant after mitigation.*** **Intersection 26 - Garfield Avenue and Via Campo** This intersection is entirely outside the City of Monterey Park. It provides north- and southbound split left-turn phasing, and east- and westbound permitted left-turn phasing. The LOS at this intersection could be improved by restriping the southbound and eastbound approaches and adding protected left-turn phases to the north- and southbound approaches. The southbound approach will include a left-turn lane and two through lanes; while the eastbound will have a through-left-turn lane, two through lanes, and a right-turn lane. However, this measure is not sufficient to eliminate the p.m. peak-hour significant impact. In addition, the area is fully developed, and widening is not possible without significant property acquisition and building demolition.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		There are no feasible mitigation measures at this intersection. Furthermore, the intersection is completely within City of Montebello jurisdiction, so coordination with the City would be required. ***This impact is considered significant and unavoidable.*** **Intersection 27 - Wilcox Avenue and Pomona Boulevard** The signalized intersection provides northbound protected left-turn phasing, and south- and westbound permitted left-turn phasing. Intersection operations could be improved by providing left-turn protected signal phasing; however, the p.m. peak-hour significant impact would not be fully mitigated. Significant impacts could be mitigated by adding an additional westbound right-turn lane and an additional southbound right-turn lane. However, widening is not possible without significant property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 28 - Markland Drive and Potrero Grande Drive/SR-60 West Bound Off-Ramp** The signalized intersection provides north/south permitted left-turn phasing, and east/west protected left-turn phasing. The significant p.m. peak-period impact could be mitigated by restriping the eastbound approach to include: one left-turn lane, one through lane, one shared through-right-turn lane, and one exclusive right-turn lane. The approach currently has 40 feet, so there is enough roadway width to restripe the approach in this manner. This measure would require extensive coordination with	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Caltrans but would not require any new right-of-way. ***This impact would be less than significant after mitigation.*** **Intersection 30 - Saturn Street/Market Place Drive and Potrero Grande Drive** The signalized intersection provides eastbound and westbound protected left-turn phasing, and northbound and southbound permitted left-turn phasing. The significant p.m. peak-hour impact could be fully mitigated by restriping the northbound approach to provide: one left turn, one through lane, and one shared through-right-turn lane. ***This impact would be less than significant after mitigation.***	
Would the project cause substantial adverse cumulative impacts with respect to transportation? Traffic conditions under Future 2040 With General Plan Update Conditions would substantially impact 27 0f the 30 study intersections. This is considered a **potentially significant impact**.	S	**Intersection 1: Atlantic Boulevard and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Atlantic Boulevard and is at the northern city limit with the City of Alhambra. The signalized intersection has protected-permissive phasing at the southbound and eastbound approaches and permitted phasing for the northbound and westbound approaches. Level of Service (LOS) at this location can be improved by restriping the eastbound approach to provide a left-turn lane and a shared left-through-right lane. Similarly, the westbound approach will also need to be restriped to accommodate a left-turn lane, a shared through-right-turn lane, and an exclusive right-turn lane. Split left-turn phasing will be required for the east- and westbound approaches in order to accommodate these changes. These improvements will partially mitigate intersection operations during the peak periods, but the significant impacts will still remain.	SU

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		To fully mitigate the significant impact, the intersection would need to be widened along the east- and westbound approaches. However, widening the roadway at this intersection in any direction would be infeasible as it would require significant land acquisition of residential and commercial properties. ***This impact is considered significant and unavoidable.*** **Intersection 2: Garfield Avenue and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Garfield Avenue and is at the northern city limit with the City of Alhambra. The signalized intersection provides protected left-turns at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. The significant impact could be mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 3: New Avenue and Hellman Avenue** The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at New Avenue and is at the eastern city limit with the City of Rosemead. The signalized intersection provides protected left-turns on the northbound and southbound approaches and permissive phasing for the eastbound and westbound approaches. LOS operations at this location can be improved by providing northbound permitted left-turn phasing and eastbound protected left-turn phasing. However, these	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		measures are not sufficient to fully mitigate the significant impact at the intersection. The significant impact could be fully mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 4: Atlantic Boulevard and Emerson Avenue** The signalized intersection provides protected-permitted phasing at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. Although the significant impact could be mitigated by providing additional lanes to Atlantic Boulevard and Emerson Avenue, neither roadway has the capacity to accommodate another traffic lane. Any additional lanes could only be accommodated through significant property acquisition and elimination of on-street parking. Thus, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 5: Garfield Avenue and Emerson Avenue** The signalized intersection provides permitted phasing at all approaches. The immediate area around this location is primarily occupied by commercial uses. Intersection operations could be improved by providing southbound and westbound protected/permitted left-turn phasing; however, these measures would be insufficient to fully mitigate the significant impact.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Additional intersection improvements could be made with an additional thru lane on both Emerson Avenue and Garfield Avenue, supplemented with additional left- and right-turn pockets. However, these measures would still be insufficient in mitigating the significant impact. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 6: Atlantic Boulevard and Garvey Avenue** The signalized intersection provides protected left-turn phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing right-turn lane on the eastbound and westbound approaches to a thru-right-turn lane. Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 7: Garfield Avenue and Garvey Avenue** The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue and an improvement along Garfield Avenue at the northbound approach (as part of a potential development project at the southeast corner of the intersection), a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. The northbound approach would also add an exclusive northbound right-turn lane, allowing two northbound thru lanes. Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 8: New Avenue and Garvey Avenue** The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. Although this would be a physically feasible improvement and would mitigate the a.m. peak-period significant impact, it would not fully mitigate the significant impact during the p.m. peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.***	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Intersection 9: Corporate Center Drive and Ramona Boulevard The signalized intersection is located south of I-710 and I-10 interchange and provides protected left-turn phasing on the northbound and westbound approaches. The significant impact during the p.m. peak period can be eliminated by restriping the westbound approach to include a left-turn lane, a shared left-through lane, and a through lane; split phasing would be provided for the east- and westbound approaches. However, these measures will not eliminate the a.m. significant impact at this location. The significant impact could be eliminated by providing an additional east-west through lane. However, this would require widening Ramona Boulevard which would not be physically feasible due to freeway right-of-way north of the intersection, and which would require significant highway interchange reconfiguration. ***This impact is considered significant and unavoidable.*** **Intersection 11: Corporate Center Drive and I-710 Northbound Off-Ramp** The intersection is signal-controlled and provides protected split phasing at the eastbound and westbound approaches and permitted phasing at the southbound approach. The significant impact at this location during the p.m. peak period would be fully mitigated by providing northbound right-turn overlap phasing. ***This impact would be less than significant after mitigation.*** **Intersection 12: Fremont Avenue and Monterey Pass Road**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The Fremont Avenue and Monterey Pass Road intersection is signalized and has protected left-turn phasing for the southbound approach (Fremont Avenue SB) and permitted left-turn phasing for the eastbound approach (Monterey Pass Road northeast-bound). The current lane configuration for the southbound approach on Fremont Avenue consists of a left-turn lane and a channelized free right-turn lane; the eastbound approach (Monterey Pass Road northeast-bound) has a left-turn and two through lanes; while the westbound (Monterey Pass Road southwest-bound) approach includes a through lane and a channelized right-turn. The significant impacts at this intersection can be eliminated by increasing roadway capacity and restriping all three approaches. Additional roadway capacity can be achieved by removing or resizing existing medians and vegetation. With the additional space, the new southbound approach would have enough space to accommodate dual left-turns with protected phasing and a right-turn lane. The eastbound approach would have dual left-turn lanes with protected phasing and only one through lane; while the westbound approach would include a through lane and a shared through-right-turn lane. All of these measures would take place on public right-of-way. ***This impact would be less than significant after mitigation.*** **Intersection 13: Garfield Avenue and Newmark Avenue** The signalized intersection has protected phasing at the northbound and southbound approaches and permitted phasing on the eastbound and westbound approaches. Intersection LOS can be improved by providing southbound permitted left-turn phasing and eastbound protected/permitted left-turn phasing. However, these	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		measures are not sufficient to eliminate the significant impacts. Full mitigation of the significant impact would require additional travel lanes along Newmark Avenue, which would require private property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 14: Atlantic Boulevard and Brightwood Street** The signalized intersection contains permitted left-turn phasing on all approaches. The impact at the study intersection could be eliminated by restriping the northbound approach to provide a left-turn lane, two through lanes, and a shared through-right turn lane; the three through lanes would not be continuous and would change back to two northbound lanes north of Brightwood Street. In addition, the southbound approach would need to provide protected left-turn phasing and the eastbound approach protected/permitted phasing. ***This impact would be less than significant after mitigation.*** **Intersection 15: I-710 NB On-Ramp/Ford Blvd and Floral Drive** The signalized intersection is signal-controlled and provides permitted phasing at all approaches. LOS operations at this location can be improved by restriping the northbound approach to provide a shared left-through lane and a right-turn lane. Similarly, the eastbound approach would need to be restriped to include a shared through-left turn and a shared through-right-turn lane. These measures would only mitigate the a.m. peak hour impact; the p.m. peak hour impact would remain.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The p.m. significant impact could be mitigated by adding another through lane to Floral Drive. However, any improvements to Floral Drive would require removing on-street parking and widening the I-710 underpass to allow for an additional travel lane. Any improvements would also require coordination with Los Angeles County as south of Floral Drive is unincorporated East Los Angeles. As a result, there are no feasible mitigation measures for the p.m. impact at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 16 - Corporate Center Drive/McDonnell Avenue and Floral Drive** The signalized intersection provides permitted left-turn phasing at the northbound and southbound approaches and protected left-turn phasing at the eastbound and westbound approaches. LOS operations can be improved by restriping the southbound approach to provide dual left-turn lanes and a shared thru-right-turn lane. These measures would improve intersection operations but not fully mitigate the significant impact. The a.m. peak hour significant impact could be fully mitigated with the removal of the northbound parking lane on McDonnell Avenue and replacing it with two lanes: one northbound through-left and one northbound through-right lane. However, McDonnell Avenue south of Floral Drive is outside the City of Monterey Park jurisdiction and would require coordination with Los Angeles County. Aside from this improvement, there are no other feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.***	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Intersection 17 - Monterey Pass Road-Mednik Avenue and Floral Drive The signalized intersection provides permitted left-turn phasing at all approaches. LOS operations at this location can be improved by implementing protected/permitted left-turn phasing to the eastbound approach. However, this measure is not sufficient to mitigate significant impacts during both peak hours. The a.m. peak-hour significant impacts could be fully mitigated by adding an additional southbound left-turn lane; however, this would not be physically feasible as it would require property acquisition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 18 - Atlantic Boulevard and Floral Drive/Driveway** The signalized intersection provides protected northbound and southbound left-turn phasing, and eastbound and westbound split phasing. The intersection approaches are fully developed. Widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 20 - Collegian Avenue and Avenida Cesar Chavez** The signalized intersection provides permitted left-turn phasing at all approaches.	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Intersection operations can be improved by implementing protected/permitted left-turn signal phasing to the westbound approach. However, this measure would only mitigate the a.m. peak- hour impacts. This intersection is surrounded by areas that are fully built-out, and any improvements would require significant private property acquisitions. As such, there are no feasible mitigation measures for the p.m. impacts at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 21 - Atlantic Boulevard and Avenida Cesar Chavez** The signalized intersection provides protected left-turn phasing in all directions. The intersection approaches are fully developed, and widening is not possible without significant property acquisition and building demolition. As such, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 22 - Atlantic Boulevard and 1st Street/SR-60 West Bound Off-Ramp** The signalized intersection provides permitted left-turns in all directions. The a.m. peak-hour impact could be fully mitigated by restriping the eastbound approach to provide dual left turns and an exclusive right-turn lane. The eastbound approach is approximately 30 feet, so three approach lanes could be provided. The p.m. peak-hour impact could only be mitigated by providing additional north-south lanes along Atlantic Boulevard. This would require significant private property	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		acquisitions and encroach onto the SR- 60 freeway right-of-way, making this an infeasible measure. ***This impact is considered significant and unavoidable.*** **Intersection 23 - Atlantic Boulevard and SR-60 East Bound Off-Ramp** The signalized intersection provides permitted phasing in all directions. The significant impact could be fully mitigated by adding a southbound through lane in currently underutilized pavement area. This will require restriping of the southbound approach and potentially a median reduction to accommodate the new through lane. This measure would also require coordination with Los Angeles County but would not require any new right-of-way. ***This impact would be less than significant after mitigation.*** **Intersection 24 - Garfield Avenue and Riggin Street** The signalized intersection provides permitted left-turn phasing in all directions. Intersection operations could be improved by restriping the southbound approach to include dual left-turn lanes with protected phasing, and incorporating protected/permitted phasing to the eastbound approach. The dual left-turn lanes would need to be accommodated by eliminating on-street parking on the south side of Riggin Street, east of Garfield Avenue. However, these changes would only fully mitigate a.m. peak-hour impacts and will not be sufficient to fully mitigate significant impacts during the p.m. peak hour. ***This impact is considered significant and unavoidable.*** **Intersection 25 - Garfield Avenue and Pomona Boulevard**	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		The signalized intersection provides north- and southbound split left-turn phasing, and westbound permitted left-turn phasing. Significant impacts can be mitigated by restriping the north- and southbound approaches. The northbound approach would include dual left-turn lanes with protected phasing and a through lane; while the southbound approach would provide one through lane, one through-right-turn lane, and an exclusive right-turn lane. This improvement would require coordination with Caltrans and the City of Montebello. ***This impact would be less than significant after mitigation.*** **Intersection 26 - Garfield Avenue and Via Campo** This intersection is entirely outside the City of Monterey Park. It provides north- and southbound split left-turn phasing, and east- and westbound permitted left-turn phasing. The LOS at this intersection could be improved by restriping the southbound and eastbound approaches and adding protected left-turn phases to the north- and southbound approaches. The southbound approach will include a left-turn lane and two through lanes; while the eastbound will have a through-left-turn lane, two through lanes, and a right-turn lane. However, this measure is not sufficient to eliminate the p.m. peak-hour significant impact. In addition, the area is fully developed, and widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection. Furthermore, the intersection is completely within City of Montebello jurisdiction, so coordination with	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		the City would be required. ***This impact is considered significant and unavoidable.*** **Intersection 27 - Wilcox Avenue and Pomona Boulevard** The signalized intersection provides northbound protected left-turn phasing, and south- and westbound permitted left-turn phasing. Intersection operations could be improved by providing left-turn protected signal phasing; however, the p.m. peak-hour significant impact would not be fully mitigated. Significant impacts could be mitigated by adding an additional westbound right-turn lane and an additional southbound right-turn lane. However, widening is not possible without significant property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection. ***This impact is considered significant and unavoidable.*** **Intersection 28 - Markland Drive and Potrero Grande Drive/SR-60 West Bound Off-Ramp** The signalized intersection provides north/south permitted left-turn phasing, and east/west protected left-turn phasing. The significant p.m. peak-period impact could be mitigated by restriping the eastbound approach to include: one left-turn lane, one through lane, one shared through-right-turn lane, and one exclusive right-turn lane. The approach currently has 40 feet, so there is enough roadway width to restripe the approach in this manner. This measure would require extensive coordination with Caltrans but would not require any new right-of-way. ***This impact would be less than significant after mitigation.***	

Impacts	Significance Before Mitigation	Mitigation Measures	Significance After Mitigation
		Intersection 30 - Saturn Street/Market Place Drive and Potrero Grande Drive The signalized intersection provides eastbound and westbound protected left-turn phasing, and northbound and southbound permitted left-turn phasing. The significant p.m. peak-hour impact could be fully mitigated by restriping the northbound approach to provide: one left turn, one through lane, and one shared through-right-turn lane. ***This impact would be less than significant after mitigation.***	
UTILITIES AND SERVICE SYSTEMS			
Impact UTS-2 – Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years? Sufficient long-term water supplies for the Project cannot be guaranteed at this time. This is considered a **potentially significant impact**.	S	**Mitigation Measure UTS-1: Water Reliability Assessment** The City shall collaborate with the local water service providers during the development of the Urban Water Management Plans over the term of the Project. The City shall work with these providers to ensure that future assessments of water reliability consider population projections as anticipated under the Project. If it is determined that existing conservation measures are not adequate to meet future water needs, the City shall work with the providers to develop additional conservation measures or expand other options such as increased use of recycled water.	LTS

NOTES:

S = Significant

LTS = Less than Significant

SU = Significant Unavoidable Impact

3 – Project Description

This EIR chapter describes the proposed City of Monterey Park Focused General Plan Update ("Focused General Plan Update" or "project") evaluated in this Program EIR. This chapter describes: the general location of the City, environmental setting/existing conditions, project objectives, project characteristics, approvals associated with adoption of the General Plan Land Use Element Update, and intended use of this EIR.

3.1 – PROJECT LOCATION

The City of Monterey Park is located seven miles east of downtown Los Angeles in the San Gabriel Valley. The City is bordered by the City of Alhambra to the north, City of Rosemead and the unincorporated community of South San Gabriel to the east, City of Montebello to the south, and the unincorporated community of East Los Angeles to the west (see Exhibit 3-1: Regional Location). Several freeways and highways offer regional access to the City, including the Pomona Freeway (SR-60) on the south, the San Bernardino Freeway (1-10) to the north, and the Long Beach Freeway (I-710) to the west. Regional arterial roads traversing the City include Garvey Avenue, Atlantic Boulevard, and Garfield Avenue.

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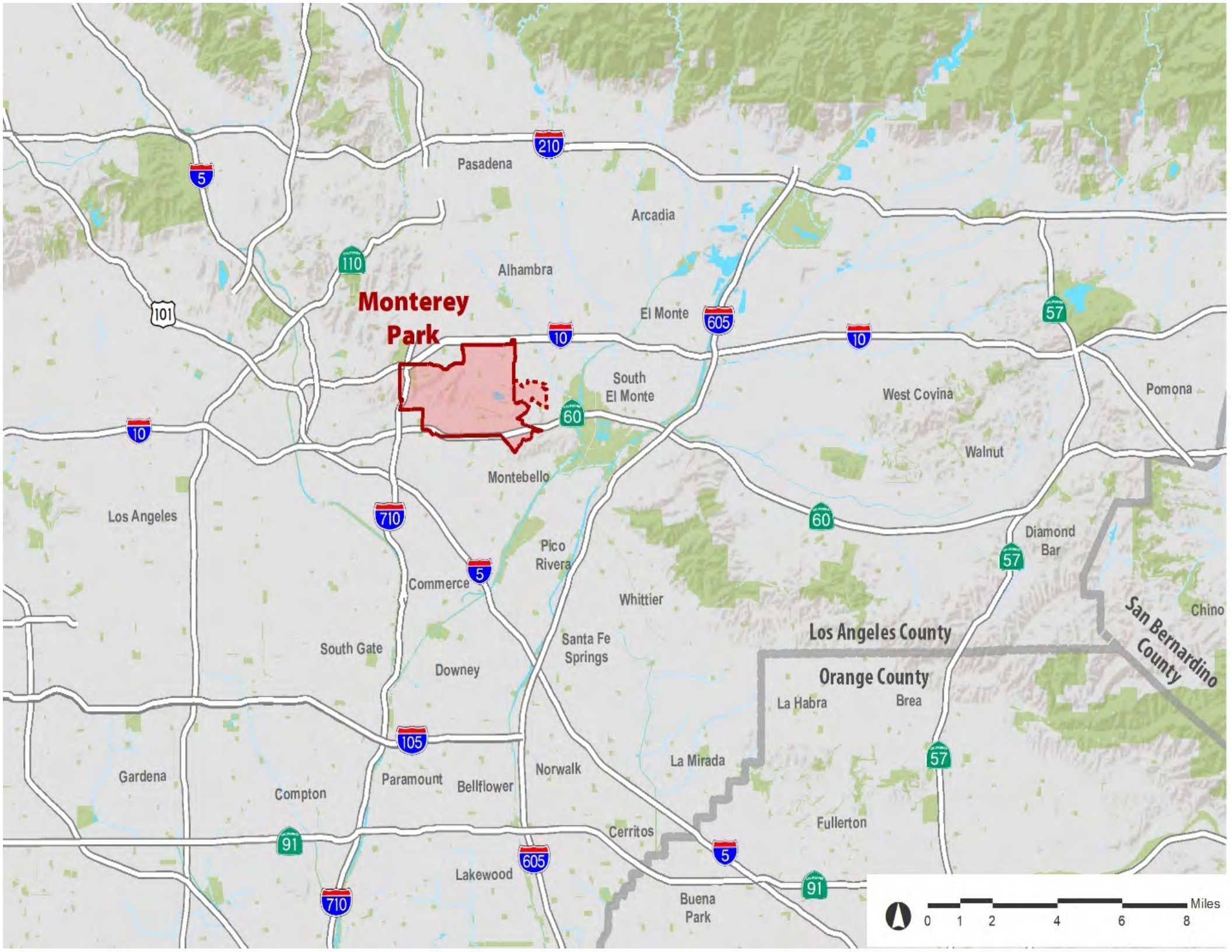
Monterey Park
Pasadena
Arcadia
Alhambra
El Monte
South El Monte
West Covina
Pomona
Walnut
Montebello
Los Angeles
Pico Rivera
Commerce
Whittier
Diamond Bar
Chino
Los Angeles County
Orange County
San Bernardino County
South Gate
Downey
Santa Fe Springs
La Habra
Brea
La Mirada
Gardena
Compton
Paramount
Bellflower
Norwalk
Fullerton
Cerritos
Lakewood
Buena Park
210
5
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710
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0 1 2 4 6 8
Miles

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3.2 – ENVIRONMENTAL SETTING/EXISTING CONDITIONS

The City of Monterey Park encompasses approximately eight square miles, nearly all of which are developed with urban land uses. Monterey Park's Sphere of Influence consists of the unincorporated community of South San Gabriel located adjacent to the City's eastern boundary south of Graves Avenue between New Avenue and San Gabriel Boulevard. The entire area encompasses 4,270 net acres with approximately 3,980 net acres within the corporate city limits and an additional 289 net acres within the Sphere of Influence (not including right-of-way). State law defines a Sphere of Influence as the probable physical boundary and service area of a local agency, as determined by the Local Agency Formation Commission (LAFCO) (Cal. Gov't. Code §56076). All properties within the corporate City limits and the Sphere of Influence area is called the Planning Area (see Exhibit 3-2: Planning Area).

The 2019 estimated population of the City of Monterey Park is 64,240 residents, with 4,648 residents within the Sphere of Influence.[1] An estimated 31,532 employees work within the City and 1,517 employees work within the Sphere of Influence.

Monterey Park has a variety of land uses. Commercial and light industrial land uses total 173 acres (5 percent) and 143 acres (3 percent), respectively. Office use makes up 195 acres or (5 percent). Park and open space uses comprise up 300 acres (8 percent). Public facilities and institutional uses make up 13 percent. Vacant land makes up three- percent of the Planning Area. Table 3-1 shows the existing land use and acreage within the Planning Area. Exhibit 3-3 shows the existing land uses within the Planning Area.

[1] The 2019 population and housing estimates for the Planning Area are derived from a variety of informational sources including: the California Department of Finance, Demographic Research Unit, Population and Housing Estimates, January 2018; Urban Footprint and CoreLogic 2019 parcel attribute data; and MIG, 2019. It should be noted that, to provide a conservative analysis, an occupancy rate was not applied to the existing and future population estimates. The California Department of Finance estimates a 4.4 percent vacancy rate (95.6 occupancy rate) for 2018.

Table 3-1
Land Use Distribution by Acres (2019)

Land Use Category	City		Sphere of Influence		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Unit	1,876	47.1%	202	69.7%	2,078	48.7%
Multi-Unit	561	14.1%	31	10.8%	592	13.9%
Mobile Home Parks	1	0.0%	-	0.0%	1	0.0%
Residential Care Facilities	4	0.1%	3	1.2%	7	0.2%
Mixed-Use	7	0.2%	-	0.0%	7	0.2%
General Commercial	172	4.3%	2	0.6%	174	4.1%
Offices	194	4.9%	1	0.4%	195	4.6%
Hotel/Motels	8	0.2%	1	0.2%	9	0.2%
Light Industrial	143	3.6%	-	0.0%	143	3.3%
Parking Lots and Structures	16	0.4%	-	0.0%	16	0.4%
Hospitals and Medical	7	0.2%	-	0.0%	7	0.2%
Public Facilities	313	7.9%	1	0.4%	314	7.4%
Utilities	64	1.6%	10	3.4%	74	1.7%
Schools	74	1.9%	-	0.0%	74	1.7%
East Los Angeles College (ELAC)	77	1.9%	-	0.0%	77	1.8%
Nursery	14	0.4%	14	4.8%	28	0.7%
Closed Landfill (Open Space)	148	3.7%	-	0.0%	148	3.5%
Golf Course	47	1.2%	-	0.0%	47	1.1%
Parks and Recreation	105	2.6%	-	0.0%	105	2.5%
Religious Institutions	24	0.6%	0	0.1%	24	0.6%
Vacant Lands	125	3.1%	24	8.4%	149	3.5%
Total	**3,980**	**100.0%**	**289**	**100.0%**	**4,269**	**100.0%**

Source: MIG, 2019.

Residential Uses. Making up the largest land use category (63 percent of the Planning Area), residential uses are found throughout Monterey Park. Of all residential uses, single-unit residential uses make up the bulk of the residential category (78 percent). Higher density residential use is concentrated between Graves Avenue and Monterey Park's northern boundary, Hellman Avenue. High density residential (30 or more units per acre) exists along Garfield Avenue south of Newmark Avenue, north of East Los Angeles College along Floral Drive, and north of Garvey Avenue.

Commercial, Office, and Industrial Uses. Commercial areas comprise four percent of all land uses. Commercial uses are located in Downtown Monterey Park, along Garvey Avenue, Atlantic Boulevard, Garfield Avenue, Monterey Pass Road, Corporate Center Drive, OII/Edison, and Saturn Park. Office uses (including business, medical, and other) make five percent of land area. Industrial uses are only in the incorporated area and make up three percent of total land area.

Floor-area ratio (FAR) describes the relationship between the total amount of usable floor area that a building has or is permitted to have, and the total area of the lot on which the building stands. The ratio is determined by dividing a building's gross floor area by the gross area of the lot upon which it is built. A higher ratio is more likely to indicate a dense or urban condition.

Monterey Park has a low FAR overall with the majority of parcels falling in the 0.00 to 0.50 range. No parcels have a FAR higher than 2.00. The few parcels with a FAR ranging between 0.51 and 2.00 are classified as commercial, office, and mixed use and are scattered along Garvey Avenue, Garfield Avenue, and Atlantic Boulevard.

Park and Open Space. Parks and open space make up about seven percent of the acreage in the Planning Area. Parks and open space include the Monterey Park Golf Course, Highlands Park, Pine Tree Park, Sequoia Park, Sunnyslope Park, Cascade Park, Barnes Park, Bella Vista Park, Sierra Vista Park, MWD Conservation Park, Edison Trails Park, George E. Elder Park, Garvey Ranch Park, La Loma Park, Demonstration Garden, Service Club House, Langley Senior Center and the closed landfill.

Public Facilities and Institutional. Public and quasi-public uses include schools (public and private); public assembly uses such as religious institutions; hospitals; government offices; and utilities. The total land area devoted to public facilities and institutional uses is 570 net acres or 13 percent of the Planning Area. Public and private schools occupy 74 net acres of the Planning Area (less than two percent). East Los Angeles College, located along Avenida Cesar Chavez, encompasses 77 net acres and is the only college in the Planning Area.

*Vacant and Other Land Uses***.** Vacant land exists within Monterey Park; only 149 net acres or four percent of the land is vacant. Other land uses such as parking lots, hotel and motels, nursery, and mixed-use properties occupy just over 60 net acres.

3.3 – BACKGROUND

The City of Monterey Park proposes a focused update to the General Plan consisting solely of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is to ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities.

Ensuring the Monterey Park 2040 General Plan Update reflects the diverse priorities and needs of the community, the General Plan program uses a variety of community engagement strategies to gather input. The community participation program includes:

General Plan Advisory Committee (GPAC)

The GPAC has eleven community members and five alternate members; all appointed by the City Council. The GPAC convened four times and focused on the following:

- March 11, 2019 – General Plan purpose, Asset/Challenges/Opportunities/Vision discussion
- April 1, 2019 – Stakeholder Interview results, Conditions Influencing Monterey Park Planning (market, physical constraints, land use patterns, circulation), Areas of Stability and Change discussion and mapping exercise

- April 15, 2019 – Focus Areas ("areas of change"), Focus Areas' possible land use alternatives, Cherry Blossom Festival planning
- May 6, 2019 – Community engagement input summaries (Community Survey and Cherry Blossom Festival), land use alternatives adjustments based on community input, and endorsement of preferred land use alternatives.

Stakeholder Interviews

A series of stakeholder interviews were conducted between March 6, 2019 and March 20, 2019. The interviews' purpose was twofold: inform community members about the Monterey Park 2040 General Plan Update, and gather input regarding Monterey Park's strengths, challenges, and opportunities. Invitations to participate were extended to 26 local organizations/community groups and City Council members.

Monterey Park 2040 Website and Social Media

The website, www.montereypark2040.org, focuses on the General Plan update. It provides information about the General Plan update process and schedule, involvement opportunities, latest news, community engagement summaries, and draft plans and other technical documents prepared for the General Plan update and its environmental review process. The website can be viewed in English, Simplified Chinese, and Spanish. The website provides an opportunity for people to sign up for additional information, which is provided through email.

In addition to the website, the General Plan program has a Facebook account, a twitter account (MPGP2040), and two hashtags (#MontereyPark2040 and #MPGP2040). Upcoming events, "going on now" messages, and other communications are "e-blasted" through the accounts.

Community Survey/Intercepts

A written 11-question community survey was conducted from March 20, 2019 through May 31, 2019. The survey (available in English, Simplified Chinese, and Spanish) asks: what characteristics and elements make Monterey Park special, what characteristics and elements would the community like to see more of, what type of housing should be provided, how do people get around (mobility modes) now and how would they like to get around in the future, how Monterey Park should change, and what should the future Monterey Park look like. The survey was available on the Monterey Park 2040 website, and in the Monterey Park Bruggemeyer Library, Langley Senior Center, and Monterey Park City Hall. In addition, General Plan team members conducted and distributed surveys at six locations: Langley Senior Center, Bruggemeyer Library, ELAC, Monterey Park Farmers' Market, Monterey Park's LA Fitness, and the Cherry Blossom Festival. Approximately 260 surveys were completed/submitted.

Cherry Blossom Festival

During the April 27 and April 28, 2019 Cherry Blossom Festival event, approximately 600 participants were asked to provide their opinions regarding the Focus Areas' land use alternatives. The Monterey Park 2040 booth featured multiple interactive boards displaying each Focus Area's preferred land use alternative. The land use alternatives' description provided a verbal summary and a series of photographs representing possible building types/heights/density that could be constructed. Participants applied "dots" to vote/express their opinion of the alternative. Display boards were translated into Simplified Chinese and Spanish.

Preferred Land Use Public Meeting and Environmental Scoping Meeting

On May 6, 2019 a public meeting was convened in the Monterey Park City Hall Council Chambers to present the General Plan's technical findings (existing land use analysis and market analysis), community engagement activities and findings, and the proposed preferred Focus Areas' land use alternative. Community members' questions and comments were noted. In addition, an Environmental Scoping Meeting was conducted. Community members' comments focused on traffic, water infrastructure and supply, noise, and parking.

3.4- PROJECT OBJECTIVES

CEQA Guidelines Section 15124(b) requires the EIR to describe the basic objectives and underlying purpose of the project. The City-stated objectives of the General Plan Land Use Element Update are listed below.

1. Encourage economic investment and revitalization within the City's Focus Areas.
2. Create new housing opportunities for a full range of housing types and to increase housing affordability.
3. Encourage infill development within underutilized areas of the City.
4. Accommodate job-generating land uses in order to increase employment in the City.
5. Accommodate commercial/retail uses in order to expand the City's tax base.

3.5 – PROJECT CHARACTERISTICS

This section provides a description of the 2040 growth projections analyzed in this Draft EIR, and a general description of Focus Areas and the Updated Land Use Map.

Updated Land Use Map and Land Use Designations

The Land Use Element identifies the planned land use designations for the entire City, city-wide land use and urban design goals and policies, and Focus Area land use and urban design goals and policies. The land use designations generally relate to the designations shown in the 2001 General Plan (see Exhibit 3-4); however, some land use categories have been refined. Table 3-2 identifies a brief description for each land use designation and acres.

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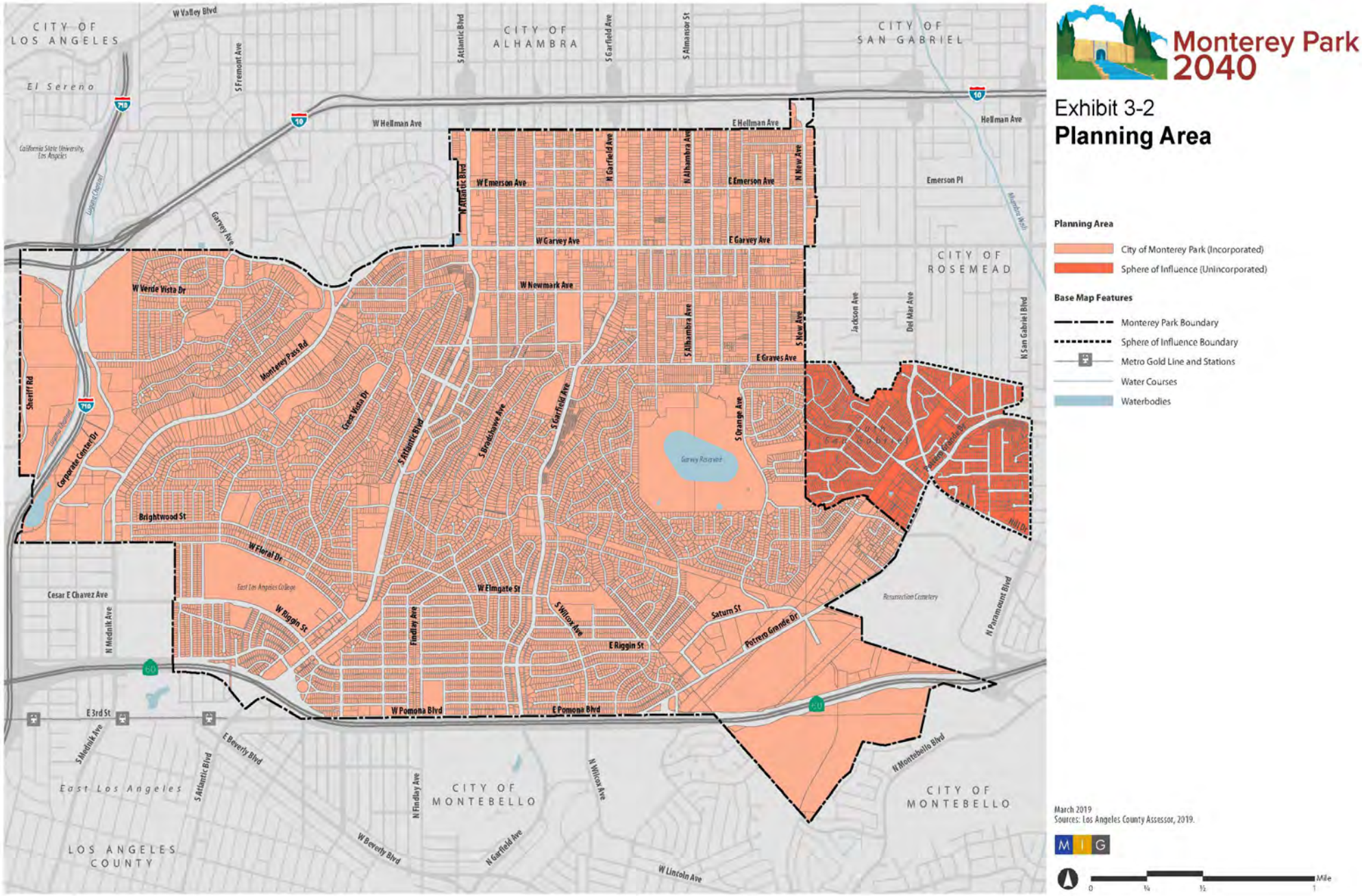
Monterey Park 2040
Exhibit 3-2
Planning Area
Planning Area
City of Monterey Park (Incorporated)
Sphere of Influence (Unincorporated)
Base Map Features
Monterey Park Boundary
Sphere of Influence Boundary
Metro Gold Line and Stations
Water Courses
Waterbodies
March 2019
Sources: Los Angeles County Assessor, 2019.
CITY OF LOS ANGELES
CITY OF ALHAMBRA
CITY OF SAN GABRIEL
CITY OF ROSEMEAD
CITY OF MONTEBELLO
LOS ANGELES COUNTY
El Sereno
East Los Angeles
W Valley Blvd
W Hellman Ave
E Hellman Ave
W Emerson Ave
E Emerson Ave
W Garvey Ave
E Garvey Ave
W Newmark Ave
E Graves Ave
W Verde Vista Dr
Monterey Pass Rd
Crest Vista Dr
Brightwood St
W Floral Dr
W Elmgate St
W Riggin St
E Riggin St
Saturn St
Potrero Grande Dr
W Pomona Blvd
E Pomona Blvd
Cesar E Chavez Ave
E 3rd St
E Beverly Blvd
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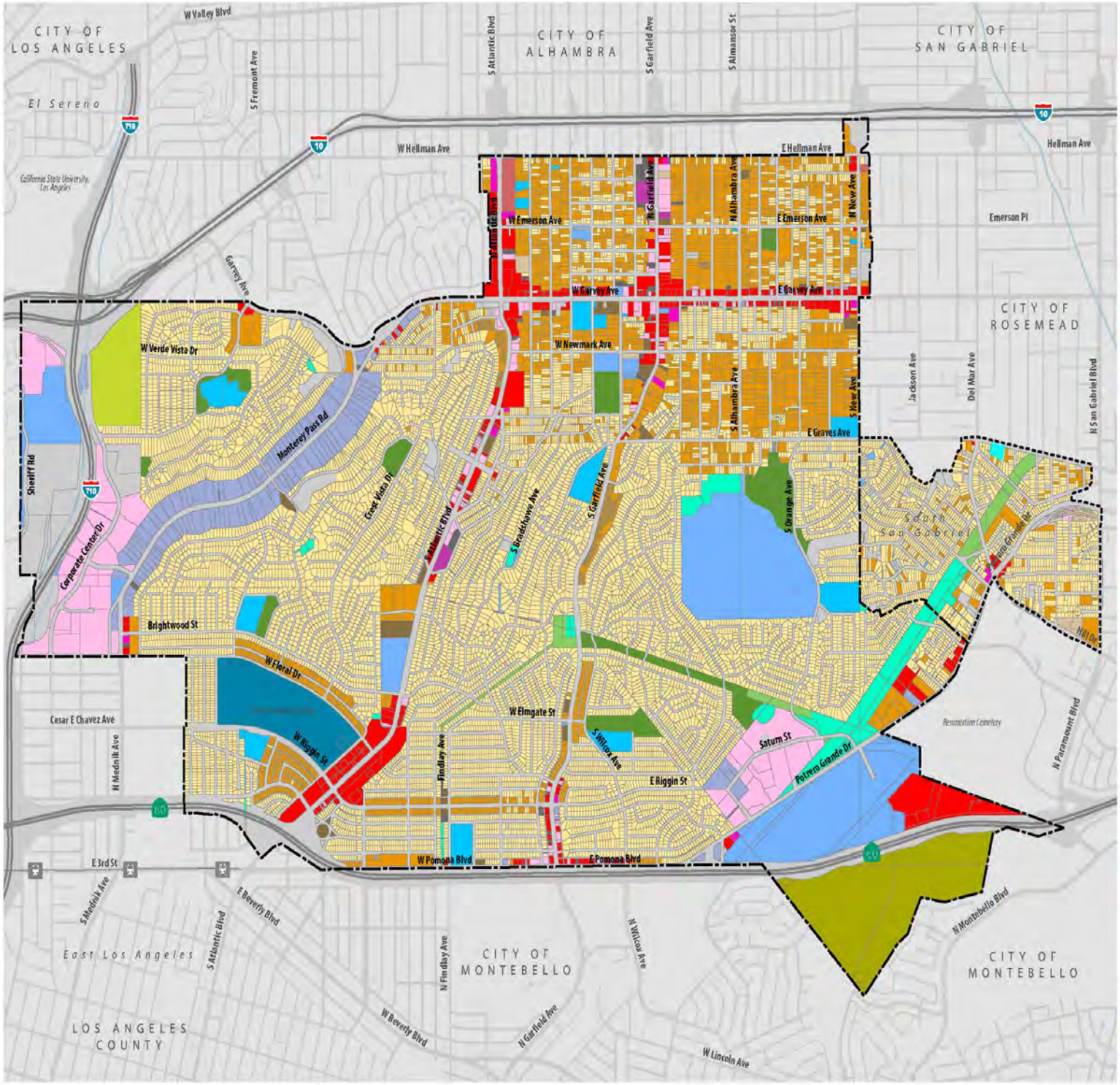

Monterey Park 2040

Exhibit 3-3
Existing Land Use (2019)

Existing Land Use (2019)

- Single-Family
- Mobile Home Park
- Multi-Family
- Residential Care Facility
- General Commercial
- Office
- Mixed Use
- Hotel/Motel
- Light Industrial
- Hospital
- Government and Public Facility
- Water Facilities and Utility Corridors
- Public Schools
- Community College
- Nursery
- Golf Course
- Park
- Former Landfill
- Religious Institution
- Parking
- Vacant

Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations
- Water Courses
- Waterbodies

March 2019
Sources: Los Angeles County Assessor, 2019; Urban Footprint (Core Logix), 2019.

MIG

0 ¼ ½ 1 Mile

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Table 3-2
General Plan Land Use Designations

Land Use Designations	City		Sphere of Influence		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Residential Designations						
Low Density: One residential unit per lot, with private open space.	1,690	42.5%	244	84.2%	1,934	45.3%
Medium Density: Attached or detached residential units, with private and common open space.	287	7.2%	2	0.8%	289	6.8%
High Density: Attached or detached residential units, with private and common open space.	418	10.5%	15	5.3%	433	10.1%
Commercial and Business Designations						
Commercial: Broad range of retail and service commercial uses, hospitality, entertainment, medical, and professional offices.	166	4.2%	4	1.3%	169	4.0%
Corporate Center: Professional offices, hospitality, entertainment, and medical.	128	3.2%	-	-	128	3.0%
Innovation/Technology: Research and development, light manufacturing, service commercial, professional offices, entertainment, and breweries/wineries/distilleries.	238	6.0%	-	-	238	5.6%

Land Use Designations	City		Sphere of Influence		Planning Area	
	Acres	**Percent**	**Acres**	**Percent**	**Acres**	**Percent**
Mixed-Use Designation						
Mixed Use: Broad range of retail and service commercial uses, hospitality, entertainment, medical, professional offices, and residential uses.	149	3.7%	-	-	149	3.5%
Public Facilities and Open Space Designations						
Public Facilities: Public buildings, childcare centers for City-supported programs, community gardens, public utility facilities, utility easements, reservoirs and wells, public schools, and similar uses of a public-serving nature.	441	11.1%	24	8.5%	466	10.9%
Open Space: Parks and City-owned recreational facilities, community gardens, golf courses, and resource conservation areas.	463	11.6%	-	-	463	10.9%
Overlay						
Housing Overlay: In addition to uses permitted in the underlying land use designation, attached residential uses.	18	N/A	-	N/A	-	N/A
Total	**3,980**	**100.0%**	**289**	**100.0%**	**4,269**	**100.0%**

Focus Areas

The Focus Areas identify the areas of change where the majority of development growth is anticipated through the 2040 planning horizon year. Areas that are not in the Focus Areas will not see significant growth. See Exhibit 3-5 for the locations of the Focus Areas. Table 3-3 identifies the changes in floor-area ratio and building height between the current General Plan adopted in 2001 and the 2040 General Plan Update.

Corporate Center

The Corporate Center Focus Area is located along Corporate Center Drive parallel to the I-710 Freeway. Existing land uses consists of four-to six-story office buildings. The proposed land use plan focuses on adding additional office opportunities and hospitality uses, including hotels and restaurants up to 125 feet in height (10 stories). The northern portion of this focus area limits buildings height up to 60 feet (four stories).

Corporate Place

The Corporate Place Focus Area is along Corporate Place, just west of Monterey Pass Road and north of Floral Drive. Existing land uses consist of low-scale office and light industrial uses. The proposed land use plan focuses on accommodating additional intensity of creative office uses and industrial uses up to 50 feet in building height (four stories).

Monterey Pass

The Monterey Pass Focus Area is located along Monterey Pass Road. Existing land uses consist of light industrial and small warehouse uses. The proposed land use plan focuses on transitioning existing uses to research and development, light manufacturing and service commercial, and professional office uses up to 35 feet in building height (two stories).

Downtown Core

The Downtown Core includes properties around the intersection of Garvey and Garfield Avenues. Existing land uses generally consist of commercial uses, a seven-story hotel, and vacant land. The proposed land use plan focuses on adding a broad range of retail and service commercial uses, hospitality, entertainment, medical, professional offices, and residential uses up to 75 feet in building height (four stories).

Downtown Perimeter

The Downtown Perimeter Focus Area parallels the Downtown Core Focus Area in terms of proposed land uses but limits the building heights to a maximum of 50 feet (four stories).

Garvey Corridor

The Garvey Corridor is located along Garvey Avenue, between Atlantic Boulevard and New Avenue. Existing land uses consist of local commercial and office businesses, restaurants, and some automotive repair shops. The proposed land uses include a mixture of commercial and residential uses but limits the building heights to 50 feet (four stories). It also requires active storefronts along the first floor of Garvey Avenue.

North Atlantic

The North Atlantic Focus Area is located along Atlantic Boulevard between Hellman Avenue and Newmark Avenue. Existing land uses include commercial uses; shopping centers; restaurants; two hotels under construction; and the Atlantic Times Square mixed-use development, consisting of commercial, entertainment, and residential uses. The proposed land use plan focuses on adding additional mixed-use development at 75 feet in building height (six stories) between Hellman and Garvey Avenue. Building heights are restricted to 50 feet (four stories) south of Garvey Avenue.

South Atlantic

The South Atlantic Focus Area is located on the westside of Atlantic Boulevard, between 1st Street and Brightwood Street, adjacent to East Los Angeles College. Existing land uses consist of commercial shopping centers, retail uses, and fast-food restaurants. The proposed land use plan recommends adding a Housing Overlay allowing attached residential uses at 60 dwelling units per acre with a 50-foot building height limit (four stories). The Overlay will continue to allow the commercial uses to remain.

Table 3-3
General Plan FAR and Height Changes

Focus Area	2001 General Plan			2040 (Draft) General Pan		
	Floor-area Ratio	Not to Exceed Height		Floor-area Ratio	Not to Exceed Height	
		Feet	Stories		Feet	Stories
Corporate Center	2.00	100	8	4.00	125	10
				2.00 (north end)	60 (north end)	4 (north end)
Corporate Place	0.60 (commercial only)	40	3	1.00 (added industrial and office)	50	4
Monterey Pass	0.65	Zoning controls		0.65	35	2
Downtown Core	1.00	75	7	2.50	75	7
Downtown Perimeter	0.65	55	4	1.50	50	4
Garvey Corridor	0.50, 0.75 (housing)	Zoning controls		1.50	50	4

Focus Area	2001 General Plan			2040 (Draft) General Pan		
	Floor-area Ratio	Not to Exceed Height		Floor-area Ratio	Not to Exceed Height	
		Feet	Stories		Feet	Stories
North Atlantic	2.00	75	7	2.00	75	7
					50 (south of Garvey Ave.)	4 (south of Garvey Ave.)
South Atlantic	0.65 No housing	40	4	0.65 (commercial)	40 (commercial)	2 (commercial)
				Housing Overlay at 60 DU/AC	50 (Housing Overlay)	4 (housing Overlay)
Notes: FAR = Floor-area ratio; DU/AC: Dwelling unit per acre						

Growth Projections (2040)

Table 3-4 summarizes the growth anticipated through the 2040 planning horizon year. This scenario assumes that existing low-density residential neighborhoods would experience limited redevelopment activity given the built-out nature of Monterey Park and the fact that the amended Land Use Element would not change density limits in residential zones; accessory dwelling units would account for the limited level of growth. Most development activity would occur in the Focus Areas shown in Exhibit 3-5 and described below. This development would consist of redevelopment of existing commercial and industrial properties with mixed-use developments (where permitted) and transition of aging properties to more intense uses permitted by land use policy. Exhibit 3-6 shows the Draft Land Use Plan. Exhibit 3-7 shows the Regulating Plan, which identifies the maximum allowed building height and floor-area ratios (intensity and massing of buildings) within the Focus Areas. The Regulating Plan also identifies where active street fronts (e.g., pedestrian-friendly building orientation and transparent store fronts) are required within the mixed-use areas and where buildings need to transition down in height to be more compatible with adjoining low-density residential neighborhoods.

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Table 3-4
Growth Projections, 2019 - 2040

Type		City			Sphere of Influence			Planning Area		
		Existing (2019)	**Proposed (2040)**	**Difference**	**Existing (2019)**	**Proposed (2040)**	**Difference**	**Existing (2019)**	**Proposed (2040)**	**Difference**
Total Population[2]		**64,240**	**75,442**	**+11,202**	**4,648**	**5,139**	**+491**	**68,888**	**80,581**	**+11,693**
Dwelling Units	Single-Family Units	12,219	12,039	-180	1,269	1,429	+160	13,488	13,468	-20
	Multi-Family Units	8,746	12,582	+3,836	248	248	0	8,994	12,830	+3,836
	Total	**20,965**	**24,621**	**+3,656**	**1,517**	**1,677**	**+160**	**22,482**	**26,298**	**+3,816**
Total Employees		**31,532**	**34,206**	**+2,674**	**58**	**113**	**+55**	**31,590**	**34,320**	**+2,730**
Building Square Feet	Commercial	5,705,938	6,315,919	+609,981	35,554	45,505	+9,951	5,741,492	6,361,424	+619,932
	Office	5,249,764	6,136,066	+886,302	2,400	0	-2,400	5,252,164	6,136,066	+883,902
	Industrial	2,025,800	1,786,058	-239,742	---	--	--	2,025,800	1,786,058	-239,742
	Hospital	1,188,400	1,188,400	0	---	--	--	1,188,400	1,188,400	0
	Total	**14,169,902**	**15,426,443**	**+1,256,541**	**37,954**	**45,505**	**+7,551**	**14,207,856**	**15,471,948**	**+1,264,092**
Hotel/ Motel Rooms	Hotel	520	1,182	+662	**--**	**--**	**--**	520	1,182	+662
	Motel	207	152	-55	**--**	**--**	**--**	207	152	-55
	Total	**727**	**1,334**	**+607**	**--**	**--**	**--**	**727**	**1,334**	**+607**

Source: Monterey Park and MIG, 2019.

[2] Please note that a rate of 3.06 persons per dwelling unit was used to estimate population increase associated with new dwelling units. The 3.06 person per dwelling unit rate is based on California Department of Finance, Demographic Research Unit, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark, (2018).

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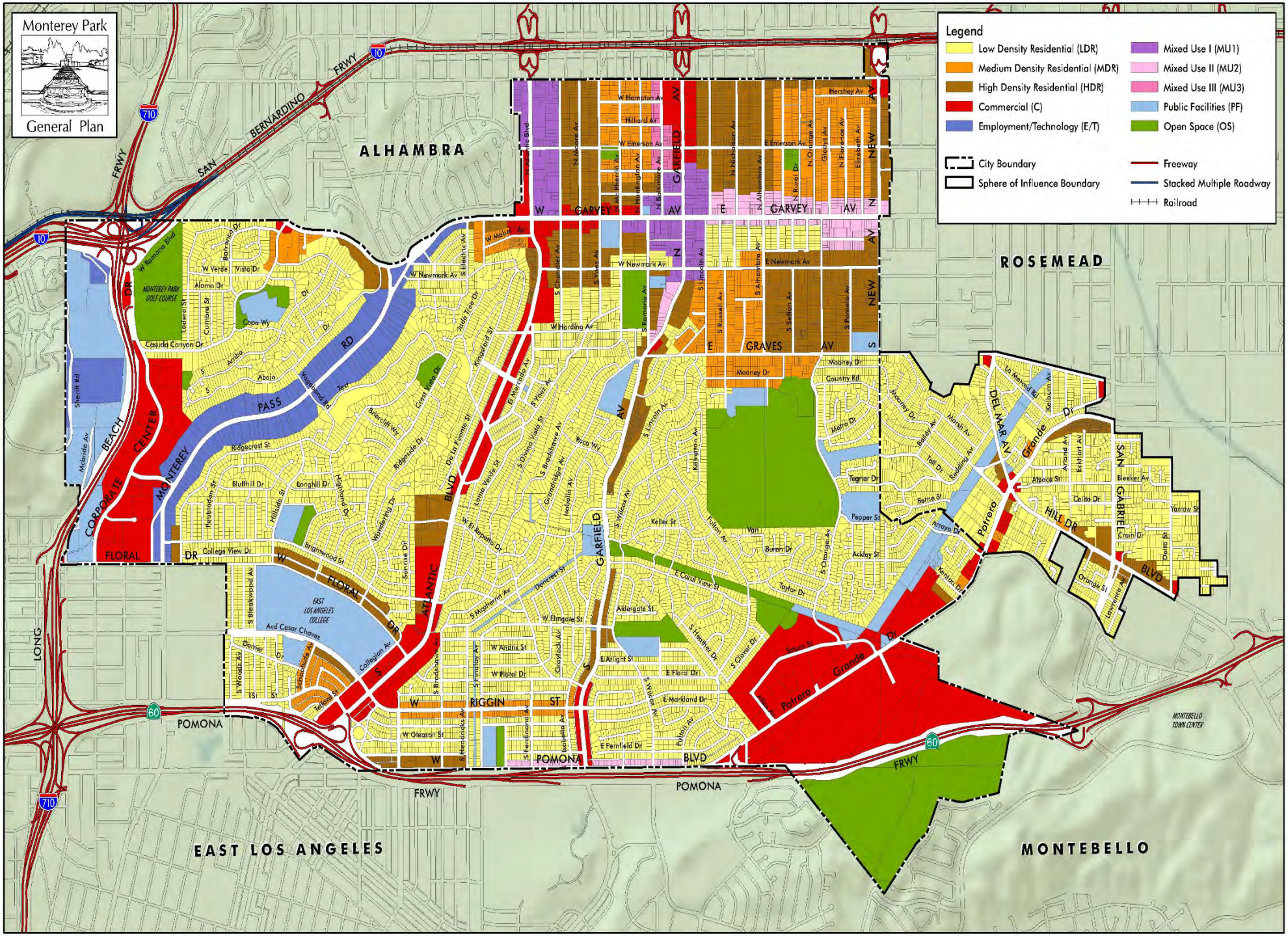

Source: Los Angeles County Assessor Data, 2007.

0 1,200 2,400 3,600 4,800 Feet

Exhibit 3-4

Existing General Plan Land Use

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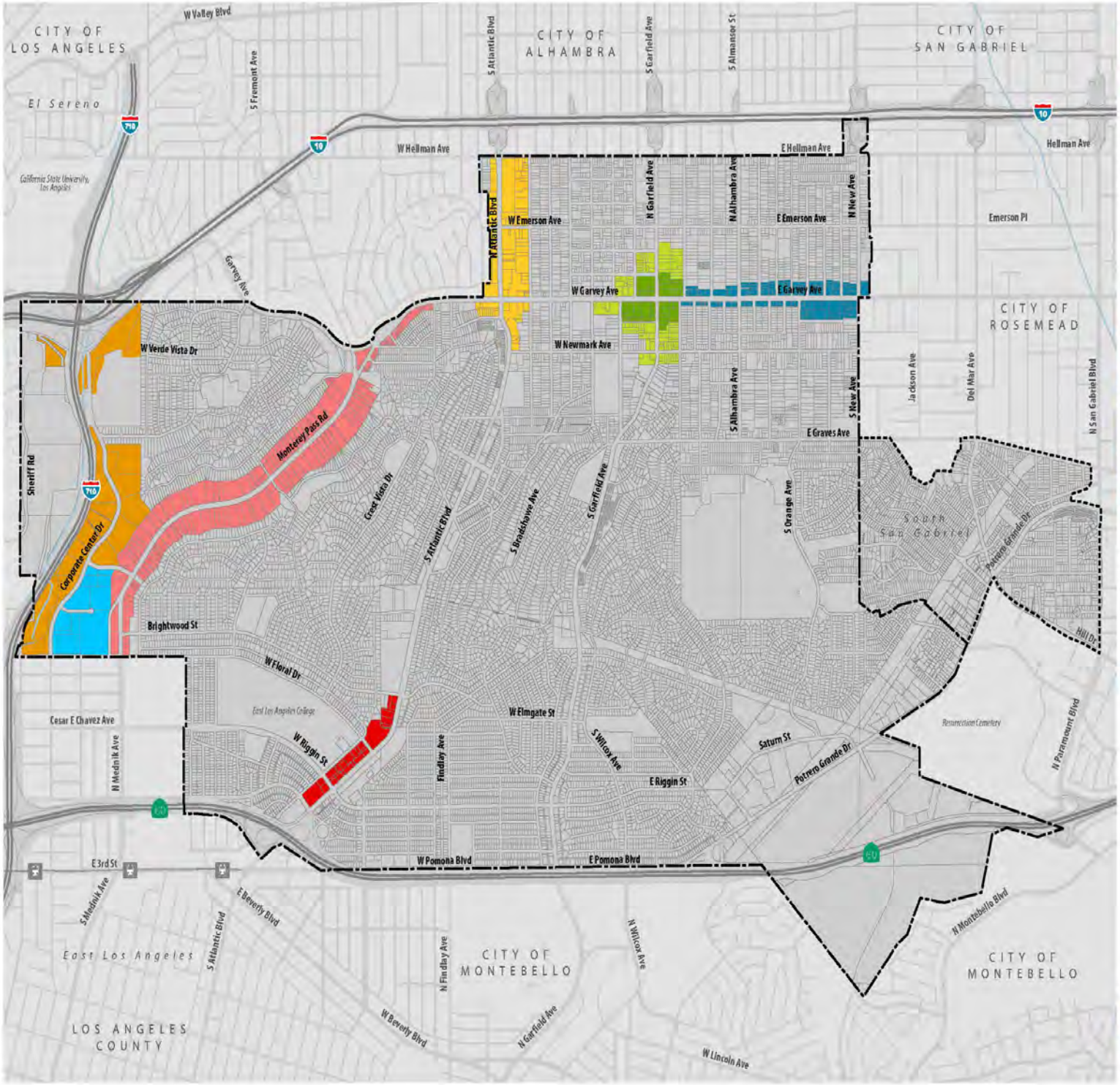

Monterey Park 2040

Exhibit 3-5
Focus Areas

Focus Areas

- Corporate Place
- Monterey Pass
- CorporateCenter
- DowntownCore
- Downtown Perimeter
- Garvey Corridor
- North Atlantic
- South Atlantic

Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations
- Water Courses
- Waterbodies

March 2019
Sources: City of Monterey Park, Los Angeles County, 2019.

MIG

0 ¼ ½ 1 Mile

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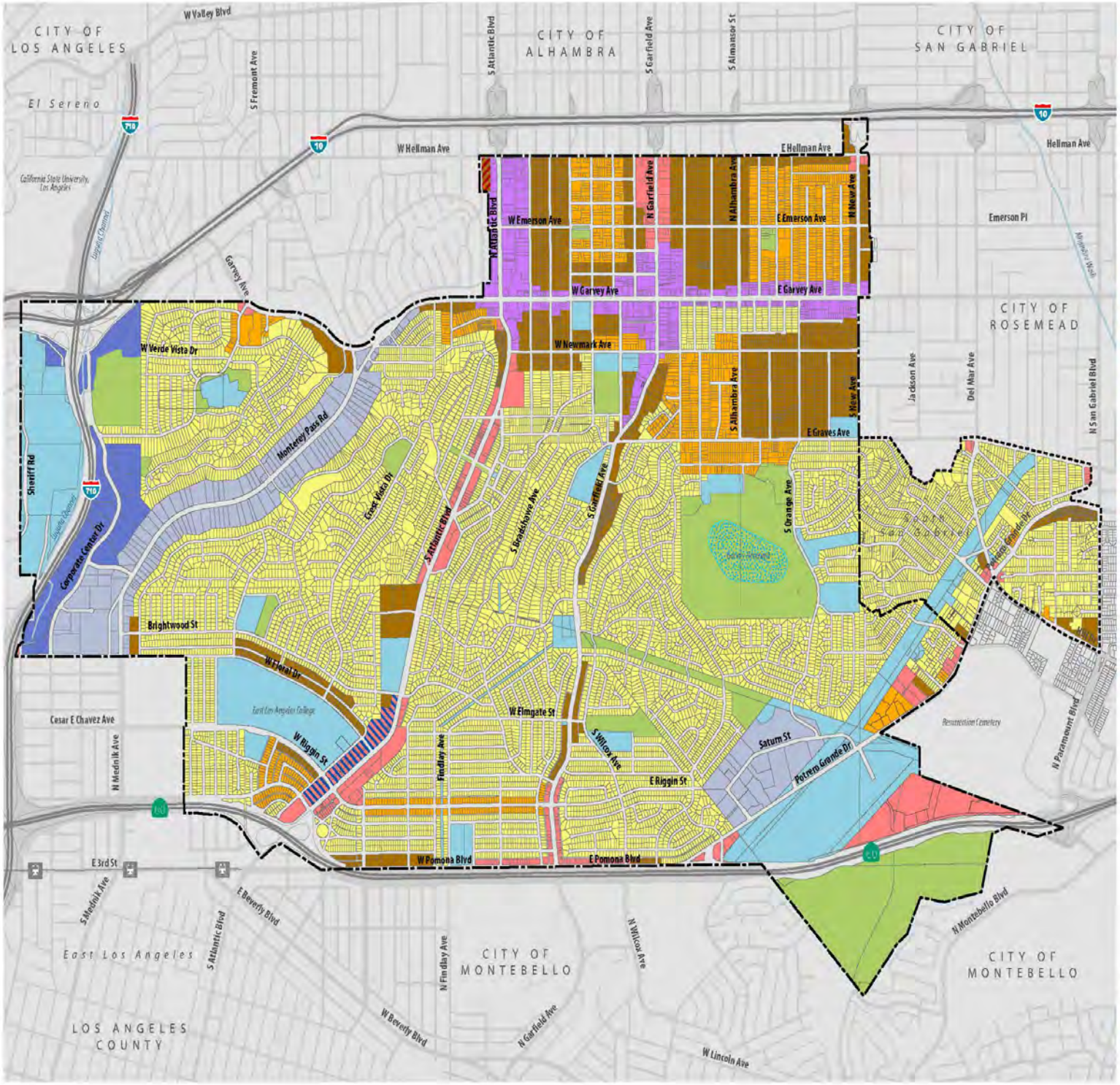

Monterey Park 2040

Exhibit 3-6
Draft Land Use Plan

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Monterey Park 2040

Exhibit 3-7
Regulating Plan

Mixed Use and Non-Residential Intensity (Floor-Area Ratio)

- 0.65 FAR/35 Feet
- 1.00 FAR/50 Feet
- 1.50 FAR/50 Feet
- 1.50 FAR/60 Feet
- 2.00 FAR/50 Feet
- 2.00 FAR/60 Feet
- 2.00 FAR/75 Feet
- 2.50 FAR/75 Feet
- 4.0 FAR/125 Feet

Transition Areas

- Low Density Residential Transition Areas

New development must incorporate design approaches that minimize visual and shade/shadow impacts on adjacent Low Density Residential neighborhoods. Design approaches include building stepbacks, reduced building heights, and landscape buffers.

Commercial Streetscape

- Commercial Frontage Requirement

Note: For South Atlantic, the FAR and height limit apply only to nonresidential uses. For residential uses, refer to land use designation descriptions for Housing Overlay.

Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations
- Watercourses and Channels
- Waterbodies

May 8, 2019
Sources: City of Monterey Park and MIG, 2019.

MIG

0 ¼ ½ 1 Mile

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3.6 – JURISDICTIONAL APPROVALS

Implementation of the proposed project would require the following discretionary actions via the City Council and voter approval:

Monterey Park City Council

- Certification of the Final EIR
- Adoption of a Mitigation Monitoring and Reporting Program
- Referral to voters of updated Land Use Element and Title 21 amendments

Voter Approval

- Approval of Land Use Element
- Approval of Title 21 amendments

3.7 – INTENDED USE OF THE EIR

This Program EIR is an informational document designed to inform the City of Monterey Park Planning Commission, City Council, and the public of the environmental consequences associated with implementation of the proposed General Plan Update. The City is the Lead Agency for environmental review of the project under CEQA.

This EIR has been prepared to serve as the CEQA-required environmental documentation for use by the City in its consideration of the project, including all of the associated project approvals described in Section 3.5 above. In compliance with CEQA Guidelines Section 15125(a)(1), this EIR includes a description of the physical environmental conditions as they exist at the time the Notice of Preparation (NOP) was published (April 12, 2019), unless otherwise noted.

This CEQA document is also intended to be used as the baseline (or "first-tier") CEQA document for subsequent public and private development and improvement actions in the Plan area that are consistent with the General Plan Update. The City would examine these subsequent future activities in the context of the information contained in this program EIR to determine whether and what additional, more focused environmental review would be required.

As the Lead Agency, the City also intends this EIR to serve as the CEQA-required environmental documentation for consideration by other Responsible Agencies and Trustee Agencies that may have limited discretionary authority over future site-specific development proposals facilitated by and consistent with the Focused General Plan Update. Following certification of this Program EIR and adoption of the General Plan by the lead agency (City of Monterey Park), other agencies may use this Program EIR in the approval of subsequent implementation activities. These agencies may include but are not limited to those listed below.

Local Agencies

- County of Los Angeles
- City of Alhambra

- City of Rosemead
- City of Montebello
- Los Angeles County Local Agency Formation Commission (LAFCO)

State and Regional Agencies

- California Department of Fish and Wildlife
- California Department of Conservation
- California Department of Housing and Community Development (HCD)
- California Department of Transportation (Caltrans)
- Los Angeles Regional Water Quality Control Board
- Southern California Association of Governments (SCAG)
- South Coast Air Quality Management District

Federal Agencies

- U.S. Fish and Wildlife Services
- U.S. Army Corps of Engineers

3.8 – REFERENCES

California Department of Finance, Demographic Research Unit, Population and Housing Estimates for Cities, Counties, and the State, January 1, 2011-2018, with 2010 Benchmark, (2018).

4.1 – Aesthetics

This EIR chapter describes the existing aesthetic characteristics within the Planning Area and evaluates potential aesthetic impacts associated with implementation of the Monterey Park Focused General Plan Update.

4.1.1 – ENVIRONMENTAL SETTING

Neighborhood Characteristics

This section describes the visual character of the Planning Area. It begins with a description of residential neighborhoods within the Planning Area, and then includes a description of other areas, such as the Focus Areas. The locations of the Focus Areas are shown in Exhibit 3-3 in Chapter 3, Project Description.

Single-Family Residential Neighborhoods. Making up the largest land use category (63 percent of the Planning Area), residential uses are found throughout Monterey Park. Of all residential uses, single-family residential uses make up the majority of the residential category (78 percent). As shown in the Exhibit 3-3, included in Chapter 3, Project Description, the majority of single-family residential neighborhoods are located east of Monterey Pass Road, north of Pomona Boulevard, west of the eastern city boundary, and south of West Newmark Avenue.

As described in the City of Monterey Park Housing Element, the majority of the residential housing within the city was constructed between 1940 and 1980. Since these homes were built during a 40 year period, there are a range of architectural styles, with both single- and two-story structures throughout the City. These homes are generally set back from the street and include off-street parking.

Downtown Monterey Park. The Downtown is centered on the Garvey Avenue/Garfield Street intersection. Existing land uses generally consist of commercial uses, a seven-story hotel, and vacant land. The majority of building heights within this area range from one to two stories. The Downtown also includes many parcels with buildings set back from the street and large surface parking lots, which lends to a more suburban character. A landscaped median on Garvey Avenue provides green space within this area.

Garvey Corridor. The Garvey Corridor extends from the Downtown. Existing land uses consist of local commercial and office businesses, restaurants, and some automotive repair shops. Buildings along the Garvey Corridor are generally single story, although two- and three-story buildings are present. Lots are generally smaller, with buildings located along the street frontage, with surface parking. Architectural details of buildings along this corridor are varied.

North Atlantic. The North Atlantic Focus Area is along Atlantic Boulevard, between Hellman Avenue and Newmark Avenue. Existing land uses include commercial uses, shopping centers, restaurants, two hotels under construction, and the Atlantic Times Square mixed use development, consisting of commercial, entertainment, and residential uses. The building types within this Focus Area are mixed and include multi-story mixed-use buildings and single-story auto-oriented commercial development with parking lots located between the building and the street.

South Atlantic. The South Atlantic Focus Area is on the westside of Atlantic Boulevard, between 1st Street and Brightwood Street, adjacent to East Los Angeles College. Existing land uses consist of commercial shopping centers, retail uses, and fast-food restaurants. Buildings within this area are auto-oriented single-story buildings located on large lots with ample surface parking.

Corporate Center/Corporate Place. These Focus Areas are in the western portion of the City, along Interstate 710 and Corporate Center Drive. These areas include office parks that include both larger buildings (4 to 6 stories) along with low-scale office and light industrial buildings. These areas include surface parking lots and ornamental landscaping.

Monterey Pass. The Monterey Pass Focus Area is located along Monterey Pass Road, and existing land uses consist of light industrial and small warehouse uses. Monterey Pass Road is at the base of a small valley, with hillsides parallel to both sides of the street. Development within this area is single story along both sides of the street. On- and off-street parking, with overhead utility lines, are also present.

Saturn Park. Saturn Park is a business park in the southeastern area of the city. It includes office and light industrial uses in large scale one- to four-story buildings. The business park includes large parking lots and ornamental landscaping. Many of the facilities are gated.

East Los Angeles College. East Los Angeles College is in the southwest corner of the City. The campus has a variety of educational buildings, as well as recreational facilities, including a stadium and baseball field. Higher density multi-family buildings are located within the neighborhood surrounding the campus.

OII Northern Parcel. The Oll northern parcel includes an Edison Electrical substation on the western portion of the site and large-format retail buildings with surrounding parking lots on the eastern portion of the site.

OII Southern Parcel. The Oll southern parcel is maintained as an open space area.

City Gateways

The existing General Plan (2001) Urban Design Plan, included in the Land Use Element, identifies gateways within the City. Gateways mark the major entrances into the city. As noted in the Urban Design Plan, gateways should have distinctive design features such as signs, graphics, landscaping, and accent lighting that clearly communicate the community's commitment to high-quality design and development. The Urban Design Plan notes that gateway treatments should be pursued at major entrances to the city, including North Atlantic Boulevard, North Garfield Avenue, New Avenue, South Atlantic Boulevard, and South Garfield Avenue.

City Arterials

As described in the Urban Design Plan, key arterial corridors form the visual frame of the City, with major streets as the way most residents and visitors experience the community. The Urban Design Plan identifies ways to enhance these corridors, including installation of street trees; undergrounding of utilities; installation of street furniture and enhanced paving, graphics, and signage; and distinctive nighttime illumination. Streets identified as high priority for upgrading

include Atlantic Boulevard, Garfield Avenue, Garvey Avenue, New Avenue, Monterey Pass Road, and Potrero Grande Drive.

Scenic Highways

The California Department of Transportation (Caltrans) maintains the California Scenic Highway Program and identifies segments of California highways and adjacent corridors as containing outstanding natural beauty. There are no designated scenic highways are located within or adjacent to the Planning Area (California Department of Transportation, 2019).

Light and Glare

Existing sources of nighttime light within Monterey Park include street and freeway lights, parking lot lighting, building lighting, signage, vehicle headlights, interior lighting visible through windows, and other sources of light that would be found within a developed urban environment. Sources of glare include reflection of sunlight and artificial light off windows, buildings and other surfaces.

4.1.2 – REGULATORY FRAMEWORK

State

California Scenic Highway Program

The purpose of the California Scenic Highway Program is to protect and enhance California's natural beauty and to protect the social and economic values provided by the state's scenic resources. A highway may be designated “scenic” based on the natural landscape visible to travelers, the scenic quality of the landscape, and the extent to which development intrudes on the views from the highway. The California Scenic Highway Program includes both officially designated scenic highways and highways that are eligible for designation.

Local

Urban Design Plan

The Urban Design Plan, included in the 2001 General Plan Land Use Element, is intended to be a tool to achieve a sense of community and identity for residential areas and commercial districts within Monterey Park. The Urban Design Plan provides guidance for decision makers and staff, and also identifies treatments for City Gateways and Arterial Corridors.

Specific Plans

A Specific Plan implements a General Plan; it sets development standards but does so for a specific parcel, or series of parcels, for which a Specific Plan has been written. An adopted Specific Plan constitutes the zoning for the Specific Plan area. Monterey Park’s six Specific Plans are:

- Potrero Grande Specific Plan.
- 500 East Markland Drive Specific Plan
- South Garfield Village Specific Plan

- Mid-Atlantic Specific Plan
- Garvey/Garfield Specific
- North Atlantic Specific Plan

Monterey Park Municipal Code – Zoning Regulations

Zoning regulations within the MPMC to implement the Land Use Element of the General Plan, provide specific development standards such as building heights, setbacks, lot size, and other related standards. Monterey Park's Title 21 (Zoning) identifies specific uses allowed within each zoning district and provides specific development requirements/standards.

4.1.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to aesthetics if it would:

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) In non-urbanized areas, 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 points). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?; or

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

4.1.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential aesthetic impacts that could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

Scenic Vistas

Impact AES-1 – Would the project have a substantial adverse effect on a scenic vista?

Analysis of Impacts

Scenic view available within the Planning Area are location-dependent and can vary from views of adjacent development to views of surrounding cities and mountains in the distance. The 2001 General Plan Land Use Element does not identify any specific scenic vistas within the City. It does identify important City Gateways and City Arterials and includes measures for how to augment the visual character of these features.

Implementation of the Project could result in an increase in development within Focus Areas of Monterey Park; these areas currently include urban development. New development associated with the Project could result in taller and more dense development than currently exists at

certain locations; however, this new development would be consistent with the urban character of the city.

Additionally, the Focused General Plan Update includes several goals and policies specifically addressing visual character of the Planning Area. These include:

- Policy 1.5 Compatibility. Encourage infill development to be compatible with the surrounding neighborhood and offer community amenities the are accessible to the public.
- Policy 1.6 Quality Urban Design. Enhance the City's neighborhoods, centers, and corridors through high-quality urban design.
- Policy 3.1 Quality Neighborhoods. Maintain the quality and character of residential neighborhoods.
- Policy 3.7 Safe and Sanitary. Pursue code enforcement efforts that simultaneously work to enhance the visual quality of residential neighborhoods and to ensure safe, decent, and sanitary housing for all residents.
- Policy 4.2 Sustainable Practices. Balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations.
- Policy 7.4 Sensitive Design. Require that new additions, renovations, and infill development be sensitive to neighborhood context and building form and scale (for example, second stories, detached garages, setbacks, enhanced front entrances).
- Policy 7.7 Compatibility. Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.
- Policy 8.1 Streetscapes. Provide and maintain high-quality public streetscapes in all neighborhoods.
- Policy 8.5 New Development. Require new development to provide engaging, well-landscaped outdoor spaces that invite and support outdoor activities.
- Policy 8.6 Parking. Minimize the street presence and visibility of parking facilities from public streets and neighboring properties.
- Policy 12.1 Compatibility. Require that new, infill, and rehabilitation projects in commercial districts be compatible with existing contexts in terms of site design, scale, building design, materials, and architectural approaches.
- Policy 2.2 Comprehensive Design. Provide for comprehensive design review of new commercial development.
- Policy 28.2 Reduce Visual Impact. Reduce visual impact of aboveground and overhead utilities, including electric lines, by working with local providers to maximize opportunities to place utilities underground.

Implementation of the Focused General Plan Update could increase development within the City; however, this development would be located within areas that currently include urban development. Additionally, the Project includes several policies regarding compatibility and sensitive design, which would be implemented through the City's zoning regulations. The Project would result in a less than significant impact on scenic vistas.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Scenic Resources/Scenic Highways

Impact AES-2 – Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Analysis of Impacts

No designated scenic highways occur within or adjacent to the Planning Area (California Department of Transportation, 2019).

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Existing Visual Character

Impact AES-3 – In non-urbanized areas, would the project 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 points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

Analysis of Impacts

Scenic views available within the Planning Area are location-dependent and can vary from views of adjacent development to views of surrounding cities and mountains in the distance. The 2001 General Plan Land Use Element does not identify any specific scenic vistas within the City.

The Project would include revisions to the existing land use plan and development standards within the city. These development standards would encourage new development to be located within the Focus Areas. In addition to updated development standards, the Project includes several policies related to scenic quality and aesthetics associated with new development:

- Policy 1.5 Compatibility. Encourage infill development to be compatible with the surrounding neighborhood and offer community amenities the are accessible to the public.

- Policy 1.6 Quality Urban Design. Enhance the City's neighborhoods, centers, and corridors through high-quality urban design.
- Policy 3.1 Quality Neighborhoods. Maintain the quality and character of residential neighborhoods.
- Policy 3.7 Safe and Sanitary. Pursue code enforcement efforts that simultaneously work to enhance the visual quality of residential neighborhoods and to ensure safe, decent, and sanitary housing for all residents.
- Policy 4.2 Sustainable Practices. Balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations.
- Policy 7.2 Identity. Foster a sense of community and facilitate engagement by encouraging residents to take pride in their neighborhoods and form neighborhood groups that address issues affecting the area where they live.
- Policy 7.4 Sensitive Design. Require that new additions, renovations, and infill development be sensitive to neighborhood context and building form and scale (for example, second stories, detached garages, setbacks, enhanced front entrances).
- Policy 7.5 Transition. Require high-density or mixed-use developments to transition sensitively to adjacent lower-density residential uses.
- Policy 7.7 Compatibility. Strengthen neighborhood identity with new development that is architecturally compatible with surrounding structures.

Consistent with California law, Monterey Park's zoning regulations will need to be updated to reflect the Focused General Plan Update. These revisions will ensure that the development within the City reflects revised development standards and will be consistent with the development pattern identified within the Focused General Plan Update. The implementation of the Project would not cause a significant environmental impact due to conflict with applicable zoning and other regulations governing scenic quality.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Light and Glare

Impact AES-4 – Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

Analysis of Impacts

Implementation of the Project could result in new development, which could include new sources of light and glare within the Planning Area. New sources of light and glare would be similar in character and nature to the existing light and glare present in the Planning Area's urban environment. Any development associated with implementation of the Project would be

subject to the City's zoning regulations, which would evaluate site-specific lighting and glare. Implementation of the Project would not result in a significant impact related to a new source of substantial light or glare, which would adversely affect day or nighttime views in the Planning Area.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to aesthetics?

Analysis of Impacts

Implementation of the Project could result in development within Focus Areas of the City; this new development could result in changes to the visual environment. However, these changes would be located within urban areas and would be generally similar, visually, to the existing urban development with the City. Additionally, the Focused General Plan Update includes several goals and polices related to the design and quality of new development. Implementation of the Project could result in new sources of light and glare within the Planning Area; these new sources would be similar to existing sources found in an urban environment, and any development associated with implementation of the Project would be subject to the City's design review process, which would evaluate site-specific lighting and glare. Implementation of the Project would not cause a substantial adverse cumulative impact with respect to aesthetics.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

4.1.5 References

California Department of Transportation. *California Scenic Highway Mapping System* (*http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/* accessed May 21, 2019).
City of Monterey Park, 2001. *City of Monterey Park General Plan,* adopted July 18.

4.2 – Agriculture and Forestry Resources

This chapter describes the existing agriculture and forestry uses within the City of Monterey Park and evaluates potential impacts allowed by the implementation of the Monterey Park Focused General Plan Update.

4.2.1 – ENVIRONMENTAL SETTING

The majority of the Planning Area includes urban uses and development. There is no active cultivation of land or farming production facilities within the Planning Area. There are no timberland areas within the Planning Area.

4.2.2 – REGULATORY FRAMEWORK

State

California Farmland Mapping and Monitoring Program. The California Department of Conservation's Division of Land Resource Protection established the State Farmland Mapping and Monitoring Program (FMMP) in 1982. The FMMP conducts comprehensive mapping of State farmland. The intent of the FMMP is to provide decision-makers with information regarding State agricultural resources, including data on existing farmland, and farmland development trends.

4.2.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to agricultural and forestry resources if it would:

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; or

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.

4.2.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to agriculture resources, timberland, and forest lands.

Convert Farmland

Impact AG-1 – Would the project 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?

Analysis of Impacts

The Planning Area is a developed urban area. The Farmland Mapping and Monitoring Program (FMMP) does not identify prime farmland, unique farmland, or farmland of statewide importance within the City of Monterey Park Planning Area (California Department of Conservation, 2017).

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Williamson Act Conflict

Impact AG-2 – Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?

Analysis of Impacts

The California Department of Conservation mapping indicates that no Williamson Act contracts are active for any area within the Planning Area (California Department of Conservation, 2016). The existing zoning map does not contain any agricultural zones or any zone that principally allows agricultural uses. The Project does not propose any changes to uses allowed or development standards within the Planning Area related to agricultural uses. There would be no conflict with existing zoning for agricultural use or a Williamson Act contract.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Conflict with Existing Zoning

Impact AG-3 – Would the project 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))?

Analysis of Impacts

Public Resources Code Section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Monterey Park is an urban developed city and no area within the Planning Area is currently being managed or used for forest land as identified in Public Resources Code Section 12220(g).

Public Resources Code Section 4526 defines timberland as "land, other than land owned by the federal government and land designated by the board as experimental forest land, which is available for, and capable of, growing a crop of trees of a commercial species used to produce lumber and other forest products, including Christmas trees." There is no land within Planning Area of Monterey Park that meets this definition.

Government Code Section 51104(g) defines timberland zoned Timberland Production as "an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h). With respect to the general plans of cities and counties, "timberland preserve zone" means "timberland production zone." No area within the Monterey Park Planning Area has been zoned timberland.

The City of Monterey Park does not include any area that would be defined as forest land or timberland, and the existing zoning map does not include these designations.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Loss of Forest Land

Impact AG-4 – Would the project result in the loss of forest land or conversion of forest land to non-forest use?

Analysis of Impacts

Public Resources Code Section 12220(g) defines forest land as "land that can support 10-percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits." Monterey Park is an urban developed city and no area within Planning Area is currently being managed or used for forest land.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is required.

Other Changes

Impact AG-5 – Would the project 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?

Analysis of Impacts

There are no forest lands or agricultural lands within the Planning Area.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to Agriculture and Forestry Resources?

Analysis of Impacts

As described in the section above, the FMMP does not identify prime farmland, unique farmland, or farmland of statewide importance within the City of Monterey Park Planning Area. Additionally, there are no identified agricultural or forestry resources within the Planning Area. Implementation of the Project would not cause a substantial adverse cumulative impact with respect to agricultural and forestry resources.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

4.2.5 REFERENCES

California Department of Conservation, Division of Land Resource Protection, 2017. *Los Angeles Important Farmland 2016* (ftp://ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2016/los16.pdf accessed April 26, 2019)

California Department of Conservation, 2016. *Los Angeles County Williamson Act FY 2015/2016.* (ftp://ftp.consrv.ca.gov/pub/dlrp/wa/LA_15_16_WA.pdf accessed April 26, 2019)

4.3 – Air Quality

This EIR chapter describes the existing air quality setting of the Monterey Park Focused General Plan Update Planning Area, identifies associated regulatory requirements, evaluates the Project's potential air quality impacts, and identifies mitigation measures to reduce the Project's potentially significant air quality impacts. The methodologies and assumptions used in the preparation of this chapter follow the CEQA Guidelines developed by the South Coast Air Quality Management District (SCAQMD, 2017a). Information on existing air quality conditions, federal and State ambient air quality standards, and pollutants of concern was obtained from the U.S. Environmental Protection Agency (U.S. EPA), California Air Resources Board (CARB), and SCAQMD. This EIR air quality analysis has been closely coordinated with the energy and greenhouse gas analyses contained in Chapters 4.6 and 4.8 of this EIR. Please refer to Appendix B for detailed air quality and greenhouse gas emissions estimates (MIG, 2019).

4.3.1 – ENVIRONMENTAL SETTING

Air quality is a function of pollutant emissions and topographic and meteorological influences. The physical features and atmospheric conditions of a landscape interact to affect the movement and dispersion of pollutants and determine its air quality.

South Coast Air Basin

The U.S. EPA and CARB are the federal and State agencies charged with maintaining air quality in the nation and California, respectively. The U.S. EPA delegates much of its authority over air quality to CARB. CARB has geographically divided California into 15 air basins for the purposes of managing air quality on a regional basis. An air basin is a CARB-designated management unit with similar meteorological and geographic conditions.

The Planning Area is the City of Monterey Park and its Sphere of Influence, in the South Coast Air Basin (Basin), which includes Orange County and the non-desert portions of Los Angeles, San Bernardino, and Riverside counties. The Basin encompasses approximately 6,745 square miles of coastal plains, and is bounded by the San Gabriel, San Bernardino, and San Jacinto Mountains to the north and east.

Air quality in the Basin is managed by the SCAQMD. Pursuant to the California Clean Air Act, SCAQMD is responsible for bringing air quality within the Basin into conformity with federal and State air quality standards by reducing existing emission levels and ensuring that future emission levels meet applicable air quality standards. SCAQMD works with federal, State, and local agencies to reduce pollutant emissions through adoption and implementation of rules and regulations. Please refer to Section 4.3.2 for a description of the regulatory setting of the Planning Area as it relates to air quality.

Basin Climate and Meteorology

The climate of the Los Angeles region is classified as Mediterranean, but weather conditions within the Basin are dependent on local topography and proximity to the Pacific Ocean. The climate is dominated by the Pacific high-pressure system that results in generally mild, dry summers and mild, wet winters. This temperate climate is occasionally interrupted by extremely

hot temperatures during the summer, Santa Ana winds during the fall, and storms from the Pacific Northwest during the winter. In addition to the Basin's topography and geographic location, El Niño and La Niña patterns also have large effects on weather and rainfall received between November and March.

The Pacific high-pressure system drives the prevailing winds in the Basin. The winds tend to blow onshore in the daytime and offshore at night. In the summer, an inversion layer is created over the coastal areas and increases ozone levels. A temperature inversion is created when a layer of cool air is overlain by a layer of warmer air; this can occur over coastal areas when cool, dense air that originates over the ocean is blown onto land and flows underneath the warmer, drier air that is present over land. In the winter, areas throughout the Basin often experience a shallow inversion layer that prevents the dispersion of surface level air pollutants, resulting in higher concentrations of criteria air pollutants such as carbon monoxide (CO) and oxides of nitrogen (NO_X).

In the fall months, the Basin is often impacted by Santa Ana winds. These winds are the result of a high-pressure system over the Nevada-Utah region that overcomes the westerly wind pattern and forces hot, dry winds from the east to the Pacific Ocean. These winds are powerful and incessant. A strong Santa Ana wind can easily exacerbate fire conditions, resulting in worsening air quality throughout the Basin, as smoke and ash are pushed into the region.

An El Niño is a warming of the surface waters of the eastern Pacific Ocean. It is a climate pattern that occurs across the tropical Pacific Ocean that is usually associated with drastic weather occurrences, including enhanced rainfall in Southern California. La Niña is a term for cooler than normal sea surface temperatures across the eastern Pacific Ocean. The Los Angeles region receives less than normal rainfall during La Niña years.

Located in the western Gabriel Valley region of Los Angeles County, the City of Monterey Park consists of approximately eight square miles. It is situated adjacent to the cities/communities of Arcadia, Alhambra, Rosemead, City Terrace, Montebello, and South San Gabriel. The region experiences a Mediterranean climate characterized by hot, dry summers and cool, mild winters, with precipitation occurring in the winter months. The Planning Area is within the Climatic Transition Zone from the moister coastal region to the more arid inland regions of Southern California.

Regulated Air Pollutants

The U.S. EPA has established National Ambient Air Quality Standards (NAAQS) for six common air pollutants: ozone (O_3); particulate matter (PM), which consists of "inhalable coarse" PM (particles with an aerodynamic diameter between 2.5 and 10 microns in diameter, or PM_{10}) and "fine" PM (particles with an aerodynamic diameter smaller than 2.5 microns, or $PM_{2.5}$); carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), and lead. The U.S. EPA refers to these six common pollutants as "criteria" pollutants because the agency regulates the pollutants on the basis of human health and/or environmentally based criteria and because they are known to cause adverse human health effects and/or adverse effects on the environment (U.S. EPA 2019a and 2019b).

CARB has also established California Ambient Air Quality Standards (CAAQS) for the six common air pollutants regulated by the federal Clean Air Act (the CAAQS are more stringent than the NAAQS), plus the following additional air pollutants due to their known adverse effects

on human health or the environment (CARB 2019a): hydrogen sulfide (H_2S), sulfates (SO_X), vinyl chloride, and visibility reducing particles.

A description of the air pollutants associated with the Planning Area and its vicinity is provided below. Air pollutants not commonly associated with the existing or proposed sources in the vicinity of the Planning Area, such as hydrogen sulfide and visibility reducing particles, are not described below.

- **Ground-level Ozone**, or smog, is not emitted directly into the atmosphere. It is created from chemical reactions between NO_X and volatile organic compounds (VOCs), also called reactive organic gases (ROGs), in the presence of sunlight (U.S. EPA 2017). Thus, ozone formation is typically highest on hot sunny days in urban areas with NO_X and ROG pollution. Ozone irritates the nose, throat, and air pathways and can cause or aggravate shortness of breath, coughing, asthma attacks, and lung diseases such as emphysema and bronchitis.
    - **ROGs** is a CARB term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, and includes several low-reactive organic compounds which have been exempted by the U.S. EPA (CARB 2004).
    - **VOCs** is a U.S. EPA term defined as any compound of carbon, excluding carbon monoxide, carbon dioxide, carbonic acid, metallic carbides or carbonates, and ammonium carbonate, which participates in atmospheric photochemical reactions. The term exempts organic compounds of carbon which have been determined to have negligible photochemical reactivity such as: methane, ethane, and methylene chloride (CARB 2004).
- **Particulate Matter**, also known as particle pollution, is a mixture of extremely small solid and liquid particles made up of a variety of components such as organic chemicals, metals, and soil and dust particles (U.S. EPA 2016a).
    - **PM_{10}**, also known as inhalable coarse, respirable, or suspended PM, consists of particles less than or equal to 10 micrometers in diameter (approximately $1/7^{th}$ the thickness of a human hair). These particles can be inhaled deep into the lungs and possibly enter the blood stream, causing health effects that include, but are not limited to, increased respiratory symptoms (e.g., irritation, coughing), decreased lung capacity, aggravated asthma, irregular heartbeats, heart attacks, and premature death in people with heart or lung disease (U.S. EPA 2016a).
    - **$PM_{2.5}$**, also known as fine PM, consists of particles less than or equal to 2.5 micrometers in diameter (approximately $1/30^{th}$ the thickness of a human hair). These particles pose an increased risk because they can penetrate the deepest parts of the lung, leading to and exacerbating heart and lung health effects (U.S. EPA 2016a).
- **Carbon Monoxide (CO)** is an odorless, colorless gas that is formed by the incomplete combustion of fuels. Motor vehicles are the single largest source of carbon monoxide in the Basin. At high concentrations, CO reduces the oxygen-carrying capacity of the blood and can aggravate cardiovascular disease and cause headaches, dizziness, unconsciousness, and even death (U.S. EPA 2016b).
- **Nitrogen Dioxide (NO_2)** is a by-product of combustion. NO_2 is not directly emitted, but is formed through a reaction between nitric oxide (NO) and atmospheric oxygen. NO and NO_2 are collectively referred to as NO_X and are major contributors to ozone formation.

NO_2 also contributes to the formation of particulate matter. NO_2 can cause breathing difficulties at high concentrations (U.S. EPA 2016c).

- **Sulfur Dioxide (SO_2)** is one of a group of highly reactive gases known as SO_X. Fossil fuel combustion in power plants and industrial facilities are the largest emitters of SO_2. Short-term effects of SO_2 exposure can include adverse respiratory effects such as asthma symptoms. SO_2 and other SO_X can react to form PM (U.S. EPA 2016d).
- **Sulfates (SO_4^{2-})** are the fully oxidized ionic form of sulfur. SO_4^{2-} are primarily produced from fuel combustion. Sulfur compounds in the fuel are oxidized to SO_2 during the combustion process and subsequently converted to sulfate compounds in the atmosphere. Sulfate exposure can increase risks of respiratory disease (CARB 2009).
- **Lead** is a metal found naturally in the environment as well as in manufactured products. Mobile sources used to be the main contributor to ambient lead concentrations in the air. In the early 1970s, the U.S. EPA established national regulations to gradually reduce the lead content in gasoline, and in 1996, lead was banned from gasoline. As a result of these efforts, emissions of lead from the transportation sector and levels of lead in the air decreased dramatically. Lead can adversely affect multiple organ systems of the body and people of every age group. Lead poisoning in young children can cause brain damage, behavioral problems, and liver or kidney damage. Lead poisoning to adults can cause reproductive problems, muscle and joint pain, nerve disorders, and kidney disease (CARB 2016a).

Common criteria air pollutants, such as ozone precursors, SO_2, and PM, are emitted by a large number of sources and have effects on a regional basis (i.e., throughout the Basin). Other pollutants, such as hazardous air pollutants (HAPs; described in more detail below under "Toxic Air Contaminants"), toxic air contaminants (TACs; described in more detail below), and fugitive dust, are generally not as prevalent and/or emitted by fewer and more specific sources. As such, these pollutants have much greater effects on local air quality conditions and local receptors.

Ambient Air Quality Standards and Basin Attainment Status

In general, the NAAQS and CAAQS define "clean" air and are established at levels designed to protect the health of the most sensitive groups in our communities by defining the maximum amount of a pollutant (averaged over a specified period of time) that can be present in outdoor air without any harmful effects on people or the environment. Air pollutant levels are typically described in terms of concentration, which refers to the amount of pollutant material per volumetric unit of air. Concentrations are typically measured in parts per million (ppm) or micrograms per cubic meter ($\mu g/m^3$).

The U.S. EPA, CARB, and regional air agencies assess the air quality of an area by measuring and monitoring the amount of pollutants in the ambient air and comparing pollutant levels against NAAQS and CAAQS. Based on these comparisons, regions are classified into one of the following categories.

- **Attainment**. A region is "in attainment" if monitoring shows ambient concentrations of a specific pollutant are less than or equal to the NAAQS or CAAQS. In addition, an area that has been re-designated from nonattainment to attainment is classified as a "maintenance area" for 10 years to ensure that the air quality improvements are sustained.

- **Nonattainment.** If the NAAQS or CAAQS are exceeded for a pollutant, the region is designated as nonattainment for that pollutant. It is important to note that some NAAQS and CAAQS require multiple exceedances of the standard in order for a region to be classified as nonattainment. Federal and State laws require nonattainment areas to develop strategies, implementation plans, and control measures to reduce pollutant concentrations to levels that meet, or attain, standards.
- **Unclassified.** An area is unclassified if the ambient air monitoring data are incomplete and do not support a designation of attainment or nonattainment.

Table 4.3-1(Ambient Air Quality Standards and Basin Attainment Status) lists the NAAQS and CAAQS and summarizes the Basin's attainment status.

Table 4.3-1
Ambient Air Quality Standards and Basin Attainment Status

Pollutant	Averaging Time[B]	California Standards[A]		National Standards[A]	
		Standard[C]	Attainment Status[D]	Standard[C]	Attainment Status[D]
Ozone	1-Hour (1979)	--	--	240 µg/m^3	Nonattainment
	1-Hour (Current)	180 µg/m^3	Nonattainment	--	--
	8-Hour (1997)	--	--	160 µg/m^3	Nonattainment
	8-Hour (2008)	--	--	147 µg/m^3	Nonattainment
	8-Hour (Current)	137 µg/m^3	Nonattainment	137 µg/m^3	Nonattainment
PM_{10}	24-Hour	50 µg/m^3	Nonattainment	150 µg/m^3	Attainment
	Annual Average	20 µg/m^3	Nonattainment	--	--
$PM_{2.5}$	24-Hour	--	--	35 µg/m^3	Nonattainment
	Annual Average (1997)	--	--	15 µg/m^3	Attainment
	Annual Average (Current)	12 µg/m^3	Nonattainment	12 µg/m^3	Nonattainment
Carbon Monoxide	1-Hour	23,000 µg/m^3	Attainment	40,000 µg/m^3	Attainment
	8-Hour	10,000 µg/m^3	Attainment	10,000 µg/m^3	Attainment
Nitrogen Dioxide	1-Hour	339 µg/m^3	Attainment	188 µg/m^3	Unclassifiable/ Attainment
	Annual Average	57 µg/m^3	Attainment	100 µg/m^3	Attainment
Sulfur Dioxide	1-Hour	655 µg/m^3	Attainment	196 µg/m^3	Attainment
	24-Hour	105 µg/m^3	--	367 µg/m^3	Unclassifiable/ Attainment
	Annual Average	--	--	79 µg/m^3	Unclassifiable/ Attainment
Lead	3-Months Rolling	--	--	0.15 µg/m^3	Nonattainment (Partial)
Hydrogen Sulfide	1-Hour	42 µg/m^3	Attainment	--	
Sulfates	24-Hour	25 µg/m^3	Attainment	--	
Vinyl Chloride	24-Hour	26 µg/m^3	Attainment	--	

Source: SCAQMD 2018, modified by MIG.

(A) This table summarizes the CAAQS and NAAQS and the Basin's attainments status. This table does not prevent comprehensive information regarding the CAAQS and NAAQS. Each CAAQS and NAAQS has its own averaging time, standard unit of measurement, measurement method, and statistical test for determining if a specific standard has been exceeded. Standards are not presented for visibility reducing particles, which are

not concentration-based. The Basin is unclassified for visibility reducing particles.
(B) Ambient air standards have changed over time. This table presents information on the standards previously used by the U.S. EPA for which the Basin does not meet attainment.
(C) All standards are shown in terms of micrograms per cubic meter (µg/m^3) rounded to the nearest whole number for comparison purposes (with the exception of lead, which has a standard less than 1 µg/m^3). The actual CAAQS and NAAQS standards specify units for each pollutant measurement.
(D) A= Attainment, N= Nonattainment, U=Unclassifiable.

Toxic Air Contaminants (TACs)

In addition to criteria air pollutants, the U.S. EPA and CARB have classified certain pollutants as HAPs or TACs, respectively. The U.S. EPA has identified 187 HAPs, including such substances as benzene and formaldehyde; CARB also considers particulate emissions from diesel-fueled engines and other substances to be TACs. Since CARB's list of TACs references and includes U.S. EPA's list of HAPs, this EIR uses the term TAC when referring to HAPs and TACs.

TACs can cause severe health effects at very low concentrations (non-cancer effects), and many are suspected or confirmed carcinogens (i.e., can cause cancer) (U.S. EPA 2019a, CARB 2019b). People exposed to TACs at sufficient concentrations and durations may have an increased chance of getting cancer or experiencing other serious health effects such as (but not limited to) reduce immune system, as well as neurological, reproductive (e.g., reduced fertility), developmental, respiratory, and/or other health problems (U.S. EPA 2019a, CARB 2019b). A description of the TACs associated with the proposed project and its vicinity is provided below.

- **Gasoline-Powered Mobile Sources.** According to the SCAQMD's *Multiple Air Toxics Exposure Study in the South Coast Air Basin* (SCAQMD 2015), or MATES IV, gasoline-powered vehicles emit TACs, such as benzene, which can have adverse health risks. Gasoline-powered sources emit TACs in much smaller amounts than diesel-powered vehicles. The MATES IV study identifies that diesel emissions account for between 68% to 80% of the total air toxics and cancer risk in the Basin.
- **Diesel Particulate Matter (DPM)**. Diesel engines emit both gaseous and solid material; the solid material is known as DPM. Almost all DPM is less than 1 µm in diameter, and thus is a subset of $PM_{2.5}$. DPM is typically composed of carbon particles and numerous organic compounds. Diesel exhaust also contains gaseous pollutants, including VOCs and NO_x. The primary sources of diesel emissions are ships, trains, trucks, rail yards and heavily traveled roadways. These sources are often located near highly populated areas, resulting in greater DPM related health consequences in urban areas. The majority of DPM is small enough to be inhaled into the lungs and what particles are not exhaled can be deposited on the lung surface and in the deepest regions of the lungs where the lung is most susceptible to injury. In 1998, CARB identified DPM as a toxic air contaminant based on evidence of a relationship between diesel exhaust exposure and lung cancer and other adverse health effects. DPM also contributes to the same non-cancer health effects as $PM_{2.5}$ exposure (CARB 2016c).

Local Air Quality Conditions

The SCAQMD monitors air quality within the Basin. Existing levels of ambient air quality and historical trends within the planning area are best documented by measurements taken by the SCAQMD. The station closest to Monterey Park is identified as the West San Gabriel Valley Station (Station #088) by SCAQMD (CARB refers to this station as Pasadena). The station is located approximately four miles to the north of Monterey Park and monitors CO, O_3, NO_2, and

$PM_{2.5}$. This monitoring station represents the best approximation of the air quality conditions within the Planning Area. The station nearest to Monterey Park that monitors PM_{10} is identified as the East San Gabriel Valley 1 Station (Station #060) by SCAQMD (CARB refers to this station as Azusa).

Table 4.3-2 summarizes the published monitoring data from West San Gabriel Valley and East San Gabriel Valley 1 (PM_{10} only) monitoring stations from 2015 to 2017, the three most recent years for which verified, published data is available from the SCAQMD (2018 data was not yet available as of the time of writing of this EIR). Table 4.3-2 shows that air quality standards at this location have been exceeded for $PM_{2.5}$, PM_{10}, and O_3. The number of days exceeding both federal and State O_3 standards substantially increased in 2017 as compared to the two previous years. Local air conditions for the past three years have not exceeded federal PM_{10} standards; however, conditions did exceed the State standard for the past three years, during six days in 2017 and twelve days in 2015 and 2016. Local air conditions exceeded the $PM_{2.5}$ federal standard one day in 2015 and zero days in 2016 and 2017.

Table 4.3-2
Local Air Quality Conditions (2015 – 2017)

Pollutant	Ambient Air Standard	Year[(A)]		
		2015	2016	2017
Ozone (O_3)				
Maximum 1-hour Concentration (ppm)		0.111	0.126	0.139
Maximum 8-hr Concentration (ppm)		0.084	0.090	0.1
Number of Days Exceeding State 1-hr Standard	>180 µg/m3	12	12	18
Number of Days Exceeding State 8-hr Standard	>137 µg/m3	18	19	36
Days Exceeding Federal 1-hr Standard	>0.124 ppm	0	1	2
Days Exceeding Federal 8-hr Standard	>0.070 ppm	18	18	36
Carbon Monoxide (CO)				
Maximum 1-hr Concentration (ppm)		2.6	1.5	2.2
Maximum 8-hr Concentration (ppm)		1.6	1.0	1.7
Days Exceeding State 1-hr Standard	>23,000 µg/m^3	--	--	--
Days Exceeding Federal/State 8-hr Standard	>10,000 µg/m^3	--	--	--
Days Exceeding Federal 1-hr Standard	>40,000 µg/m^3	--	--	--
Nitrogen Dioxide (NO_2)				
Maximum 1-hr Concentration (ppb)		74.9	71.9	72.3
Annual Arithmetic Mean Concentration (ppb)		15.3	15.4	15.3
Days Exceeding State 1-hr Standard	>180 µg/m^3	--	--	--
Coarse Particulate Matter (PM_{10})				
Maximum 24-hr Concentration (µg/m^3)		101	74	83
Annual Arithmetic Mean (µg/m^3)		37.1	33.7	31.4
Samples Exceeding State 24-hr Standard	>50 µg/m^3	12	12	6
Samples Exceeding Federal 24-hr Standard	>150 µg/m^3	0	0	0

Pollutant	Ambient Air Standard	Year(A)		
		2015	2016	2017
Fine Particulate Matter ($PM_{2.5}$)				
Maximum 24-hr Concentration (µg/m^3)		48.5	29.21	22.8
Annual Arithmetic Mean (µg/m^3)		9.57	9.59	9.68
Samples Exceeding Federal 24-hr Standard	>35 µg/m^3	1	0	0

Source: SCAQMD 2019a, 2019b, 2019c
(A) "--" indicates data are not available.

Existing Emissions Levels in the Planning Area

The City's General Plan Resources Element identifies vehicle emissions from cars and trucks using city streets and the surrounding freeways as the primary source of the city's pollutant emissions. Monterey Park is generally bordered by, or contains portions of, I-10 to the north, SR 60 to the south, and I-710 to the west. These are all considered high-volume roadways (carrying more than 100,000 average daily vehicle trips) and as such are a major source of criteria air pollutants and TACs in the Planning Area. In addition to high-volume roadways, Monterey Park also has existing industrial sources, such as the Southern California Edison (SCE) Mesa Substation, which was approved to be expanded and upgraded in 2017, and the former Operating Industries, Inc., landfill. Both the substation and landfill is located in the southeast portion of the city. The landfill is located on a 190-acre site that operated from 1948 to 1984. The City's General Plan Solid and Hazardous Waste Element notes that the City, along with the EPA, has developed a long-term remediation plan for the site. Cleanup and maintenance of remedial systems are expected to continue until at least 2040, including maintenance of landfill cover, leachate, and landfill gas control systems.

The existing residential and non-residential land uses in the Planning Area generate emissions from the following sources:

- **Small "area" sources.** Existing land uses generate emissions from small area sources, including landscaping equipment and the use of consumer products such as paints, cleaners, and fertilizers that result in the evaporation of chemicals to the atmosphere during product use.
- **Energy use and consumption**. Existing land uses generate emissions from the combustion of natural gas in building water and space heating equipment, as well as industrial processes.
- **Mobile sources.** Existing land uses generate emissions from vehicles travelling to and from the Planning Area.

Existing land uses in the Planning Area are summarized in Table 3-1 of the Project Description (see Chapter 3). Existing emissions were estimated using the California Emissions Estimator Model, or CalEEMod, Version 2016.3.2. The existing emissions were estimated using default data assumptions contained within CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for each existing, modeled land use within the Planning Area was adjusted to reflect existing development conditions[1].
- **Energy Use and Consumption:** The residential default electrical energy intensity and natural gas energy intensity values were adjusted upwards by a factor of 1.13 and a factor of 1.27, respectively, to reflect lower energy efficiency requirements of the 2013 energy code (CAPCOA 2017). Similarly, the non-residential default electrical energy intensity, light energy intensity, and natural gas energy intensity values were adjusted upwards by a factor of 1.05, 1.02, and 1.01, respectively. This is appropriate as most buildings in the Planning Area were constructed prior to the adoption of both the 2013 (modeled energy efficiency) and 2016 (default assumption) Title 24 building energy efficiency standards.
- **Mobile Sources:** The default, weekday trip generation rates for existing land use types, with the exception of elementary schools, were replaced with trip generation rates contained in the Transportation Impact Study (TIS) prepared for the Focused General Plan Update (KOA 2019). According to the TIS and default elementary school trip rates, the existing land uses generate approximately 527,550 total daily vehicle trips per weekday. As estimated using CalEEMod, the existing land uses in the Planning Area generate approximately 1,411,576,106 annual vehicle miles travelled, or VMT (see Appendix B). Of this, approximately 650,487,300 VMT (46%) are attributable to residential land uses. Non-residential land uses account for approximately 761,088,806 VMT (54% of total VMT), with retail/shopping center land uses accounting for nearly 468,263,202 (62%) of the non-residential VMT.

The emissions generated by current land uses in the Planning Area are shown in Table 4.3-3 (Existing Land Use Emissions). The emissions are shown for two scenarios:

- **Year 2019 (current conditions)**, which are based on Year 2019 vehicle fleet characteristics (e.g., vehicle type, age, emission rates), and represent the emissions levels that exist at the time the Notice of Preparation was released for this EIR.
- **Year 2040 (future conditions)**, which are based on Year 2040 vehicle fleet characteristics and represent the projected emission that existing land uses would generate in the future (assuming no increase in population or change in land uses). This scenario provides an estimate of how emissions would change in the Planning Area as a result of regulations that would reduce motor vehicle emissions in the future, and allows for distinguishing the potential change in emissions that could occur from the change in land uses that would occur under Year 2040 growth projections, as opposed to a change in emissions that would occur from regulatory requirements that would be in place whether or not the Project is implemented.

[1] Only land uses that were identified for change were modeled.

Table 4.3-3
Existing Land Use Emissions Estimates

Emissions Source	Maximum Daily Pollutant Emissions (Pounds per Day) (A)							
	ROG	NOx	CO	SO_2	PM_{10}		$PM_{2.5}$	
					Dust	Exhaust	Dust	Exhaust
Year 2019 (Current Conditions)								
Area Sources	7,020.9	488.1	13,303.1	29.3	--	1,727.6	--	1,727.6
Energy	36.2	319.6	203.9	2.0	--	25.0	--	25.0
Mobile Sources	1,268.0	5,815.4	16,057.7	48.0	3,628.3	54.5	956.6	1,007.9
Year 2019 Total(B)	*8,325.1*	*6,623.0*	*29,564.7*	*79.2*	*3,573.8*	*1,807.2*	*956.6*	*2,760.5*
Year 2040 (Future Conditions)								
Area Sources	7,020.7	487.8	13,285.7	29.3	--	1,727.7	--	1,727.7
Energy	20.3	176.3	93.9	1.1	--	14.0	--	14.0
Mobile Sources	517.4	3367.8	6,470.1	36.2	3,799.1	15.1	1,016.5	14.0
Year 2040 Total(B)	*7,755.4*	*4,031.9*	*19,849.7*	*66.6*	*3,799.1*	*1,756.8*	*1,016.5*	*1,755.7*

Source: MIG 2019, see Appendix B.

(A) Emissions estimated using CalEEMod, V 2016.3.2. Estimates are based on default model assumptions unless otherwise noted in this document. Maximum daily ROG, CO, SO_X emissions occur during the summer. Maximum daily NO_X, PM_{10}, and $PM_{2.5}$ emissions occur during the winter.

(B) Totals may not equal due to rounding.

As shown in Table 4.3-3, mobile source emissions will decrease between Year 2019 and Year 2040 conditions. This decrease in emissions is due to improvements in exhaust emission control systems in newer vehicles, along with fewer older vehicles in use. In contrast, PM_{10} and $PM_{2.5}$ dust emissions will increase because these emissions are associated with, for example, paved road dust and tire and break wear. Also, 2040 trip rates were adjusted up by a growth factor of 1.06 (provided by the Traffic Impact Study (TIS)) to account for expected population growth within the Planning Area (regardless of whether or not the Project is implemented).

Sensitive Receptors

Some people are more affected by air pollution than others. Sensitive air quality receptors include specific subsets of the general population that are susceptible to poor air quality and the potential adverse health effects associated with poor air quality. Both CARB and the SCAQMD consider residences, schools, parks and playgrounds, childcare centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes to be sensitive air quality land uses and receptors (SCAQMD 2017a; CARB 2005).

In general, the sensitive air quality receptors in the Planning Area include, but are not limited to:

- Existing low-density, medium-density, and high-density residential receptors in the Planning Area;
- Existing elementary and intermediate schools, East Los Angeles College, and education or institutional facilities;
- Existing public facilities, such as the Boys and Girls Club and Edmund D. Edelman Children's Courthouse;

- Existing parks, including, but not limited to, Barnes Park, Bella Vista Park, and Highlands Park.

Existing Air Pollution-Related Health Risks

Sensitive air quality receptors are usually most affected by local sources of air pollution. The Planning Area borders or is near the I-10, I-710, and SR-60. Additionally, the Metrolink San Bernardino Line runs within the I-10 corridor. The Planning Area also includes several small stationary sources of emissions. These sources are described below.

Under the State's Air Toxics Hot Spots Information and Assessment Act (AB 2588; see Section 4.3.2), the SCAQMD is required to prepare an annual report of activities related to facilities that emit TACs. According to the SCAQMD's July 2017 Annual Report on AB 2588, Air Toxics Hot Spots Program, there were no facilities in the Planning Area that were subject to AB 2588 activities (SCAQMD 2018a). Publically available data from CARB indicates there are four facilities within the Planning Area that report emissions pursuant to AB 2588 (CARB 2016d):

- Aero Powder Coating Inc. at 708-710 Monterey Pass Road emits criteria air pollutants and TACs, including, but not limited to, ammonia emissions, at levels that did not exceed SCAQMD prioritization thresholds and, therefore, an AB 2588 risk assessment has not been prepared for this facility.
- Architectural Woodworking Co. at 582 S Monterey Pass Road emits total organic gases, ROG, and ammonia emissions at levels that did not exceed SCAQMD prioritization thresholds and, therefore, an AB 2588 risk assessment has not been prepared for this facility.
- East Los Angeles College at 1301 Avenida Cesar Chavez emits criteria air pollutants and TACs, including, but not limited to, ammonia emissions, at levels that did not exceed SCAQMD prioritization thresholds and, therefore, an AB 2588 risk assessment has not been prepared for this facility.
- West-bag Inc. at 1161 Monterey Pass Road emits criteria air pollutants and TACs, including, but not limited to, ammonia emissions, at levels that did not exceed SCAQMD prioritization thresholds and, therefore, an AB 2588 risk assessment has not been prepared for this facility.

According to the SCAQMD's MATES IV Carcinogenic Risk Map, the City of Monterey Park generally has an estimated cancer risk of above 1,200 (SCAQMD 2018d).[2] This cancer risk estimate is orders of magnitude higher than the SCAQMD's significance threshold of 10 cases in one million for cancer risk. These estimates, however, are based upon regional modeling efforts that largely do not account for site-specific emission rates and dispersion characteristics that typically result in refined and substantially lower health risk estimates.

CalEnviroScreen is another mapping tool that helps identify California communities that are most affected by many sources of pollution, and where people are often especially vulnerable to pollution's effects. The tool uses environmental, health, and socioeconomic information to

[2] According to the SCAQMD (2018b), cancer risk refers to the probability of contracting cancer associated with exposure to a substance. It is expressed as the chance per million population of a cancer case occurring. A risk of 1,005 per million means that in a population of one million individuals (exposed over a 70 year lifetime), 1,005 additional cancer cases would be expected.

produce scores for every census tract in California. The scores are then mapped so that different communities can be compared. An area with a high score is one that experiences a much higher pollution burden than areas with low scores. According to the OEHHA CalEnviroScreen 3.0 Map, the Planning Area is in census tracts 6037482001, 6037530400, 6037482702, 6037482002, 6037482101, 6037481902, 6037481800, and 6037481713, and has pollution indicator percentiles ranging from 25% to 70% based on the CalEnviroScreen indicators (e.g., exposure, environmental effects, population characteristics, socioeconomic factors) (OEHHA 2018). These numbers also indicate relatively average health risks in the Planning Area, as compared to other areas of California.

4.3.2 – REGULATORY FRAMEWORK

Federal

Federal Clean Air Act

The Federal Clean Air Act (42 United States Code, §§ 7401, *et seq*.; CAA), as amended, provides the overarching basis for both Federal and State air pollution prevention, control, and regulation. The CAA establishes the U.S. EPA's responsibilities for protecting and improving the nation's air quality. The U.S. EPA oversees Federal programs for setting air quality standards and designating attainment status, permitting new and modified stationary sources of pollutants, controlling emissions of hazardous air pollutants, and reducing emissions from motor vehicles and other mobile sources. In 1971, to achieve the purposes of Section 109 of the CAA, the U.S. EPA developed primary and secondary National Ambient Air Quality Standards (NAAQS). Primary standards are designed to protect human health with an adequate margin of safety. Secondary standards are designed to protect property and public welfare from air pollutants in the atmosphere.

The U.S. EPA requires each State to prepare and submit a State Implementation Plan (SIP) that consists of background information, rules, technical documentation, and agreements that an individual State will use to attain compliance with the NAAQS within federally imposed deadlines. State and local agencies implement the plans and rules associated with the SIP, but the rules are also federally enforceable.

State

California Clean Air Act **(**Health and Safety Code, § 40910, *et seq*.)

In addition to being subject to federal requirements, air quality in the State is also governed by more stringent regulations under the California Clean Air Act (CCAA), which was enacted in 1988 to develop plans and strategies for attaining the CAAQS.

Both the CAA and CCAA are administered by CARB. CARB oversees the functions of local air pollution control districts and air quality management districts, which in turn administer air quality activities at the regional level.

In-Use Off-Road Diesel Equipment Program

CARB's In-Use Off-Road Diesel Equipment regulation is intended to reduce emissions of NO_x and PM from off-road diesel vehicles, including construction equipment, operating within California. The regulation imposes limits on idling; requires reporting equipment and engine

information and labeling all vehicles reported; restricts adding older vehicles to fleets; and requires fleets to reduce their emissions by retiring, replacing, or repowering older engines or installing exhaust retrofits for PM. The requirements and compliance dates of the off-road regulation vary by fleet size, and large fleets (fleets with more than 5,000 horsepower) must meet average targets or comply with Best Available Control Technology (BACT) requirements beginning in 2014. CARB has off-road anti-idling regulations affecting self-propelled diesel-fueled vehicles of 25 horsepower and up. The off-road anti-idling regulations limit idling on applicable equipment to no more than five minutes, unless exempted due to safety, operation, or maintenance requirements.

On-Road Heavy-Duty Diesel Vehicles (In-Use) Regulation

CARB's On-Road Heavy-Duty Diesel Vehicles (In-Use) regulation (also known as the Truck and Bus Regulation) is intended to reduce emission of NO_X, PM, and other criteria pollutants generated from existing on-road diesel vehicles operating in California. The regulation applies to nearly all diesel-fueled trucks and buses with a gross vehicle weight rating (GVWR) greater than 14,000 pounds that are privately or federally owned, and for privately and publicly owned school buses. Heavier trucks and buses with a GVWR greater than 26,000 pounds must comply with a schedule by engine model year or owners can report to show compliance with more flexible options. Fleets complying with the heavier trucks and buses schedule must install the best available PM filter on 1996 model year and newer engines and replace the vehicle eight years later. Trucks with 1995 model year and older engines had to be replaced starting in 2015. Replacements with a 2010 model year or newer engine meet the final requirements, but owners can also replace the equipment with used trucks that have a future compliance date (as specified in regulation). By 2023, all trucks and buses must have at least 2010 model year engines with few exceptions.

CARB Stationary Diesel Engines – Emission Regulations

In 1998, CARB identified DPM as a TAC. To reduce public exposure to DPM, in 2000, the Board approved the Risk Reduction Plan to Reduce Particulate Matter Emissions from Diesel-Fueled Engines and Vehicles (Risk Reduction Plan) (CARB 2000). Integral to this plan is the implementation of control measures to reduce DPM such as the control measures for stationary diesel-fueled engines. As such, diesel generators must comply with regulations under CARB's amendments *to Airborne Toxic Control Measure for Stationary Compression Ignition Engines* and be permitted by SCAQMD.

CARB Air Quality and Land Use Handbook

In 1998, CARB identified particulate matter from diesel-fueled engines as a TAC. CARB's Air Quality and Land Use Handbook is intended to serve as a general reference guide for evaluating and reducing air pollution impacts associated with new projects that go through the land use decision-making process (CARB 2005). The CARB Handbook recommends that planning agencies consider proximity to air pollution sources when considering new locations for "sensitive" land uses, such as residences, medical facilities, daycare centers, schools, and playgrounds. Air pollution sources of concern include freeways, rail yards, ports, refineries, distribution centers, chrome plating facilities, dry cleaners, and large gasoline service stations. Key recommendations in the Handbook relative to the Planning Area include taking steps to consider or avoid siting new, sensitive land uses:

- Within 500 feet of a freeway, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day;
- Within 300 feet of gasoline fueling stations; or
- Within 300 feet of dry cleaning operations (dry cleaning with TACs is being phased out and will be prohibited in 2023). The SCAQMD (Regulation 14, Rule 21) has established emission controls for the use of perchloroethylene, the most common dry-cleaning solvent.

CARB prepared a technical supplement to the Handbook, a *Technical Advisory on Strategies to Reduce Air Pollution Exposure Near High Volume Roadways* (CARB 2017), that provides recommendations for strategies to minimize exposure of the public to air pollutants due to proximity to high volume roadways, such as reducing traffic emissions and removing pollution from the air.

Air Toxics "Hot Spots" Program

Toxic Air Contaminant Identification and Control Act (AB 1807) created California's program to reduce exposure to air toxics. The Air Toxics "Hot Spots" Information and Assessment Act (AB 2588) supplements the AB 1807 program, by requiring a statewide air toxics inventory, notification of people exposed to a significant health risk, and facility plans to reduce these risks (Health and Safety Code §§ 44300, *et seq*.). CARB must collect data on toxic emissions from stationary sources (facilities) throughout the State and ascertain potential health risks that these emissions pose to members of community for developing cancer or for resulting in non-cancer health effects. California's Children's Environmental Health Protection Act of 1999 (Health and Safety Code § 39606), also requires explicit consideration of infants and children in assessing risks from air toxics.

Substances regulated under California's Air Toxics Hot Spots Program are defined in statute and include a list of substances developed by the following sources:

- International Agency for Research on Cancer (IARC);
- U.S. Environmental Protection Agency (U.S. EPA);
- U.S. National Toxicology Program (NTP);
- CARB Toxic Air Contaminant Identification Program List;
- Hazard Evaluation System and Information Service (HESIS) (State of California);
- Proposition 65 (Safe Drinking Water and Toxic Enforcement Act of 1986) list of carcinogens and reproductive toxicants (State of California); and
- Any additional substance recognized by the State Board as presenting a chronic or acute threat to public health when present in the ambient air.

On May 6, 2005, the SCAQMD adopted a *Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning* containing numerous recommendations focused on land use planning, such as locating sensitive receptors away from substantial sources of TACs and CO hot spots (e.g., high-traffic freeways and roads, distribution centers, refineries). When locating receptors near large generators of TAC emissions, the SCAQMD recommends conducting CO hot spot analyses and analyzing health risk for these new developments.

Regional

Southern California Association of Governments

The Southern California Association of Governments (SCAG) is a Joint Powers Authority under California law, established as an association of local governments and agencies that voluntarily convene as a forum to address regional issues. SCAG encompasses the counties of Los Angeles, Orange, Ventura, Riverside, San Bernardino, and Imperial.

SCAG is designated as a Metropolitan Planning Organization (MPO) and as a Regional Transportation Planning Agency. SCAG, as a designated MPO, is required to prepare a Sustainable Communities Strategy (SCS) as an integral part of its Regional Transportation Plan (RTP). The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. Information contained in Chapter 5 (The Road to Greater Mobility and Sustainable Growth) of the 2016 RTP/SCS forms the basis for the land use and transportation components of the Air Quality Management Plan (AQMP) and are utilized in the preparation of air quality forecasts and consistency analysis included in the AQMP.

SCAQMD Air Quality Management Plan (AQMP)

The SCAQMD is required to prepare an overall plan for air quality improvement, known as an AQMP. The purposed of an AQMP is to bring an air basin into compliance with federal and State air quality standards. The SCAQMD 2016 AQMP was adopted in 2017. That 2016 AQMP provides guidance for how the SCAQMD, in coordination with federal, State, regional, and local governments will bring the Basin back into attainment for the following NAAQS: 2008 8-hour ozone; 2012 annual PM2.5; 2006 24-hour PM2.5 ; 1997 8-hour ozone; and 1997 1-hour ozone.

To achieve the reductions necessary to bring ambient air quality back into attainment, the SCAQMD identifies seven primary objectives for the AQMP, which include:

1. Eliminating reliance on unknown future technology measures to demonstrate future attainment of air quality standards;
2. Calculating and accounting for co-benefits associated with measures identified in other, approved planning efforts (e.g., SCAG RTP/SCS);
3. Developing a strategy with fair-share emission reductions at the federal, State, and local levels;
4. Investing in strategies and technologies that meet multiple objectives regarding air quality, climate change, air toxic exposure, energy, and transportation—especially in disadvantaged communities;
5. Seeking, identifying, and securing significant sources of funding for incentives to implement early deployment and commercialization of zero and near-zero technologies, particularly in the mobile source sector;

6. Enhancing the socioeconomic analysis and selecting the most efficient and cost-effective path to achieve multi-pollutant and -deadline targets; and
7. Prioritizing non-regulatory, innovative approaches that can contribute to the economic vitality of the regional while maximizing emission reductions.

The emission forecasts and demonstrations presented in the 2016 AMQP rely heavily on information contained in other planning and strategy documents. For example, the 2016 AQMP's long-term emissions inventory is based on the growth and land uses projections contained in the SCAG's 2016 RTP/SCS. Additionally, the conclusions relating to ozone compliance are based on implementation of measures presented in CARB's Mobile Source Strategy and SIP strategy. The Mobile Source Strategy outlines a suite of measures targeted at on-road light- and heavy-duty vehicles, off-road equipment, and federal and international sources. A subset of the statewide strategy is a mobile source strategy for the South Coast SIP. Because the SCAQMD has limited authority in regulating mobile source emissions, coordination and cooperation between SCAQMD, CARB, and the U.S. EPA is imperative to meeting the NOx reductions required to meet ozone standards. Although not incorporated specifically from another planning document strategy, the 2016 AQMP also provides numerous control measures for stationary sources.

SCAQMD Rules and Regulations

The SCAQMD adopts rules that establish permissible air pollutant emissions and governs a variety of business, processes, operations, and products to implement the AQMP and the various federal and State air quality requirements. In general, rules that would be applicable to Project development include:

- **Rule 401 (Visible Emissions)** prohibits discharge into the atmosphere from any single source of emission for any contaminant for a period or periods aggregating more than three minutes in any one hour that is as dark or darker in shade than that designated as No. 1 on the Ringelmann Chart, as published by the U.S. Bureau of Mines.
- **Rule 402 (Nuisance)** prohibits discharges of air contaminants or other material which cause injury, detriment, nuisance, or annoyance to any considerable number of persons or the public, or which cause, or have a natural tendency to cause, injury or damage to business or property.
- **Rule 403 (Fugitive Dust)** prohibits emissions of fugitive dust from any grading activity, storage pile, or other disturbed surface area if it crosses the project property line or if emissions caused by vehicle movement cause substantial impairment of visibility (defined as exceeding 20 percent capacity in the air). Rule 403 requires the implementation of Best Available Control Measures and includes additional provisions for projects disturbing more than five acres and those disturbing more than fifty acres.
- **Rule 445 (Wood Burning Devices)** prohibits installation of woodburning devices such as fireplaces and wood-burning stoves in new development unless the development is located at an elevation above 3,000 feet or if existing infrastructure for natural gas service is not available within 150-feet of the development. All fireplaces installed within the Planning Area will be natural gas fueled fireplaces.

- **Rule 481 (Spray Coating Operations)** imposes equipment and operational restrictions during construction for all spray painting and spray coating operations.
- **Rule 1108 (Cutback Asphalt)** prohibits the sale or use of any cutback asphalt containing more than 0.5 percent by volume organic compounds which evaporate at 260°C (500°F) or lower.
- **Rule 1113 (Architectural Coatings)** establishes maximum concentrations of VOCs in paints and other applications and establishes the thresholds for low-VOC coatings.
- **Rule 1143 (Consumer Paint Thinners and Multi-Purpose Solvents)** prohibits the supply, sale, manufacture, blending, packaging, or repackaging of any consumer paint thinner or multi-purpose solvent for use in the District unless consumer paint thinners or other multi-purpose solvents comply with applicable VOC content limits.
- **Rule 1403 (Asbestos Emissions from Demolition/Renovation Activities)** specifies work practice requirements to limit asbestos emissions from building demolitions and renovation activities, including the removal and associated disturbance of asbestos containing materials. The requirements for demolition and renovation activities include asbestos surveying, notification, asbestos containing materials removal procedures and time schedules, asbestos containing materials handling and clean-up procedures, and storage, disposal, and land filling requirements for asbestos containing waste materials.
- **Rule 2202 (On-Road Motor Vehicle Mitigation Options)** provides employers with options to reduce mobile source emissions generated from employee commutes. The rule applies to any employer who employs 250 or more employees on a full- or part-time basis at a worksite for a consecutive six-month period.

City of Monterey Park General Plan

The City's existing General Plan Resources Element includes the following goal and policies related to air quality:

- Goal Five: Improve air quality for future generations of Monterey Park residents.
    - Policy 5.1 - Continue to improve traffic flow through and within the city.
    - Policy 5.2 - Review zoning regulations annually to identify whether revisions are required to accommodate and encourage the use of alternative-fuel vehicles (for example, electric cars).
    - Policy 5.3 - Encourage employer rideshare and transit incentives programs by local businesses.
    - Policy 5.4 - Enhance pedestrian and bicycle circulation within Monterey Park.
    - Policy 5.5 - Support the development of higher density housing in close proximity to commercial service centers.
    - Policy 5.6 - Synchronize traffic signals to reduce the number of stops and starts by automobiles.
    - Policy 5.7 - Promote energy conservation and recycling by the public and private sectors.

- Policy 5.8 - Integrate air quality planning with land use and transportation planning

4.3.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to air quality if it would:

a) Conflict with or obstruct implementation of applicable air quality plan;

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is non-attainment under an applicable federal or State ambient air quality standard;

c) Expose sensitive receptors to substantial pollutant concentrations (i.e., carbon monoxide hot spots or TACs); or

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people.

Regional Significance Thresholds

The significance thresholds in the SCAQMD's *CEQA Air Quality Handbook* were used for evaluating the impacts associated with the implementation of the Project. The SCAQMD has established mass daily thresholds for regional pollutant emissions, as shown in Table 4.3-4.

Table 4.3-4
SCAQMD Regional Emission Significance Thresholds

Air Contaminant	Construction (Maximum Pounds Per Day)	Operation (Maximum Pounds Per Day)
NO_X	100	55
VOC	75	55
PM_{10}	150	150
$PM_{2.5}$	55	55
SO_X	150	150
CO	550	550
Lead	3	3
Source: SCAQMD 2019d		

Localized Significance Thresholds

In addition to establishing thresholds of significance for emissions of criteria air pollutants on a regional level, the SCAQMD has also developed Local Significance Thresholds (LSTs) that represent the maximum emissions from a project that are not expected to cause or contribute to an exceedance of the most stringent applicable federal or State ambient air quality standards (i.e., would result in less than significant adverse localized air quality impacts). The LST methodology takes into account a number of factors, including: (1) existing ambient air quality in each Source Receptor Area (SRA); (2) how many acres the project would disturb in a day; and (3) how far project construction and operational activities would take place from the nearest sensitive receptor. Unlike the regional emission significance thresholds presented in Table 4.3-

4, LSTs have only been developed for NOx, CO, $PM_{10,}$ and $PM_{2.5}$. The construction and operational LSTs for one-acre, two-acre, and five-acre sites in SRA 11 (South San Gabriel Valley), the SRA in which the City of Monterey Park is located, are shown in Table 4.3-5 below.

Table 4.3-5
SCAQMD Localized Significance Thresholds for Source Receptor Area 11

Pollutant Monitored	Maximum Allowable Emissions (Pounds per Day) as a Function of Receptor Distance (in Feet) from Site Boundary				
	82 Feet	164 Feet	328 Feet	656 Feet	1,640 Feet
ONE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	83	84	96	123	193
Carbon Monoxide (CO)	673	760	1,113	2,110	6,884
Particulate Matter (PM_{10})	5	13	29	60	153
Particulate Matter ($PM_{2.5}$)	4	5	9	20	83
Operational Thresholds					
Nitrogen Oxides (NO_x)	83	84	96	123	193
Carbon Monoxide (CO)	673	760	1,113	2,110	6,884
Particulate Matter (PM_{10})	1	4	7	15	37
Particulate Matter ($PM_{2.5}$)	1	2	3	5	20
TWO-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	121	118	126	147	206
Carbon Monoxide (CO)	1,031	1,143	1,554	2,660	7,530
Particulate Matter (PM_{10})	7	22	37	68	162
Particulate Matter ($PM_{2.5}$)	5	8	12	24	89
Operational Thresholds					
Nitrogen Oxides (NO_x)	121	118	126	147	206
Carbon Monoxide (CO)	1,031	1,143	1,554	2,660	7,530
Particulate Matter (PM_{10})	2	6	9	17	39
Particulate Matter ($PM_{2.5}$)	2	2	3	6	22
FIVE-ACRE SITE					
Construction Thresholds					
Nitrogen Oxides (NO_x)	183	176	184	202	245
Carbon Monoxide (CO)	1,814	1,984	2,549	4,024	9,342
Particulate Matter (PM_{10})	14	43	59	91	186
Particulate Matter ($PM_{2.5}$)	9	12	19	34	104
Operational Thresholds					
Nitrogen Oxides (NO_x)	183	176	184	202	245
Carbon Monoxide (CO)	1,814	1,984	2,549	4,024	9,342
Particulate Matter (PM_{10})	4	11	15	22	45
Particulate Matter ($PM_{2.5}$)	2	3	5	9	25

Source: SCAQMD 2008, modified by MIG
Note: The localized thresholds for NOx in this table account for the conversion of NO to NO_2. The emission thresholds are based on NO_2 levels, as this is the compound associated with adverse health effects.

Carbon Monoxide "Hot Spot" Thresholds

Historically, to determine whether a project poses the potential for a CO hotspot, the quantitative CO screening procedures provided in the *Transportation Project-Level Carbon Monoxide Protocol* (the Protocol) were used (UCD ITS 1997). The Protocol determines a project may worsen air quality if the project increases the percentage of vehicles in cold start modes by two percent or more; significantly increases traffic volumes by five percent or more; or worsens traffic flow, defined for signalized intersections as increasing average delay at intersections operating at level of service (LOS) E or F or causing an intersection that would operate at LOS D or better without the project, to operate at LOS E or F. With new vehicles and improvements in fuels resulting in fewer emissions, the retirement of older polluting vehicles, and new controls and programs, CO concentrations have declined dramatically in California. As a result of emissions controls on new vehicles, the number of vehicles that can idle and the length of time that vehicles can idle before emissions would trigger a CO impact has increased, so the use of LOS as an indicator is no longer applicable for determining CO impacts.

The Bay Area Air Quality Management District (BAAQMD) developed a screening-level analysis for CO hotspots in 2010, which finds that projects that are consistent with the applicable congestion management program, and that do not cause traffic volumes at affected intersections to increase to more than 44,000 vehicles per hour, would not result in a CO hotspot that could exceed State or federal air quality standards (BAAQMD 2017 pg. 3-4). CO modeling was conducted for the SCAQMD's 2003 AQMP at four busy intersections during morning and evening peak hour periods as well. The busiest intersection studied in this analysis, Wilshire Boulevard and Veteran Avenue, had 8,062 vehicles per hour during morning peak hours, 7,719 vehicles per hour during evening peak hours, and approximately 100,000 vehicles per day. The 2003 AQMP estimated that the 1-hour CO concentration for this intersection was 4.6 ppm, which is less than a fourth of the 1-hour CAAQS CO standard (20 ppm) (SCAQMD 2003a). The BAAQMD screening threshold is generally consistent with the results of the CO modeling conducted for the SCAQMD's 2003 AQMP.

Therefore, for purposes of this EIR, the Project would pose the potential for a CO hotspot if it would exceed the BAAQMD's screening traffic level for peak hour intersection traffic volumes (44,000 vehicles per hour) (thereby having the potential to result in CO concentrations that exceed 1-hour State [20 ppm], 1-hour federal [35 ppm], and/or State and federal 8-hour [9 ppm] ambient air quality standards for CO).

Toxic Air Contaminant Thresholds

The SCAQMD recommends preparation of a Health Risk Assessment (HRA) for large commercial or industrial projects to determine the specific health risks posed by long-term emissions of TACs from a project. Following OEHHA and SCAQMD guidance, health risks from TAC emissions are estimated based on "Individual Cancer Risk," which is the likelihood that a person exposed to TACs over 70-year lifetime will get cancer or suffer some other "non-cancer" effect (measured by what is called as a "hazard index"). Numerous weighting factors (e.g., age sensitivity factors, breathing rates) are applied during health risk calculations to account for those members of the public who may be more sensitive to pollution than others (e.g., sensitive receptors). A project is considered to have a significant impact if it results in any of the following:

- A maximum incremental cancer risk greater than or equal to 10 in one million;

- A population-wide cancer burden greater than 0.5 (in areas were cancer risk is greater than or equal to 1 in one million); or
- A chronic or acute hazard index greater than or equal to 1.0.

The California Supreme Court in *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015) ruled CEQA review is focused on a project's impact on the environment "and not the environment's impact on the project." The opinion also holds that when a project has "potentially significant exacerbating effects on existing environmental hazards," those impacts are properly within the scope of CEQA because they can be viewed as impacts of the project on "existing conditions" rather than impacts of the environment on the project. The Supreme Court provided the example of a project that threatens to disperse existing buried environmental contaminants that would otherwise remain undisturbed. The Court concluded that it is proper under CEQA to undertake an analysis of the dispersal of existing contaminants because such an analysis would be focused on how the project "would worsen existing conditions." The court also found that the limited number of express CEQA provisions that require analysis of the impacts of the existing environment on a project – such as impacts associated with school siting and airports – should be viewed as specific statutory exceptions to the general rule that such impacts are not properly within CEQA's scope.

Consistent with this court ruling, the impact discussion presented below focuses on the Project's effect on air quality and existing health risks, rather than the effect of existing air quality and its potential risks on the Project's residents. The analysis evaluates whether the Project could create or exacerbate adverse public health risk conditions at sensitive receptor locations, as identified in the SCAQMD's CEQA significance criteria.

4.3.4 – IMPACTS AND MITIGATION MEASURES

This section describes (1) potential impacts related to conflicts with an applicable air quality plan, (2) violations of air quality standards, (3) cumulatively considerable net increases of criteria pollutants, (4) exposure of sensitive receptors to substantial pollutant concentrations, and (5) objectionable odors which could result from the implementation of the Project. The section then recommends mitigation measures as needed to reduce significant impacts.

Conflicts with Local Air Quality Plans

Impact AQ-1 – Would the Project conflict with or obstruct implementation of the applicable air quality plan?

Analysis of Impacts

As described in Section 4.3.1, the Project is within the South Coast Air Basin, which is under the jurisdiction of the SCAQMD. Pursuant to the methodology provided in Chapter 12 of the SCAQMD *CEQA Air Quality Handbook*, consistency with the AQMP is affirmed if the Project:

1) Is consistent with the growth assumptions in the AQMP; and
2) Does not increase the frequency or severity of an air quality standards violation or cause a new one.

Consistency Criterion 1 refers to the growth forecasts and associated assumptions included in the 2016 AQMP. The 2016 AQMP was designed to achieve attainment for all criteria air

pollutants within the Basin while still accommodating growth in the region. Projects that are consistent with the AQMP growth assumptions would not interfere with attainment of air quality standards, because this growth is included in the projections used to formulate the AQMP. Therefore, if the growth allowed by the Project is consistent with the regional population, housing, and employment forecasts identified by SCAG in the RTP/SCS, Project implementation would be consistent with the AQMP, even if emissions could potentially exceed the SCAQMD's recommended daily emissions thresholds.

The Project includes land use designations that allow development of up to a total of 26,298 dwelling units accommodating a population of up to 80,581 total residents. This represents a potential increase of 3,816 dwelling units, a potential increase in population of up to 11,693 residents, and an increase in potential employment of up to 2,730 employees over existing conditions within the Planning Area (see Chapter 4.17, Population and Housing). The 2016 RTP/SCS population and employment projections for the City of Monterey Park, as well as the increase in population and employment that would occur with the implementation of the Project, are shown in Table 4.3-6.

Table 4.3-6
RTP/SCS and Focused General Plan Update Net Growth Assumptions

Scenario	Net New Population	Net New Employment
Monterey Park Focused GPU	*11,693*	*2,730*
RTC/SCS Growth 2012 - 2040	**3,700**	**4,000**
Within Growth Assumptions?	**No**	**Yes**
Source: SCAG 2016, City of Monterey Park 2019.		

As shown in Table 4.3-6, the anticipated potential growth allowed by the implementation of the Focused General Plan Update would exceed SCAG's growth projection and, therefore, be inconsistent with the 2016 AQMP.

Consistency Criterion 2 refers to the CAAQS and NAAQS. As described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and state O_3 standards, national and State $PM_{2.5}$ standards, and national PM_{10} standards. The analyses of potential emissions under Impact AQ-2 indicates that Project development could result in emissions of ROG, an ozone precursor pollutant, during potential construction activities that exceed SCAQMD thresholds of significance; however, Mitigation Measure AQ-2 would require the use of "super compliant" architectural coatings (see definition below) that would reduce construction ROG emissions to a less than significant level. Although the mass amount of emissions attributable to a single project (i.e., pounds per day) does not necessarily contribute to air pollution levels measured throughout the South Coast Air Basin and in or near the Monterey Park, the SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant. As discussed under Impact AQ-2 below, Project development construction emissions would not exceed the SCAQMD's regional or local significance thresholds with mitigation and, therefore, would not have the potential to cause or contribute to new or more frequent exceedances of national and State ozone standards; however, NO_X emissions under the 2040 growth projection could exceed the SCAQMD's regional significance thresholds and,

therefore, have the potential to cause or contribute to new or more frequent exceedances of national and State ozone standards.

Level of Significance Before Mitigation

Since the growth that could occur under the Project's 2040 conditions would be inconsistent with the 2016 RTP/SCS growth forecasts, the Project could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards. This is considered a **potentially significant impact**.

Mitigation Measures

See Mitigation Measure AQ-2A, AQ-2B, AQ-2C, and AQ-2D under Impact AQ-2, below.

Level of Significance After Mitigation

The growth that could occur under the Project by 2040 would be inconsistent with the 2016 RTP/SCS growth forecast and could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of ozone air quality standards, even with the inclusion of mitigation measures designed to reduce project emissions. There are no additional feasible measures that would reduce this impact. Therefore, this impact would be ***significant and unavoidable***.

Net Increases of Non-attainment Criteria Pollutants

Impact AQ-2 – Would the project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

Analysis of Impacts

Project implementation would generate short-term construction and long-term operational emissions of regulated air pollutants (i.e., criteria air pollutants and TACs). These emissions would be released to the ambient air and disperse according to the topographic and meteorological influences that prevail near the Planning Area and in the greater South Coast Air Basin (see Section 4.3.1).

Although future projects occurring within the Planning Area would be guided by the goals and policies outlined in the Focused General Plan Update, the City's adoption of the Project would not authorize nor permit any individual projects to move forward at this time. Nonetheless, the City has prepared an air quality analysis that focuses on the nature and magnitude of the change in the air quality environment due to implementation of the Project. The SCAQMD has not adopted plan-level significance thresholds. The SCAQMD and/or CARB monitor levels of criteria air pollutant concentrations in ambient air to evaluate attainment of CAAQS and NAAQS; the significance of the net change in criteria air pollutant emissions that the implementation of the Project could emit during construction and operation is evaluated below by comparing the potential levels of emissions from these activities against the SCAQMD's regional and localized significance thresholds (see Table 4.3-4 and Table 4.3-5). As explained under Impact AQ-1, the SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA

significance thresholds to result in individual impacts that are cumulatively considerable and significant.

Neither the SCAQMD nor CARB conduct regular and routine monitoring of TACs because most TACs do not have an established ambient air quality standard against which ambient air concentrations can be compared[3]; however, TAC emissions could result in local effects if substantial concentrations were to occur at sensitive receptor locations as a result of the proposed project. The proposed project's TAC emissions are discussed under Impact AQ-3 below.

Construction Emissions

Regional Construction Emissions. The Project would not directly result in construction of any development or infrastructure; however, future development supported by the Focused General Plan Update would result in short-term construction-related criteria pollutant emissions that have the potential to adversely affect air quality. Short-term criteria pollutant emissions would occur during demolition, site preparation, grading, building construction, paving, and architectural coating activities associated with specific new development projects. Emissions would occur from use of equipment, worker, vendor and hauling trips, and disturbance of on-site soils (fugitive dust). ROG and NO_X emissions are primarily associated with gas and diesel equipment exhaust and the application of architectural coatings. Fugitive dust emissions (PM_{10} and $PM_{2.5}$) are primarily associated with site preparation and vary as a function of such parameters such as soil silt content, soil moisture, wind speed, acreage of disturbance area, and VMT by construction vehicles on- and off-site. Typical construction equipment associated with development and redevelopment projects includes dozers, graders, excavators, loaders, and trucks. The types and quantity of equipment, as well as duration of construction activities, would be dependent on project-specific conditions. Larger projects would require more equipment over a longer timeframe than would smaller projects; however, specific information is not available for future projects at this time because Project development is expected to occur over approximately 20 years, and the location, type, and timing of construction would be based on market demand.

To determine if anticipated typical construction activities could result in a significant air quality impact, construction emissions were modeled using CalEEMod V. 2016.3.2. CalEEMod utilizes construction survey data to estimate construction phase lengths and equipment needs based on the area of an individual project site. Due to the uncertainty of timing and methods of construction activities that would occur under the Project, the construction emissions analysis assumed that a maximum of 10%t of the Project's planned growth could be under construction in any given year, as shown in Table 4.3-7[4].

[3] Ambient air quality standards have been adopted for lead and vinyl chloride, both of which are TACs; however, these pollutants are monitored at far fewer locations than criteria air pollutants like ozone precursors and PM. In addition, the SCAQMD does periodically conduct monitoring and modeling of TAC emissions sources; however, these efforts are usually source-specific.

[4] This is considered a conservative assumption because it represents a doubling of the overall average activity that could occur over a 21-year growth period (2020-2040).

Table 4.3-7
Project Growth (2040), Average Year, and Worst-Case Year Construction Activity

CalEEMod Land Use Input		General Plan Development[A]		
Type	**Subtype**	**Net Growth (2040)[B]**	**Average Year Development[C]**	**Worst-Case Year Development[D]**
Commercial	General Office Building	883,902 SF	44,195 sf	88,390 sf
Educational	Elementary School	1,298 Students	64 Students	128 Students
Educational	Junior College (2 years)	3,697 Students	185 Students	370 Students
Residential	Multi-Family Housing	3,836 Dwelling Units	192 Dwelling Units	384 Dwelling Units
Recreational	Hotel/Motel	607 Rooms	30.35 Rooms	60.7 Rooms
Retail	Reginal Shopping Center	619,932 SF	30,997 SF	61,993 SF

(A) Development values are approximate.
(B) The growth values in this table do not represent the total development square footage that would exist in the Plan's horizon year (2040). Rather, these values are estimates of the total netnew square footage and dwelling units that would be constructed by 2040. The values do not include remodeling of existing buildings, which would not result in significant construction emissions.
(C) Values reflect 2040 growth development divided by 21 years.
(D) Values reflect twice the average year development intensity, or approximately 10% of total Project growth.

Potential construction emissions were modeled using CalEEMod, Version 2016.3.2 (see Appendix B). The modeling assumes default construction phase and duration information based on the land use inputs shown in Table 4.3-7. Construction was assumed to start in 2020; the type and amount of equipment used during construction was generated using CalEEMod default assumptions. Due to the changeover in construction fleets as old equipment is replaced with newer, cleaner equipment, it is anticipated that maximum daily emissions would decrease as development occurs beyond 2020. The, modeled potential annual construction emissions are presented in Table 4.3-8. It is mandatory for all construction projects in the South Coast Air Basin to comply with SCAQMD Rule 403 (Fugitive Dust). Therefore, the emissions presented in Table 4.3-8 include the mandatory application of dust control measures commensurate with SCAQMD Rule 403.

Table 4.3-8
Project Construction Emissions Estimates

Season	Maximum Daily Emissions (lbs/day)					
	ROG	**NO_X**	**CO**	**SO_2**	**PM_{10}[A]**	**$PM_{2.5}$[B]**
Summer	140.8	56.6	38.2	0.1	10.4	6.7
Winter	140.8	56.6	38.2	0.1	10.4	6.7
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	Yes	No	No	No	No	No

Source: MIG, 2019 (see Appendix B) and SCAQMD 2019d.
(A) PM_{10} emissions estimates include both exhaust and dust emissions. Fugitive dust emissions include application of control measures as required by SCAQMD Rule 403, including watering exposed areas three times (3x) daily and cleaning paved roads.
(B) $PM_{2.5}$ emissions estimates include both exhaust and dust emissions. Fugitive dust emissions include application of fugitive dust control measures as required by SCAQMD Rule 403, including watering exposed areas three times (3x) daily and cleaning paved roads.

The SCAQMD does not have a recommended plan-level (as compared with project-level) threshold of significance for short- term construction related emissions of ROG, NO_X, PM_{10} and $PM_{2.5}$. But, as shown in Table 4.3-8, the worst-case maximum daily construction emissions associated with Project implementation could have the potential for ROG (an ozone precursor) emissions to exceed SCAQMD regional thresholds. The modeled ROG emissions exceed regional thresholds due to the architectural coating phase associated with the modeled construction activities, which would account for more than 99% of estimated ROG emissions.

To reduce potential ROG emissions generated during coating application activities to levels below SCAQMD thresholds, the City would require development projects to implement Mitigation Measure AQ-2, which requires the use of SCAQMD Rule 1113 "super compliant" coatings with a lower VOC content than the CalEEMod default assumption, as well as the application of coatings with efficient spray equipment. The standard VOC content assumption for residential and non-residential coatings is 50 and 100 grams per liter, respectively. Thus, the use of coatings with a VOC content of less than 10 grams per liter of coating would substantially reduce ROG emissions during coating application activities, as shown in Table 4.3-9.

Table 4.3-9
Mitigated Project Construction Emissions Estimates

Season	Maximum Daily Emissions (lbs/day)					
	ROG	NO_X	CO	SO_2	PM_{10}(A)	$PM_{2.5}$(B)
Summer	25.2	56.6	38.2	0.1	10.4	6.7
Winter	25.3	56.6	38.2	0.1	10.4	6.7
SCAQMD CEQA Threshold	75	100	550	150	150	55
Threshold Exceeded?	No	No	No	No	No	No

Source: MIG, 2019 (see Appendix B) and SCAQMD 2019d.

(A) PM_{10} emissions estimates include both exhaust and dust emissions. Fugitive dust emissions include application of control measures as required by SCAQMD Rule 403, including watering exposed areas three times (3x) daily.

(B) PM2.5 emissions estimates include both exhaust and dust emissions. Fugitive dust emissions include application of fugitive dust control measures as required by SCAQMD Rule 403, including watering exposed areas (3x) daily.

Localized Construction Emissions. The Project's maximum daily construction emissions (for the 10% development scenario shown in Table 4.3-8) are compared against the SCAQMD's-recommended LSTs in Table 4.3-10 (Construction Emissions Localized Significance Thresholds Analysis). Consistent with the SCAQMD's LST methodology, the emissions included in the construction LST analysis are on-site emissions only, and the LST thresholds against which potential on-site emissions are compared against are based on the project size, in acres, as determined using the specific equipment list generated by CalEEMod and the equipment activity estimates contained in the SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds* (SCAQMD 2016b).[5] The LST thresholds are for SRA 11 (South San Gabriel Valley), the SRA in which the Project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance threshold recommended for use by the SCAQMD.

[5] According to the SCAQMD's *Fact Sheet for Applying CalEEMod to Localized Significance Thresholds*, the maximum number of acres disturbed on the peak day of use per crawler tractor, grader, and rubber tired dozer is 0.5 acres per 8 hour day, while the maximum number of acres disturbed on the peak day of use per scraper is 1 acre per 8 hour day.

Based on the use of two excavators, two dozers, one grader, two crawler tractors, and two scrapers during the grading construction phase, potential on-site construction emissions were estimated against the SCAQMD's thresholds for a 5-acre project size. The emissions presented in Table 4.3-10 include the mandatory application of dust control measures commensurate with SCAQMD Rule 403, as described above under the regional construction emissions discussion.

Table 4.3-10
Construction Emissions Localized Significance Thresholds Analysis

Construction Phase[B]	Maximum On-Site Pollutant Emissions (lbs/day)[A]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Demolition	33.2	21.8	2.3	1.6
Site Preparation	42.4	21.5	9.2	5.9
Grading	50.2	32.0	5.6	3.4
Building Construction	19.2	16.8	1.1	1.1
Paving	14.1	14.7	0.8	0.7
Architectural Coating	1.7	1.8	0.1	0.1
SCAQMD LST Threshold[C]	183	1,814	14	9
Threshold Exceeded?	No	No	No	No

Source: MIG, 2019 (see Appendix B) and SCAQMD 2009, 2016b.

(A) Emissions estimated using CalEEMod, V 2016.3.2. Estimates are based on default model assumptions unless otherwise noted in this report.
(B) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the purposes of this table.
(C) LST threshold is based on 5-acre project size and 25-meter receptor distance. Pursuant to the SCAQMD's *Final Localized Significance Threshold Methodology* (SCAQMD 2008, page 3-3), the threshold for a 25-meter receptor distance was evaluated.

As shown in Table 4.3-10, the maximum daily on-site emissions generated during project construction would not exceed the SCAQMD's recommended LST thresholds. Thus, this impact would be less than significant.

Operational Emissions

Regional Operational Emissions. The Planning Area is currently occupied primarily by various residential and non-residential uses. If adopted, the Project would accommodate new residential and non-residential land uses, some of which would involve redevelopment of existing development. Overall, Project implementation would increase residential dwelling units and non-residential square footage in the City under year 2040 growth conditions. The net change in land uses associated with Project growth is shown in 4.3-11.

Table 4.3-11
Project Growth and Net Land Use Change

CalEEMod Land Use Inputs		General Plan Area Development Levels[(A)]		
Type	**Subtype**	**Existing (2019)**	**Projected Growth (2040)**	**Net Change**
Residential	Single Family Housing	13,488 DU	13,468 DU	-20 DU
Residential	Multi-Family Housing	8,994 DU	12,830 DU	+3,836 DU
Retail	Reginal Shopping Center	5,741,492 SF	6,361,424 SF	+619,932 SF
Commercial	General Office Building	5,252,164 SF	6,136,066 SF	+883,902 SF
Industrial	General Light Industrial	2,025,800 SF	1,786,058 SF	-239,742 SF
Recreational	Hotel/Motel	727 Rooms	1,334 Rooms	+607 Rooms
Educational	Junior College (2 years)	36,970 Students	40,667 Students	+3,697 Students
Educational	Elementary School	6,246 Students	7,544 Students	+1,298 Students

Source: MIG 2019 (see Appendix B).
(A) DU (dwelling units); SF (square feet)

Growth under the Project could result in long-term regional emissions of criteria air pollutants and ozone precursors associated with the operation of area sources, energy sources, and mobile sources. Area source emissions, which are widely distributed and made of many small emissions sources (e.g., landscaping equipment, consumer products, painting operations,), were modeled according to the size and type of land uses proposed. Energy sources, which include natural gas combustion for heating and other purposes, were also modeled based on the size and type of land uses included in the Project's 2040 growth forecast. Mobile-source emissions were modeled based on the daily vehicle trips that would result from the Project. The net change in emissions of regulated air pollutants that could occur under Focused General Plan update implementation was modeled using CalEEMod, V. 2016.3.2. The net change in operational emissions for the Project was modeled based on the Project's 2040 growth projections, using default data assumptions provided by CalEEMod, with the following project-specific modifications:

- **Land Use Development:** The default acreage and square footage for proposed development intensities within the Planning Area was adjusted to reflect proposed development conditions (considering allowable floor-to-area ratio, acreage in the Planning Area, etc.).
- **Area Sources:** Woodstoves and hearths were excluded from new development pursuant to SCAQMD Rule 445.
- **Energy Use and Consumption:** The residential default electrical energy intensity values were adjusted downwards by a factor of 0.5 to reflect increased energy efficiency and solar photovoltaic requirements of the 2019 energy code (CEC 2018). Similarly, the non-residential default light energy intensity value was adjusted downwards by a factor of 0.7 to reflect increased lighting efficiency in the 2019 energy code.
- **Mobile Sources:** The default weekday trip generation rates for existing land use types were replaced with trip generation rates contained in the TIS prepared for the Focused General Plan Update (KOA 2019) with the exception of elementary school land use trip rates. According to the TIS and default elementary school trip rates, the proposed land uses generate approximately 569,515 total daily vehicle trips per weekday. As estimated

using CalEEMod, Planning Area land uses would, in 2040, generate approximately 1,531,570,752 annual VMT (see Appendix B). Of this, approximately 736,948,534 VMT (48%) would be attributable to residential land uses. Non-residential land uses would account for approximately 794,622,218 VMT (52%), with retail/shopping center land uses accounting for nearly 485,979,322 VMT (62% of the total non-residential VMT).

The net change in long-term operational emissions that would be generated by Project growth are shown in Table 4.3-12. As explained in Section 4.3.1, under the "Existing Emissions Levels in the Planning Area" discussion, the net change in emissions evaluated in this EIR is based on the difference between the existing land uses under future year 2040 conditions and the Project land uses under 2040 growth conditions.

Table 4.3-12
2040 Project Growth Forecast Operational Emissions Estimates

Emission Scenario	Maximum Daily Emissions (Pounds Per Day)(A)					
	ROG	NO_X	CO	SO_2	PM_{10}(B)	$PM_{2.5}$(B)
Project Growth Forecast Operational Emissions in Year 2040						
Area Sources	6,974.5	540.0	13,228.5	28.7	1,674.7	1,674.7
Energy Sources	23.3	202.3	109.3	1.3	16.1	16.1
Mobile Sources	524.0	3,409.2	6,560.7	36.8	3,869.5	1,045.4
Total Emissions(C)	*7,521.7*	*4,151.6*	*19,898.5*	*66.8*	*5,560.3*	*2,736.2*
Existing Land Uses Year 2040 Condition(D)						
Area Sources	7,020.7	487.8	13,285.7	29.3	1,727.7	1,727.7
Energy	20.3	176.3	93.9	1.1	14.0	14.0
Mobile Sources	517.4	3,367.8	6,470.1	36.2	3,814.2	1,030.5
Total Emissions(C)	*7,758.4*	*4,031.9*	*19,849.7*	*66.6*	*5,555.9*	*2,772.2*
Net Change in Emissions Levels						
Area Sources	-46.2	52.2	-57.2	-0.6	-53.0	-53.0
Energy	3.0	26.0	15.4	0.2	2.1	2.1
Mobile Sources	6.6	41.4	90.6	0.6	55.3	14.9
Total Emissions(B)	*-233.6*	*119.6*	*48.8*	*0.2*	*4.4*	*-36.0*
SCAQMD CEQA Threshold	55	55	550	150	150	55
Threshold Exceeded?	No	Yes	No	No	No	No

Source: MIG 2019 (see Appendix B), SCAQMD 2019d

(A) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. Maximum daily ROG, CO, SO_X emissions occur during the summer. Maximum daily NO_X emissions occur during the winter. In general, due to rounding, there is no difference between summer and winter PM_{10} and $PM_{2.5}$ emissions levels for the purposes of this table.
(B) PM_{10} and $PM_{2.5}$ values include both fugitive dust and exhaust values.
(C) See Table 4-3.3 for 2040 future baseline conditions emissions.
(D) Totals may not equal due to rounding.

As shown in Table 4.3-12, the modeled, maximum daily operational emissions associated with potential 2040 growth under the Project do not exceed the SCAQMD's recommended regional

pollutant thresholds for any pollutants, except NO_X. The increase in NO_X, as well as other mobile source emissions, is attributable to the increase in VMT that would occur with implementation of the Project. As described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and State ozone standards, and NO_X is an ozone precursor pollutant. Therefore, the potential increase in NO_X emissions that could occur with Project growth is considered a potentially significant impact.

As shown in Table 4.3-12, area sources (e.g., gas fireplaces and consumer products associated with increased residential development) and mobile sources account for nearly 78% of the NO_X emissions estimated to occur with growth under the Focused General Plan Update. The TIS prepared for the project indicates that land use trip generation rates were reduced to reflect transit credits for areas of the city adjacent to high-quality transit lines, such as Metro Rapid lines or transit centers. These credits results in an approximate 5.3% reduction in trips generated under the Project's 2040 growth projection.

Additional reductions in area mobile source emissions would be required to bring NO_X emissions allowed by the Project growth in 2040 to levels below SCAQMD-recommended thresholds. To reduce mobile source emissions associated with Project growth, the City would implement Mitigation Measures AQ-2B, AQ-2C, and AQ-2D below. Mitigation Measures AQ-2B, AQ-2C, and AQ-2D would reduce residential and non-residential vehicle trip emissions by promoting electric vehicle infrastructure, bicycle parking, and non-residential TDM programs.

Localized Operational Emissions. The Project's maximum daily operational emissions are compared against the SCAQMD's-recommended LSTs in Table 4.3-13. Consistent with the SCAQMD's LST methodology, the emissions included in the operational LST analysis are on-site emissions only, and the LST thresholds against which these on-site emissions are compared are based on the average project size in acres. The LST thresholds are for SRA 11 (South San Gabriel Valley), the SRA in which the Project is located, and are based on a receptor distance of 25 meters (82 feet), the closest LST receptor distance threshold recommended for use by the SCAQMD.

Table 4.3-13
Operational Emissions Localized Significance Thresholds Analysis

Emissions Source[B]	Maximum On-Site Pollutant Emissions (lbs/day)[A]			
	NO_X	CO	PM_{10}	$PM_{2.5}$
Total Area Emissions	540.0	13,228.5	1,674.7	1,674.7
Total Energy Emissions	202.3	109.3	16.1	16.1
Total On-site Mobile Emissions[C]	170.5	328.0	193.5	136.8
Total On-site Emissions in Planning Area	912.8	13,665.8	1,884.3	1,827.6
Average Emissions per Acre[D]	0.2	2.8	0.4	0.4
SCAQMD LST Threshold[E]	83	673	1	1
Threshold Exceeded?	No	No	No	No

Source: MIG 2019 (see Appendix B) and SCAQMD 2009, 2016b.

(A) See Table 4.3-11.

(B) Emissions presented are worst-case emissions and may reflect summer or winter emissions levels. In general, due to rounding, there is no difference between summer and winter emissions levels for the

purposes of this table.
(C) Total on-site emissions are equal to 5% of the total mobile emissions estimated in Table 4.3-11.
(D) The Planning Area is approximately 4,270 acres in size.
(E) LST threshold is based on 1.0-acre project size and 25-meter receptor distance. See Table 4.3-5.

As shown in Table 4.3-13, the total emissions from all on-site operational activities within any one-acre individual project site would be below the SCAQMD's recommended LST threshold for all pollutants. The radius of a one-acre circle is approximately 25 meters. Therefore, the emissions occurring within a one-acre project site would not subject a sensitive receptor within 25 meters to criteria air pollutant emissions exceeding the LSTs. The use of one-acre LSTs at a distance of 25 meters is considered a conservative approach, since they are the lowest LST values applicable within the Planning Area (see Table 4.3-5). This impact would be less than significant.

Level of Significance Before Mitigation

As shown in Table 4-3.8, construction emissions associated with a potential level of annual development that is consistent the Project's 2040 growth projections could result in ROG emissions during architectural coating activities that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a **potentially significant impact.** All other potential Project construction emissions would be below SCAQMD-recommended CEQA significance thresholds.

As shown in Table 4.3-12, the modeled, maximum daily operational emissions associated with potential 2040 growth under the Project would result in NOx emissions that exceed SCAQMD-recommended CEQA significance thresholds. This is considered a **potentially significant impact.** All other potential Project operational emissions would be below SCAQMD-recommended CEQA significance thresholds.

Mitigation Measures

Mitigation Measure AQ-2A The City will require development projects to:

1) Submit evidence, such as emissions estimates, coating use estimates, and manufacturers specifications for VOC content, or other evidence, demonstrating VOC emissions during architectural coating activities would not exceed South Coast Air Quality Management District (SCAQMD) CEQA significance thresholds.
2) Prepare a Coating Restriction Plan (CRP), consistent with SCAQMD guidelines. The project applicant/developer must include in any construction contracts and/or subcontracts a requirement that Project contractors adhere to the requirements of the CRP. The CRP must include a requirement that all interior and exterior residential and non-residential architectural coatings used in Project construction meet the SCAQMD "super compliant" coating VOC content standard of less than 10 grams of VOC per liter of coating. The CRP must also specify the use of high-volume, low-pressure spray guns during coating applications to reduce coating waste.

Mitigation Measure AQ-2B: Residential Electric Vehicle and Bicycle Parking Requirements

The following Residential and Non-Residential Voluntary Measures from the CalGreen Code (Appendix A4) applies to new residential (or residential mixed use) development projects :

- New one- and two-family dwellings and townhomes must include electric vehicle infrastructure consistent with Section A4.106.8.1 of the CalGreen Code.
- New multifamily dwellings with 17 or more units must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to Section A4.106.8.2 of the CalGreen Code.
- New multifamily dwelling units must provide bicycle parking pursuant to Section A4.106.9.2 of the CalGreen Code.

Mitigation Measure AQ-2C: Non-Residential Electric Vehicle and Bicycle Parking Requirements

The following Non-Residential Voluntary Measures from the CalGreen Code (Appendix A5) apply to new non-residential (or mixed use) development projects:

- New non-residential development with more than 10 tenant-occupants must provide changing/shower facilities for tenant-occupants in accordance with Table A5.106.4.3 of the CalGreen Code.
- New non-residential development must provide designated parking for any combination of low-emitting, fuel-efficient, and carpool/van pool vehicles pursuant to the Tier 1 requirements of Table A5.106.5.1.1 of the CalGreen Code. Such parking spaces must be marked pursuant to Section A5.106.5.1.3 of the CalGreen Code.
- New non-residential development must provide electric vehicle charging spaces capable of supporting electric vehicle supply equipment pursuant to the Tier 1 requirements of Section A5.106.5.3.1 of the CalGreen Code. Such spaces must be marked pursuant to Section A5.106.5.3.3 of the CalGreen Code.

Mitigation Measure AQ-2D: Non-Residential Travel Demand Management

The following travel demand management (TDM) provisions apply to new non-residential development:

- New commercial and industrial projects greater than 25,000 square feet in size must prepare and implement a TDM program that achieve a 10% reduction in trip generation rates below the standard rate published in the latest Institute of Transportation Engineers (ITE) Trip Generation Manual, or other reputable source as determined by the city.. This trip reduction level may be achieved through site design, transit, bicycle, shuttle, parking restriction, carpooling, or other TDM measures. The TDM program must have a designated coordinator who will track the effectiveness of the TDM program over time.
- New commercial and industrial projects that employ 250 or more employees at a work site, on a full or part-time basis, must implement an Employee Commute Reduction

Program pursuant to South Coast Air Quality Management District Rule 2202 (On-Road Motor Vehicle Mitigation Option).

Level of Significance After Mitigation

As shown in Table 4.3-9, implementation of Mitigation Measure AQ-2 would reduce ROG emissions during architectural coating activities and reduce Impact AQ-2 to a less than significant level.

Mitigation Measures AQ-2B, AQ-2C, and AQ-2D would reduce exhaust emissions of NO_X and other pollutants from vehicles; however, since specific development projects are unknown, and some of the measures are voluntary, the emissions reductions that would be achieved by Mitigation Measures AQ-2B, AQ-2C, and AQ-2D are not certain and cannot be guaranteed by the City at this time. Therefore, long-term Project growth emissions under Impact AIR-2 could result in NO_X emissions that exceed SCAQMD thresholds. This impact would be **significant and unavoidable** even with incorporation of all feasible mitigation measures.

Exposure of Sensitive Receptors to Pollutants
Impact AQ-3 – Would the project expose sensitive receptors to substantial pollutant concentrations?

Analysis of Impacts

Growth projected to occur under the Project could expose existing and new sensitive receptors to substantial concentrations of criteria air pollutants and TAC emissions that pose adverse health effects; however, as described in more detail below, these emissions would be less than significant with standard environmental review practices.

CO Hotspots

Based on the TIS prepared for the Project (see Appendix B), the maximum number of vehicles moving through any study analysis zone under the Project's 2040 growth conditions would be 7,011 vehicles through the intersection of Garfield Avenue and Hellman Avenue (during PM peak hour). This level of traffic is substantially below the screening threshold of 44,000 vehicles per hour for a CO hotspot analysis (See Section 4.3.3). Therefore, the Project would not cause or significantly contribute to CO concentrations that exceed State or federal ambient air quality standards for CO. This impact would be less than significant, and no mitigation is required.

Construction Emissions

As discussed under Impact AQ-2, Project growth could generate emissions, including emissions of DPM (a TAC), during construction activities that would occur intermittently over the approximately 20-year growth period associated with the Project. As shown in Table 4.3-9, emissions of construction-related criteria air pollutants would not exceed SCAQMD LSTs during any phases of construction. The LSTs reflect the emissions level at which an individual project's criteria air pollutant emissions have the potential to exceed applicable State and federal air quality standards, based on meteorological conditions observed in the Project's designated SRA. In addition to criteria air pollutant emissions, construction activities occurring within the Planning Area would generate DPM. Heath risks associated with receptor exposure to DPM would be less than significant, since (1) the use of off-road heavy-duty diesel equipment would be temporary and would combine with the highly dispersive properties of DPM; (2) additional

reductions in exhaust emissions will occur in the future; and (3) construction-related activities would be short-term, incremental through time, and would occur at scattered locations throughout the Planning Area such that an individual receptor location would not be exposed to DPM exposure for a prolonged period of time. Since the Project would not exceed applicable construction LSTs or expose receptors to substantial DPM concentrations, this impact would be less than significant, and no mitigation is required.

Exacerbation of Existing Sources of Pollutants

Project growth could add new residential development in the Planning Area and could place new, sensitive receptors in proximity to existing sources of emissions such as the I-10 (and Metrolink rail corridor), I-710, SR-60, and local stationary sources of emissions.

Per *California Building Industry Association v. Bay Area Air Quality Management District*, 62 Cal.4th 369 (2015), projects are not required to analyze how existing conditions might impact a project's future users or residents. As such, this analysis does not focus on potential, future receptor exposure to existing emissions from existing sources of pollutants in and near the city. Rather, it focuses on the incremental increase in pollutant concentrations and associated impacts (including adverse health impacts) that could occur if existing operations were to change as a result of Project growth.

Under the 2040 growth projection, the Project could increase the number of residents in the Planning Area from approximately 68,900 people to approximately 80,600 people, an increase of approximately 11,700 people (17% increase). The Project could also result in a net increase of approximately 1,264,000 square feet of non-residential building square footage (primarily office and retail) and 607 hotel rooms. Although this growth would occur throughout the Planning Area, it would occur primarily in areas focused for redevelopment, such as the Corporate Center Drive corridor, the Atlantic Avenue corridor, Garvey Avenue, and other areas capable of supporting mixed use and higher density development. The growth envisioned under the Project could generate long-term emissions, primarily associated with area and mobile sources that would combust natural gas or gasoline. As shown in Table 4.3-13, emissions of operations-related criteria air pollutants would be below SCAQMD localized significance thresholds and would not result in, nor substantially exacerbate, substantial pollutant concentrations at sensitive receptor locations.

Additional Information on Existing Sources of Pollutants

The Project could result in new sensitive receptors being exposed to significant sources of TAC emissions. The CARB *Air Quality and Land Use Handbook* recommends avoiding the siting of new sensitive land uses (e.g., residences, schools) within:

- Within 300 feet of large gasoline fueling stations (with a throughput of more than 3.6 million gallons of gasoline per year);
- Within 300 feet of dry cleaning operations;
- Within 500 feet of freeways, urban roads with 100,000 vehicles/day, or rural roads with 50,000 vehicles/day; and
- Within 1,000 feet of a major rail service or maintenance yard.

The County of Los Angeles Department of Public Heath, in its *Air Quality Recommendations for Local Jurisdictions,* also recommends a buffer of at least 500 feet between freeways and sensitive land uses.

A review for gas stations and dry cleaning facilities within the City indicates there may be 13 dry cleaning facility and approximately 7 gas station facilities located within the Planning Area. The dry cleaners are generally located throughout the city; the gas stations are generally located along Garvey Avenue and in the southern portion of the city. There are existing, residential receptors near these facilities, in some cases within 300 feet. I-10, I-710, and SR60 are also major roadways with an ADT of more than 100,000 near the city; however, the Project does not propose siting new sensitive receptors within 500 feet of these roadways.

Although the potential exists for the Project to result in new sensitive residential receptors near existing sources of emissions, the Project would not exacerbate pollutant concentrations or health risks associated with emissions sources and, therefore, would not materially change the existing environmental risks present in the Planning Area. This impact would be less than significant, and no mitigation required.

Objectionable Odors

Impact AQ-4 – Would the project result in other emissions such as those leading to odors adversely affecting a substantial number of people?

Analysis of Impacts

According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints include agricultural operations, wastewater treatment plants, landfills, and certain industrial operations (such as manufacturing uses that produce chemicals and paper). The Project does not support such sources, and there are no such active sources in or near the Planning Area (the Operating Industries, Inc. landfill is closed).

Under the 2040 growth projection, the Project could increase the amount of residential and non-residential development in the Planning Area, including multi-family development that could be located close to retail, restaurant, and other commercial land uses that may generate localized sources of odors that may or may not be objectionable to nearby residential land uses.

The Project does by itself permit or authorize any new, major sources of potential odors (e.g., wastewater treatment plant), and odor impacts would be less than significant with standard environmental review practices.

Existing General Plan Policy 5.8 establishes the intent of the City to integrate air quality and land use planning to protect sensitive receptors from harmful air quality effects, including objectionable odors. Pursuant to existing CEQA requirements, project-specific odors would be analyzed as development proposals are submitted to the City. Future development projects would be subject to SCAQMD rules and the City's General Plan policies and would be required to assess project-specific odors and, if necessary, implement mitigation measures to reduce potential nuisance odors.

Level of Significance Before Mitigation

The potential impacts associated with objectionable odors under the Focused General Plan Update would be ***less than significant***.

Mitigation Measures

None required.

Level of Significance After Mitigation

Not applicable.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to Air Quality?

Analysis of Impacts

As described in Section 4.3.1, the South Coast Air Basin is designated nonattainment for national and State O_3 standards, national and State $PM_{2.5}$ standards, and national PM_{10} standards. The SCAQMD, in developing its CEQA significance thresholds, considered the emission levels at which a project's individual emissions would be cumulatively considerable (SCAQMD 2003b; page D-3). The SCAQMD considers projects that result in emissions that exceed its CEQA significance thresholds to result in individual impacts that are cumulatively considerable and significant.

The analyses of emissions associated with potential Project growth in 2040 under Impact AQ-1 and Impact AQ-2 indicates the Project could result in population growth that exceeds SCAQMD planning assumptions in the AQMP. Emissions of ROG and NO_x (ozone precursor pollutants) during construction and long-term growth activities would also exceed SCAQMD thresholds of significance. Mitigation Measure AQ-2A would require the use of super compliant architectural coatings that would reduce construction ROG emissions to a less than significant level. Mitigation Measures AQ-2B, AQ-2C, and AQ-2D would reduce exhaust emissions of NO_X and other pollutants from vehicles; however, since future, specific development projects are unknown, and some of the measures are voluntary, these emissions reductions are not certain and cannot be guaranteed by the City at this time. Therefore, the Project could result in projected growth and associated long-term NOx emissions that exceed the SCAQMD-recommended CEQA thresholds of significance.

Level of Significance Before Mitigation

The Project's 2040 growth projections, and associated construction and operational emissions, are not consistent with SCAQMD planning assumptions and exceed SCAQMD-recommended emissions thresholds. This is considered a **potentially significant impact.**

Mitigation Measures

See Mitigation Measures, AQ-2A, AQ-2B, AQ-2C, and AQ-2D.

Level of Significance After Mitigation

The growth that could occur under the Project would be inconsistent with the 2016 RTP/SCS growth forecast and result in NO_X emissions that could increase the frequency and/or severity of air quality violations in the Basin or otherwise impede attainment of air quality standards. Therefore, this impact would be ***significant and unavoidable***.

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4.4 – Biological Resources

This EIR chapter describes the existing biological resources in the City of Monterey Park General Plan Area (Planning Area). The chapter includes the regulatory framework necessary to evaluate potential environmental impacts associated with the allowed land uses permitted in the City of Monterey Park Focused General Plan Update (Project), describes potential impacts that could result from the Project; discusses environmental regulations, goals, and policies that would avoid or reduce those potential impacts; and mitigation measures, where applicable, to ensure that impacts as a result of Project implementation will be less than significant.

4.4.1 – ENVIRONMENTAL SETTING

This chapter provides an overall description of the existing biological resources within the Planning Area in order to inform analysis of potential environmental impacts to biological resources associated with the Project. As set forth in CEQA Guidelines Section 15125(a), the following Environmental Setting discussion describes the environmental conditions in the Planning Area as they relate to Biological Resources. It constitutes the baseline conditions by which the City would evaluate biological resource impacts according to CEQA thresholds of significance. Special emphasis is placed on environmental resources that are rare or unique to the Planning Area and that may be affected by the Project.

Information contained in this section is based on a review of available background information pertaining to the biological resources within the Planning Area. The following provides a description of the physical characteristics, vegetation communities and associated wildlife habitats, wildlife movement corridors, sensitive natural communities, special status species, and jurisdictional wetlands and other waters present or potentially present on the site. A discussion of the regulations that serve to protect these sensitive resources is provided in section 4.4.2 (Regulatory Framework).

Physical Features

The Planning Area is located on the Los Angeles and El Monte U.S. Geological Survey (USGS) 7.5-minute quadrangle maps. The Planning Area is characterized by hills in the central and western portion and relatively flat areas to the north and south. Elevations within the Planning Area range from 250 feet above mean sea level (amsl) along Highway 60 to 580 feet at the Garvey Reservoir. The region experiences a Mediterranean climate characterized by hot dry summers, and cool, mild winters, with precipitation occurring in the winter months. The area is within the climatic transition zone from the moister coastal region to the more arid inland regions of southern California.

Vegetation Communities

A majority of the Planning Area supports industrial, commercial, and residential development. As such, the majority of the vegetation within the city is composed of landscaped/ornamental vegetation and non-native weedy plant species. However, fragments of undeveloped land exist on steep, isolated hillsides and rights-of-way. The Garvey Reservoir, the Operations Industries, Inc. (OII) landfill, greenbelts, and areas west of Interstate 710 support the largest contiguous areas of open space within City limits. Vegetation types in the Planning Area were broken into

four general vegetation community types: non-native grassland, chaparral, mixed riparian scrub, and ornamental vegetation. These communities are described in more detail below.

Ornamental

Ornamental vegetation communities are cultivated for landscaping in areas that were previously graded or developed. Ornamental landscaping consists of areas supporting introduced or non-native trees, shrubs, flowers, and turf. This habitat occurs in green belts, parks, along sidewalks and roadways, and developed areas throughout the Planning Area. Typical ornamental tree species include, but are not limited to, eucalyptus (*Eucalyptus* spp.), Peruvian pepper trees (*Shinus molle*), various palm trees (e.g., *Washingtonia* spp., *Syagrus romanzoffiana*, and *Phoenix* spp.), pine trees (*Pinus* spp.), ginkgo (*Ginkgo biloba*), acacia (*Acacia* spp.), fig (*Ficus* spp.), London plane (*Platanus* × *acerifolia*), ash (*Fraxinus* spp.), magnolia (*Magnolia grandiflora*), and black locust (*Robinia pseudoacacia*). Ornamental species intergrade on the edges of chaparral and non-native grassland communities throughout the Planning Area.

Chaparral

Chaparral habitat is distributed throughout steep, undeveloped hillslopes within the Planning Area. Chaparral stands are typically dominated by toyon (*Heteromeles arbutifolia*), but other native, subdominant species include coast live oak (Q*uercus agrifolia*) and blue elderberry (*Sambucus nigra* ssp. *caerulea*). This community typically maintains an understory of disturbed non-native grassland vegetation communities. Chaparral areas also commonly intergrade with ornamental plant communities associated with neighboring urban areas, resulting in a mixture of species from each community.

Non-Native Grassland

Non-native grassland communities dominate around Garvey Reservoir, OII landfill, greenbelts, and open space areas west of Interstate 710. In residential areas, non-native grasslands intermix with chaparral communities on undeveloped hillsides in central portions of the Planning Area. Common grasses include ripgut brome (*Bromus diandrus*), red brome (*Bromus madritensis*), soft chess brome (*Bromus hordeaceus*), Mediterranean barley (*Hordeum murinum*), and wild oats (*Avena fatua*). Other dominant and co-dominant non-native species in these communities include black mustard (*Brassica nigra*), summer mustard (*Hirschfeldia incana*), tree tobacco (Nicotiana glauca), tree of heaven (*Ailanthus altissima*), milk thistle (*Silybum marianum*), prickly lettuce (*Lactuca serriola*), smooth cat's ear (*Hypochaeris glabra*), Italian thistle (*Carduus pycnocephalus*), red-stem filaree (*Erodium cicutarium*), Russian thistle (*Salsola tragus*), and tocalote (*Centaurea melitensis*). Native species may form a small percentage of the herbaceous cover, including such species as California poppy (*Eschschozia californica*) and lupine (*Lupinus* spp.).

Mixed Riparian Scrub

Mixed riparian scrub vegetation communities are located within the Laguna Channel detention basin, located east of the intersection of Corporate Center Drive and Corporate Place. Non-native species such as arundo (*Arundo donax*) dominates in these limited areas but cattails (*Typha* sp.) and other riparian species are occasional. Ornamental trees are also prevalent within this detention basin.

Common Wildlife

Wildlife within the Planning Area is largely limited to species that are adapted to high levels of disturbance associated with the urban environment. Common urban-tolerant birds include red-tailed hawk (*Buteo jamaicensis*), American crow (*Corvus brachyrhyncos*), black phoebe (*Sayornis nigricans*), northern mockingbird (*Mimus polyglottos*), house sparrow (*Passer domesticus*), mourning dove (*Zenaida macroura*), house finch (*Carpodacus mexicanus*), Anna's hummingbird (*Calypte anna*), European starling (*Sturnus vulgaris*), yellow-rumped warbler (*Setophaga coronata*), and mourning dove (*Zenaida macroura).* Common mammals expected to occur in the urban setting include, but are not limited to, western gray squirrel (*Sciurus griseus*), raccoon (*Procyon lotor*), and Virginia opossum (*Didelphis virginiana*) (CDFW 2016).

Federal and State Protected Waters and Wetlands

Based on the topography of the Planning Area, groundwater and surface waters flow generally north to south, discharging offsite into the Los Angeles River or Rio Hondo. Rio Hondo is confluent to Los Angeles River approximately seven miles south of the Planning Area, which ultimately drains to the Pacific Ocean. Most drainages within the Planning Area flow through underground storm drains and concrete lined channels.

The only named water feature within the Planning Area is the Laguna Channel, which flows north to south along the western perimeter of Interstate 710 (USGS 2019). According to the U.S. Fish & Wildlife Service (USFWS) National Wetland Inventory (NWI), the Laguna Channel drainage basin supports freshwater forested/shrub, riverine, freshwater pond, and freshwater emergent wetlands (USFWS 2019a). Seasonal wetlands not mapped by NWI may also be present in localized areas within the Planning Area in the form of depressions, seeps, and swales. These features are typically dry during the summer, and support wetland-adapted plants, such as annual broad-leaf plants, rushes, and sedges. All wetland and water features have the potential to be regulated as Waters of the US by USACE and Waters of the State by Regional Water Quality Control Board (RWQCB) and the California Department of Fish and Wildlife (CDFW).

Sensitive Plant Communities

The California Department of Fish and Wildlife (CDFW) California Natural Diversity Database (CNDDB) identifies native plant communities that are rare and unique to California. While they have no legal, protective status, impacts to these plant communities may be considered "significant" under CEQA. No sensitive plant communities are present within the Planning Area (CDFW 2018, CDFW 2019a).

Special Status Plant Species

Based on a review of available databases and literature, it was determined that one special status plant species, southern California black walnut (*Juglans californica*), has potential to occur in the Planning Area (CDFW 2019a, CDFW 2019b, CNPS 2019). Southern California black walnut, California Rare Plant Rank (CRPR) 4.2, generally occurs in chaparral, cismontane woodland, coastal scrub and riparian woodlands. Within the Planning Area, open space areas associated with chaparral habitats (i.e. undeveloped hillslopes) and within the Laguna Channel detention basin represent suitable habitat for this species. Other species known from habitats that do not occur in the Planning Area (e.g., coastal sage scrub, California annual grasslands, pinyon and juniper woodlands, coastal dunes, vernal pools, etc.) were not included on the list of potentially present special status plant species and were excluded from further consideration.

Special Status Wildlife Species

Based upon a review of the CNDDB and the USFWS Quadrangle Species Lists (CDFW 2019a, USFWS 2019b; Los Angeles and El Monte quadrangles), it was determined that one special status wildlife species, burrowing owl (*Athene cunicularia*), has potential to occur in the Planning Area. The CNDDB reports the nearest burrowing owl observation as approximately 4 miles southeast of the Planning Area (CDFW 2019a). Burrowing owls, a California species of special concern, prefer open habitats such as grasslands and agricultural areas where suitable burrows are present. Burrowing owls typically utilize California ground squirrel burrows, but will also use other mammal burrows, as well as debris piles and man-made culverts. Although burrowing owls do not typically forage in areas within tall vegetation, non-native grassland areas that have been mowed or disked (e.g., Garvey Reservoir, the OII landfill, and greenbelt areas) provide suitable habitat for burrowing owls.

Migratory birds are protected under the Federal Migratory Bird Treaty Act (MBTA), which prohibits killing any migratory bird or disturbing or destroying an active nest of a migratory bird; this list contains hundreds of birds, including many of which are considered common or even nuisance or non-native species. Nesting birds are also protected under California Fish and Game Code[1] (CFGC) 3503, 3503.5, and 3512, which prohibits the take of active bird nests. Vegetation communities within the Planning Area support suitable nesting habitat for common and special status bird species with baseline protections under MBTA and CFGC.

4.4.2 – REGULATORY FRAMEWORK

The following discussion identifies federal, state, and local environmental regulations that serve to protect sensitive biological resources relevant to the General Plan CEQA review process.

Federal

Federal Endangered Species Act

The Federal Endangered Species Act (FESA) of 1973 (7 U.S.C. § 136, 16 U.S.C. § 1531, *et seq*.), as amended, provides the regulatory framework for the protection of plant and animal species (and their associated critical habitats), which are formally listed, proposed for listing, or candidates for listing as endangered or threatened under the FESA. The FESA has the following four major components: (1) provisions for listing species, (2) requirements for consultation with the USFWS and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service (NOAA Fisheries Service), (3) prohibitions against "taking" (meaning harassing, harming, hunting, shooting, wounding, killing, trapping, capturing, or collecting, or attempting to engage in any such conduct) of listed species, and (4) provisions for permits that allow incidental "take." The FESA also discusses recovery plans and the designation of critical habitat for listed species. Critical habitat is defined in Section 3(5)(A) of the FESA as "(i) the specific areas within the geographical area occupied by the species on which are found those physical or biological features (I) essential to the conservation of the species, and (II) which may require special management considerations or protection; and (ii) specific areas outside the geographical area occupied by the species upon a determination by the Secretary of Commerce or the Secretary of the Interior (Secretary) that such areas are essential for the conservation of the species." Both the USFWS and the NOAA Fisheries Service share the responsibility for administration of the FESA. During the CEQA review

[1] Subject to being changed to "Fish and Wildlife Code" per SB 757 (Allen, 2019).

process, each agency is given the opportunity to comment on the potential of the proposed Project to affect plants and animals listed, proposed for listing, or candidate for listing.

The Migratory Bird Treaty Act

The Federal Migratory Bird Treaty Act (MBTA) (16 U.S.C. § 703, *et seq*.), Title 50 Code of Federal Regulations (CFR) Part 10, prohibits taking, killing, possessing, transporting, and importing of migratory birds, parts of migratory birds, and their eggs and nests, except when specifically authorized by the Department of the Interior. As used in the act, the term "take" is defined as meaning, "to pursue, hunt, capture, collect, kill or attempt to pursue, hunt, shoot, capture, collect or kill, unless the context otherwise requires." With a few exceptions, most birds are considered migratory under the MBTA. Disturbance or impacts that causes nest abandonment and/or loss of reproductive effort or loss of habitat upon which these birds depend would be in violation of the MBTA.

Clean Water Act Sections 404 and 401

The U.S. Army Corps of Engineers (USACE) and the U.S. Environmental Protection Agency (EPA) regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act (CWA) (33 U.S.C. § 1344). Waters of the United States are defined in Title 33 CFR Part 328.3(a) and include a range of wet environments such as lakes, rivers, streams (including intermittent streams), mudflats, sandflats, wetlands, sloughs, prairie potholes, wet meadows, playa lakes, or natural ponds. The lateral limits of jurisdiction in those waters may be divided into three categories – territorial seas, tidal waters, and non-tidal waters – and is determined depending on which type of waters is present (Title 33 CFR Part 328.4(a), (b), (c)). Activities in waters of the United States regulated under Section 404 include fill for development, water resource projects (e.g., dams and levees), infrastructure developments (e.g., highways, rail lines, and airports) and mining projects. Section 404 of the CWA requires a federal permit before dredged or fill material may be discharged into waters of the United States, unless the activity is exempt from Section 404 regulation (e.g., certain farming and forestry activities).

Section 401 of the CWA (33 U.S.C. § 1341) requires an applicant for a federal license or permit to conduct any activity that may result in a discharge of a pollutant into waters of the United States to obtain a water quality certification from the state in which the discharge originates. The discharge is required to comply with the applicable water quality standards. A certification obtained for the construction of any facility must also pertain to the subsequent operation of the facility. The responsibility for the protection of water quality in California rests with the State Water Resources Control Board (State Water Board) and its nine Regional Water Quality Control Boards (Water Boards).

State

California Endangered Species Act

The State of California enacted similar laws to the FESA, the California Native Plant Protection Act (NPPA) in 1977 and the California Endangered Species Act (CESA) in 1984. The CESA expanded upon the original NPPA and enhanced legal protection for plants, but the NPPA remains part of the California Fish and Game Code. To align with the FESA, CESA created the categories of "threatened" and "endangered" species. It converted all "rare" animals into the CESA as threatened species but did not do so for rare plants. Thus, these laws provide the legal

framework for protection of California-listed rare, threatened, and endangered plant and animal species. The CDFW implements NPPA and CESA, and its Wildlife and Habitat Data Analysis Branch maintains the CNDDB, a computerized inventory of information on the general location and status of California's rarest plants, animals, and natural communities. During the CEQA review process, the CDFW is given the opportunity to comment on the potential of the proposed Project to affect listed plants and animals.

Fully Protected Species and Species of Special Concern

The classification of "fully protected" was the CDFW's initial effort to identify and provide additional protection to those animals that were rare or faced possible extinction. Lists were created for fish, amphibian and reptiles, birds, and mammals. Most of the species on these lists have subsequently been listed under CESA and/or FESA. The Fish and Game Code sections (fish at § 5515, amphibian and reptiles at § 5050, birds at § 3511, and mammals at § 4700) dealing with "fully protected" species states that these species "…may not be taken or possessed at any time and no provision of this code or any other law shall be construed to authorize the issuance of permits or licenses to take any fully protected species," (Fish & Game Code §§ 3511, 4700, 5050, and 55153) although take may be authorized for necessary scientific research. This language makes the "fully protected" designation the strongest and most restrictive regarding the "take" of these species.

Species of special concern are broadly defined as animals not listed under the FESA or CESA, but which are nonetheless of concern to the CDFW because they are declining at a rate that could result in listing or historically occurred in low numbers and known threats to their persistence currently exist. This designation is intended to result in special consideration for these animals by the CDFW, land managers, consulting biologist, and others, and is intended to focus attention on the species to help avert the need for costly listing under FESA and CESA and cumbersome recovery efforts that might ultimately be required. The designation also is intended to stimulate collection of additional information on the biology, distribution, and status of poorly known at-risk species, and focus research and management attention on them. Although these species generally have no special legal status, they are given special consideration under the CEQA during project review.

California Fish and Game Code Sections 3503 and 3513

According to Section 3503 of the California Fish and Game Code, it is unlawful to take, possess, or needlessly destroy the nest or eggs of any bird (except English sparrow (*Passer domesticus*) and European Starling (*Sturnus vulgaris*). Section 3503.5 specifically protects birds in the orders Falconiformes and Strigiformes (birds-of-prey). Section 3513 essentially overlaps with the MBTA, prohibiting the take or possession of any migratory non-game bird. Disturbance that causes nest abandonment and/or loss of reproductive effort is considered "take" by the CDFW.

Porter-Cologne Water Quality Control Act

Waters of the State are defined by the Porter-Cologne Act (Water Code §§ 13000, *et seq*.) as "any surface water or groundwater, including saline waters, within the boundaries of the state." The State Water Board protects all waters in its regulatory scope but has special responsibility for isolated wetlands and headwaters. These water bodies have high resource value, are vulnerable to filling, and may not be regulated by other programs, such as Section 404 of the Clean Water Act (33 U.S.C. §§1251, *et seq*.; CWA). Waters of the State are regulated by the Water Boards under the State Water Quality Certification Program, which regulates discharges of dredged and

fill material under Section 401 of the CWA and the Porter-Cologne Water Quality Control Act. Projects that require a United States Army Corps of Engineers (USACE) permit, or fall under other federal jurisdiction, and have the potential to impact Waters of the State are required to comply with the terms of the Water Quality Certification Program. If a proposed project does not require a federal license or permit, but does involve activities that may result in a discharge of harmful substances to Waters of the State, the Water Boards have the option to regulate such activities under its state authority in the form of Waste Discharge Requirements or Certification of Waste Discharge Requirements.

California Fish and Game Code Sections 1600-1616

Streams, lakes, and riparian vegetation, as habitat for fish and other wildlife species, are subject to jurisdiction by the CDFW under Sections 1600-1616 of the California Fish and Game Code (CFGC). Any activity that will do one or more of the following: (1) substantially obstruct or divert the natural flow of a river, stream, or lake; (2) substantially change or use any material from the bed, channel, or bank of a river, stream, or lake; or (3) deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it can pass into a river, stream, or lake generally require a Fish and Game Code Section 1602 Lake and Streambed Alteration Agreement. The term “stream,” which includes creeks and rivers, is defined in the California Code of Regulations (CCR) as follows: “a body of water that flows at least periodically or intermittently through a bed or channel having banks and supports fish or other aquatic life.” This includes watercourses having a surface or subsurface flow that supports or has supported riparian vegetation” (14 CCR 1.72). Riparian vegetation is defined as the area that surrounds a channel or lake and supports (or can support) vegetation that is dependent on surface or subsurface water.

California Department Fish and Wildlife Sensitive Vegetation Communities

Sensitive vegetation communities are natural communities and habitats that are either unique in constituent components, of relatively limited distribution in the region, or of particularly high wildlife value. These communities may or may not necessarily contain special status species. Sensitive natural communities are usually identified in local or regional plans, policies or regulations, or by the CDFW or the USFWS. The California Natural Diversity Database (CNDDB) identifies a number of natural communities as rare, which are given the highest inventory priority (CDFW 2019a). Impacts to sensitive natural communities and habitats must be considered and evaluated under the CEQA (14 CCR Appendix G).

Other Sensitive Species

California Native Plant Society

Plant species that may not be listed as endangered, threatened, candidate, or proposed species under FESA or CESA, but are still considered rare, are generally assigned a rarity code by the California Native Plant Society (CNPS). The CNPS is a private plant conservation organization dedicated to the monitoring and protection of sensitive species in California. CNPS has compiled an inventory comprised of the information focusing on the geographic distribution and qualitative characterization of Rare, Threatened, or Endangered vascular plant species of California. This inventory assigns a California Rare Plant Rank (CRPR) to target species, based on the following categories:

1A Presumed extinct in California;

1B Rare, threatened, or endangered in California and elsewhere;

2 Rare, threatened, or endangered in California, but more common elsewhere;

3 Plants for which more information is needed – A review list; and

4 Plants of limited distribution – A watch list.

Additional endangerment codes are assigned to each taxon as follows:

.1 Seriously endangered in California (over 80% of occurrences threatened/high degree of immediacy of threat).

.2 Fairly endangered in California (20-80% occurrences threatened).

.3 Not very endangered in California (<20% of occurrences threatened, or no current threats known).

Plants that are CRPR 1A, 1B, and 2 of the CNPS Inventory consist of plants that may qualify for listing, and the CDFW, as well as other state agencies (e.g., California Department of Forestry and Fire Protection). Under CEQA, impacts analyses are mandatory for all CRPR 1 and 2 species as they meet the definition of threatened or endangered under the Native Plant Protection Act (NPPA) and Sections 2062 and 2067 of the California Fish and Game Code.

CRPR 3 and 4 species are considered to be plants about which more information is needed or are uncommon enough that their status should be regularly monitored. Such plants may be eligible or may become eligible for state listing, and CNPS and CDFW recommend that these species be evaluated for consideration during the preparation of CEQA documents.

CDFW California Natural Diversity Database

CDFW maintains the CNDDB, which is a program that inventories the status and locations of rare plants and animals in California. Each rare species or plant community is assigned an "element ranking" in the CNDDB that quantifies and qualifies the rarity of each species/community within its global and state range. The CNDDB gives five categories of rarity for each species' global and state range; these are summarized in Table 4.4-1. All federal and state listed species are assigned a ranking; however, even non-listed species (such as Species of Concern, Special Animals, or plants ranked by CNPS) are assigned an element ranking by CDFW for the CNDDB. Impacts to species assigned an element ranking in the CNDDB are considered under CEQA.

Table 4.4-1
CNDDB Element Ranking Code Definitions

Rank	Definition
Global Ranking*	
G1	Extremely endangered: less than 6 viable element occurrences (EOs) OR less than 1,000 individuals OR less than 2,000 acres
G2	Endangered: 6-20 EOs OR 1,000-3,000 individuals OR 2,000-10,000 acres
G3	Restricted range, rare: 21-80 EOs OR 3,000-10,000 individuals OR 10,000-50,000 acres
G4	Apparently secure; some factors exist to cause some concern such as narrow habitat or continued threats
G5	Demonstrably secure; commonly found throughout its historic range

Rank	Definition
State Ranking	
S1-S5	Same as for Global Ranking, except that the rank is a reflection of the element throughout its state range.
*Subspecies receive a T-rank attached to the G-rank. A T-rank reflects the global situation of just that subspecies and not for the entire species; however, the rank values have the same definition.	

4.4.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the General Plan Update would have a significant impact related to biological resources if it would:

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 Wildlife 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 Wildlife or U.S. 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 a tree preservation policy or ordinance; or

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.

4.4.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to biological resources that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Special Status Species Protections

Impact BIO-1 – Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Analysis of Impacts

Special Status Plants

Based on a review of available databases and literature it was determined that one special status plant species, southern California black walnut (*Juglans californica*), has potential to occur in the

Planning Area (CDFW 2019a, CDFW 2019b, CNPS 2019). Within the Planning Area, open space areas containing chaparral habitats (e.g., undeveloped hillslopes) and areas within the Laguna Channel detention basin represent suitable habitat for this species. If present, southern California black walnut is likely to occur as individual plants and not as part of a forest, copse, or other grouping. Any project-related impacts to individual southern California black walnut trees would be less than significant.

Special Status Wildlife

Based on a review of available databases and literature it was determined that one special status plant species, burrowing owl (*Athene cunicularia*), has low potential to occur in the Planning Area (CDFW 2019a, CDFW 2019c). Burrowing owl, a California species of special concern, prefer open habitats such as grasslands and agricultural areas where suitable burrows are present. Burrowing owls typically use California ground squirrel (*Otospermophilus beecheyi*) burrows, but will also use other mammal burrows, as well as debris piles and man-made culverts. Although burrowing owls do not forage in areas with tall vegetation, non-native grassland areas that have been mowed or disked (e.g., Garvey Reservoir, the OII landfill, and greenbelt areas) provide suitable habitat for burrowing owls. Implementation of Mitigation Measure BIO-1 and BIO-2 may be required to reduce potential impacts to burrowing owl to a less than significant level.

Native trees, ornamental trees, and various other substrates within the Planning Area have the potential to provide nesting habitat for bird species protected by the MBTA and the Fish and Game Code Sections 3503 and 3513. Destruction of or disturbance to an active nest is prohibited. Project-related activities including site mobilization, tree removal, other vegetation clearing, grubbing, grading, and noise and vibration from the operation of heavy equipment have the potential to result in significant direct (i.e., death or physical harm) and/or indirect (i.e., nest abandonment) impacts to nesting birds. Implementation of Mitigation Measure BIO-3 may be required to reduce impacts to nesting birds to a less than significant level.

Level of Significance Before Mitigation

Potentially significant impact

Mitigation Measures

BIO-1 Before project-related construction activities within the Planning Area, a qualified biologist must conduct focused protocol survey for burrowing owls within suitable habitat (e.g., grasslands associated with Garvey Reservoir, OII landfill, and greenbelts) to determine if burrowing owl are present on or adjacent to a proposed project site. Surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed, consultation with CDFW must occur to determine the next appropriate steps.

BIO-2 If suitable burrowing owl habitat is present onsite, pre-construction take avoidance surveys will be conducted within 14 days of construction-related activities to determine presence/absence of this species. Pre-construction take avoidance surveys must be conducted consistent with the procedures in outlined in the CDFW (2012) Staff Report on Burrowing Owl Mitigation. If burrowing owl(s) are observed during this survey, consultation with CDFW must occur to determine the next appropriate steps.

BIO-3 If vegetation removal is scheduled during the nesting season (typically February 1 to AUGUST 31), a focused survey for active nests must be conducted by a qualified biologist not more than five days before the beginning of project-related activities (e.g., excavation, grading, vegetation removal). Surveys must be conducted in proposed work areas, staging and storage areas, and soil, equipment, and material stockpile areas. For passerines and small raptors, surveys must be conducted within a 250-foot radius surrounding the work area (in non-developed areas and where access is feasible). For larger raptors, such as those from the genus *Buteo*, the survey area must encompass a 500-foot radius. Surveys must be conducted during weather conditions suited to maximize the observation of possible nests and concentrate on areas of suitable habitat.

If a lapse in project-related work of five days or longer occurs, an additional nest survey is required before work can be reinitiated. If nests are encountered during any preconstruction survey, a qualified biologist must determine if it may be feasible for construction to continue as planned without impacting the success of the nest, depending on conditions specific to each nest and the relative location and rate of construction activities. Any nest(s) within the project area must be monitored by a qualified biologist during active construction if work is occurring adjacent to the pre-determined no-work buffer. If the qualified biologist determines construction activities will potentially adversely affect a nest, the biologist must immediately inform the construction manager to halt construction activities within minimum exclusion buffer of 50 feet for songbird nests, and 200 to 500 feet for raptor nests, depending on species and location. Construction activities within the no-work buffer may proceed after a qualified biologist determines the nest is no longer active due to natural causes (e.g. young have fledged, predation, or other non-anthropogenic nest failure).

Level of Significance After Mitigation

Less than significant with mitigation incorporated

Sensitive Natural Communities and Riparian Habitat

Impact BIO-2 – Would the project 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 Wildlife or U.S. Fish and Wildlife Service?

Analysis of Impacts

No sensitive natural vegetation communities documented in CNDDB (CDFW 2019a) are present on the Planning Area. Riparian habitat associated with the Laguna Channel drainage basin is dominated by arundo (*Arundo donax*), but cattails (*Typha* spp.) and other riparian species are occasional in these disturbed areas. Impacts to these disturbed riparian habitats within the Planning Area would be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Wetland Conservation

Impact BIO-3 – Would the project 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?

Analysis of Impacts

The Laguna Channel and its drainage basin, located east of the intersection of Corporate Center Drive and Corporate Place, contains the Planning Area's potential state or federally protected wetlands. A significant impact would occur if a proposed project has a substantial adverse effect on any state and federally protected wetlands. The USACE and EPA regulate the discharge of dredged or fill material into waters of the United States, including wetlands, under Section 404 of the Clean Water Act. Section 404 of the CWA requires a permit before dredged or fill material may be discharged into waters of the United States. Section 401 of the CWA requires an applicant for a federal permit to obtain a certification from the RWQCB. Additionally, Section 1602 of the Fish and Game Code requires the issuance of a Lake and Streambed Alteration Agreement (LSAA) to authorize work in jurisdictional streambeds. Although future development may affect these features, the Project will not impact these potentially jurisdictional features. Therefore, impacts to USACE, RWQCB, and CDFW jurisdictional features will be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required

Animal Migration and Conservation

Impact BIO-4 – Would the project 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?

Analysis of Impacts

The Planning Area and surrounding region represents a developed and urbanized area and is not located within an established wildlife movement corridor, movement pathway, or linkage between larger habitat areas for terrestrial or aquatic wildlife. Due to the disturbed, limited, and fragmented condition of habitats on site, which would preclude most species from using the site for breeding/nesting, the Planning Area also does not function as a wildlife nursery site that would contribute disproportionately to a population. Thus, wildlife species, migratory corridors and native wildlife nursery sites will not be impacted due to project implementation and no further mitigation is required.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Local Biological Resources Policies

Impact BIO-5 – Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Analysis of Impacts

The City of Monterey Park maintains tree and shrub preservation policies that protects against the removal of trees and shrubs on public property. “No person shall cut down, injure, girdle, destroy or remove any standing or growing trees or shrubbery, or any ornament or improvement in any public park or street of the city without first being issued a permit…” (Monterey Park Municipal Code Sections 9.63.030 and 9.63.060). The Project will adhere to all existing City regulations and no further mitigation is required. Therefore, any related impacts will be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Habitat Conservation Plans

Impact BIO-6 – Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Analysis of Impacts

The Planning Area is not located within an adopted HCP, NCCP, or other approved local, regional, or state habitat conservation plan. Therefore, no impact will occur.

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Biological Resources Cumulative Impacts

Impact BIO-7-- Cumulative Impacts- ***Would the project cause substantial adverse cumulative impacts with respect to biological resources?***

The Planning Area is mostly developed and urbanized. The Project does not propose new development within the existing designated open spaces within the Planning Area. The Project does not propose removal of any native habitat, conversion of wetlands, or other water resource feature and or conflict with a Habitat Conservation Plan or Natural Community Conservation Plan. With respect to cumulative impacts, all biological impacts associated with implementation of the proposed General Plan would remain less than significant with implementation of Mitigation Measures BIO-1 and BIO-2, which will ensure that any potential impacts to burrowing owls would be less than significant. Mitigation Measure MM BIO-3 would ensure that potential impacts to nesting migratory birds would be less than significant. Therefore, no unavoidable, cumulative impacts to biological resources would result from the Project.

4.4.5 REFERENCES

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4.5 – Cultural Resources

This EIR chapter addresses historic resources, archeological resources, and potential for the discovery of human remains allowed by the implementation of the Monterey Park Focused General Plan Update EIR. The chapter will evaluate whether site-specific projects within the Planning Area will cause a substantial adverse change in a historic resource, archaeological resource, or disturb human remains.

4.5.1 – ENVIRONMENTAL SETTING

The City of Monterey Park has grown from its origin as part of the Mission San Gabriel de Archangel in the early 1800s to a demographically rich city with over 61,000 residents at the beginning of the twenty-first century. The end of World War II resulted in revived growth and explosive population gains during the 1940s and 1950s. Until this time, the population was concentrated in the northern and southern portions of Monterey Park, with the Garvey and Monterey Hills forming a natural barrier. With the renewed growth, many new subdivisions were developed, utilizing even the previously undeveloped central area to allow for maximum growth potential that transformed Monterey Park into a prosperous, highly-regarded, and well-balanced suburban community (City of Monterey Park General Plan 2013).

4.5.2 – REGULATORY FRAMEWORK

Cultural resources are indirectly protected under the provisions of the Federal Antiquities Act of 1906 (16 U.S.C §§ 431, *et seq*.) and related legislation, regulations, policies, and guidance documents. The following is a summary of the applicable (federal, state, and local) regulatory framework related to the protection of cultural resources in California.

Numerous laws and regulations require federal, state, and local agencies to consider the effects of a proposed project on cultural resources. These laws and regulations establish a process for compliance, define the responsibilities of the various agencies proposing the action, and prescribe the relationship among other involved agencies (e.g., State Historic Preservation Office and the Advisory Council on Historic Preservation). The National Historic Preservation Act (NHPA) of 1966, as amended, CEQA, and Public Resources Code (PRC) 5024, are the primary federal and state laws governing and affecting preservation of cultural resources of national, state, regional, and local significance. Other relevant regulations and guidelines at the local level include the City's General Plan and Monterey Park Municipal Code. A description of the applicable laws, regulations, and guidelines are provided in the following paragraphs.

Federal

NATIONAL HISTORIC PRESERVATION ACT (NHPA) OF 1966

In summary, the NHPA establishes the nation's policy for historic preservation and sets in place a program for the preservation of historic properties by requiring federal agencies to consider effects to significant cultural resources (i.e. historic properties) before undertakings.

SECTION 106 OF THE FEDERAL GUIDELINES

Section 106 of the NHPA (16 U.S.C. §§ 470, *et seq.*) states that federal agencies with direct or indirect jurisdiction over federally funded, assisted, or licensed undertakings must take into account the effect of the undertaking on any historic property that is included in, or eligible for inclusion in, the National Registry of Historical Places (NRHP) and that the Advisory Council on Historic Preservation (ACHP) and State Historic Preservation Officer (SHPO) must be afforded an opportunity to comment, through a process outlined in the ACHP regulations at 36 Code of Federal Regulations (CFR) Part 800, on such undertakings.

NATIONAL REGISTER OF HISTORIC PLACES (NRHP)

The NRHP was established by the NHPA of 1966 as "an authoritative guide to be used by federal, state, and local governments, private groups, and citizens to identify the Nation's cultural resources and to indicate what properties should be considered for protection from destruction or impairment." The NRHP recognizes properties that are significant at the national, state, and local levels. To be eligible for listing in the NRHP, a resource must be significant in American history, architecture, archaeology, engineering, or culture. Districts, sites, buildings, structures, and objects of potential significance must also possess integrity of location, design, setting, materials, workmanship, feeling, or association. A property is eligible for the NRHP if it is significant under one or more of the following criteria:

- Criterion A: It is associated with events that have made a significant contribution to the broad patterns of our history.
- Criterion B: It is associated with the lives of persons who are significant in our past.
- Criterion C: It embodies the distinctive characteristics of a type, period, or method of construction; represents the work of a master; possesses high artistic values; or represents a significant and distinguishable entity whose components may lack individual distinction.
- Criterion D: It has yielded, or may be likely to yield, information important in prehistory or history.

Cemeteries, birthplaces, or graves of historic figures; properties owned by religious institutions or used for religious purposes; structures that have been moved from their original locations; reconstructed historic buildings; and properties that are primarily commemorative in nature are not considered eligible for the NRHP unless they satisfy certain conditions. In general, a resource must be at least 50 years of age to be considered for the NRHP, unless it satisfies a standard of exceptional importance.

NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT OF 1990

The Native American Graves Protection and Repatriation Act (25 U.S.C. § 3001, *et seq.*; NAGPRA) of 1990 sets provisions for the intentional removal and inadvertent discovery of human remains and other cultural items from federal and tribal lands. It clarifies the ownership of human remains and sets forth a process for repatriation of human remains and associated funerary objects and sacred religious objects to the Native American groups claiming to be lineal descendants or culturally affiliated with the remains or objects. It requires any federally funded institution housing Native American remains or artifacts to compile an inventory of all cultural

items within the museum or with its agency and to provide a summary to any Native American tribe claiming affiliation.

State

CALIFORNIA ENVIRONMENTAL QUALITY ACT

Pursuant to CEQA, a historical resource is a resource listed in, or eligible for listing in, the California Register of Historical Resources (CRHR). In addition, resources included in a local register of historic resources or identified as significant in a local survey conducted in accordance with state guidelines are also considered historic resources under CEQA, unless a preponderance of the facts demonstrates otherwise. According to CEQA, the fact that a resource is not listed in or determined eligible for listing in the CRHR or is not included in a local register or survey shall not preclude a Lead Agency, as defined by CEQA, from determining that the resource may be a historic resource as defined in Public Resources Code (PRC) Section 5024.1.

CEQA applies to archaeological resources when (1) the archaeological resource satisfies the definition of a historical resource or (2) the archaeological resource satisfies the definition of a "unique archaeological resource." A unique archaeological resource is an archaeological artifact, object, or site that has a high probability of meeting any of the following criteria:

1. The archaeological resource contains information needed to answer important scientific research questions and there is a demonstrable public interest in that information.
2. The archaeological resource has a special and particular quality such as being the oldest of its type or the best available example of its type.
3. The archaeological resource is directly associated with a scientifically recognized important prehistoric or historic event or person.

CALIFORNIA REGISTER OF HISTORICAL RESOURCES

Created in 1992 and implemented in 1998, the California Register of Historical Resources (CRHR) is "an authoritative guide in California to be used by state and local agencies, private groups, and citizens to identify the state's historical resources and to indicate properties that are to be protected, to the extent prudent and feasible, from substantial adverse change" (Public Resources Code § 5024.1). Certain properties, including those listed in or formally determined eligible for listing in the NRHP and California Historical Landmarks (CHLs) are automatically included in the CRHR. Other properties recognized under the California Points of Historical Interest program, identified as significant in historic resources surveys, or designated by local landmarks programs may be nominated for inclusion in the CRHR. A resource, either an individual property or a contributor to a historic district, may be listed in the CRHR if the State Historical Resources Commission determines that it meets one or more of the following criteria, which are modeled on NRHP criteria[1]:

Criterion 1: It is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

[1] *Public Resources Code § 5024.1(b).*

Criterion 2: It is associated with the lives of persons important in our past.

Criterion 3: It embodies the distinctive characteristics of a type, period, region, or method of construction; represents the work of an important creative individual; or possesses high artistic values.

Criterion 4: It has yielded, or may be likely to yield, information important in history or prehistory.

Resources nominated to the CRHR must retain enough of their historic character or appearance to be recognizable as historic resources and to convey the reasons for their significance. It is possible that a resource whose integrity does not satisfy NRHP criteria may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if, under Criterion 4, it maintains the potential to yield significant scientific or historical information or specific data. Resources that have achieved significance within the past 50 years also may be eligible for inclusion in the CRHR, provided that enough time has lapsed to obtain a scholarly perspective on the events or individuals associated with the resource.

CALIFORNIA HISTORICAL LANDMARKS

California Historical Landmarks (CHLs) are buildings, structures, sites, or places that have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value and that have been determined to have statewide historical significance by meeting at least one of the criteria listed below. The resource must also be approved for designation by the County Board of Supervisors or the City or Town Council in whose jurisdiction it is located, be recommended by the State Historical Resources Commission, or be officially designated by the Director of California State Parks.

To be eligible for designation as a Landmark, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type in the state or within a large geographic region (Northern, Central, or Southern California)
- Associated with an individual or group having a profound influence on the history of California
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in a region of a pioneer architect, designer, or master builder

CALIFORNIA POINTS OF HISTORICAL INTEREST

California Points of Historical Interest are sites, buildings, features, or events that are of local (city or county) significance and have anthropological, cultural, military, political, architectural, economic, scientific or technical, religious, experimental, or other value. Points of Historical Interest (Points) designated after December 1997 and recommended by the State Historical Resources Commission are also listed in the CRHR. No historic resource may be designated as both a Landmark and a Point. If a Point is later granted status as a Landmark, the Point designation will be retired. In practice, the Point designation program is most often used in localities that do not have a locally enacted cultural heritage or preservation ordinance.

To be eligible for designation as a Point, a resource must meet at least one of the following criteria:

- The first, last, only, or most significant of its type within the local geographic region (city or county)
- Associated with an individual or group having a profound influence on the history of the local area
- A prototype of, or an outstanding example of, a period, style, architectural movement or construction or one of the more notable works or the best surviving work in the local region of a pioneer architect, designer, or master builder

NATIVE AMERICAN HERITAGE COMMISSION, PUBLIC RESOURCES CODE SECTIONS 5097.9–5097.991

Section 5097.91 of the Public Resources Code (PRC) established the Native American Heritage Commission (NAHC), whose duties include the inventory of places of religious or social significance to Native Americans and the identification of known graves and cemeteries of Native Americans on private lands. Under Section 5097.9 of the PRC, a state policy of noninterference with the free expression or exercise of Native American religion was articulated along with a prohibition of severe or irreparable damage to Native American sanctified cemeteries, places of worship, religious or ceremonial sites or sacred shrines located on public property. Section 5097.98 of the PRC specifies a protocol to be followed when the NAHC receives notification of a discovery of Native American human remains from a county coroner. Section 5097.5 defines as a misdemeanor the unauthorized disturbance or removal of archaeological, historic, or paleontological resources located on public lands.

CALIFORNIA NATIVE AMERICAN GRAVES PROTECTION AND REPATRIATION ACT OF 2001

Codified in the Health and Safety Code Sections 8010–8030, the California Native American Graves Protection Act (NAGPRA) is consistent with the federal NAGPRA. Intended to "provide a seamless and consistent state policy to ensure that all California Indian human remains, and cultural items be treated with dignity and respect," the California NAGPRA also encourages and provides a mechanism for the return of remains and cultural items to lineal descendants. Health and Safety Code Section 8025 established a Repatriation Oversight Commission to oversee this process. The act also provides a process for non–federally recognized tribes to file claims with agencies and museums for repatriation of human remains and cultural items.

SENATE BILL 18

Senate Bill (SB) 18 (Government Code Section 65352.3) incorporates the protection of California traditional tribal cultural places into land use planning for cities, counties, and agencies by establishing responsibilities for local governments to contact, refer plans to, and consult with California Native American tribes as part of the adoption or amendment of any general or specific plan proposed on or after March 1, 2005. SB18 requires public notice to be sent to tribes listed on the Native American Heritage Commission's SB18 Tribal Consultation list within the geographical areas affected by the proposed changes. Tribes must respond to a local government notice within 90 days (unless a shorter time frame has been agreed upon by the tribe), indicating whether or not they want to consult with the local government. Consultations are for the purpose

of preserving or mitigating impacts to places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code that may be affected by the proposed adoption or amendment to a general or specific plan.

ASSEMBLY BILL 52

Assemble Bill (AB) 52 specifies that a project that may cause a substantial adverse change in the significance of a tribal cultural resource, as defined, is a project that may have a significant effect on the environment. AB 52 requires a lead agency to begin consultation with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project if the tribe requests in writing to the lead agency to be informed by the lead agency of proposed projects in that geographic area and the tribe requests CEQA consultation. AB 52 specifies examples of mitigation measures that may be considered to avoid or minimize impacts on tribal cultural resources. The Bill makes the above provisions applicable to projects that have a notice of preparation or a notice of negative declaration filed or mitigated negative declaration on or after July 1, 2015. AB 52 amends Sections 5097.94 and adds Sections 21073, 21074, 2108.3.1., 21080.3.2, 21082.3, 21083.09, 21084.2, and 21084.3 to the Public Resources Code (PRC), relating to Native Americans.

HEALTH AND SAFETY CODE SECTIONS 7050 AND 7052

Health and Safety Code Section 7050.5 declares that, in the event of the discovery of human remains outside a dedicated cemetery, all ground disturbances must cease, and the county coroner must be notified. Health and Safety Code Section 7052 generally makes it a felony penalty for mutilating, disinterring, or otherwise disturbing human remains.

PENAL CODE, SECTION 622.5

Penal Code Section 622.5 makes it a misdemeanor to injure or destroy objects of historic or archaeological interest located on public or private lands but specifically excludes the landowner.

Local

CITY OF MONTEREY PARK GENERAL PLAN

The City of Monterey Park promulgated policies for the Historic Resources Section of the General Plan. These policies were created to identify and preserve the City's unique history and cultural resources for generations (City of Monterey General Park 2013).

Policy 3.1 Continue to support the efforts of the Historical Society, Historical Heritage Commission, and the Arts and Cultural Commission.

Policy 3.2 Raise public awareness about Monterey Park's history and cultural resources

4.5.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the General Plan Update would have a significant impact related to historic, cultural resources if it would:

a) Cause a substantial adverse change in the significance of a historic resource as defined by CEQA Guidelines Section 15064.5;

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines section 15064.5;

c) Disturb any human remains, including those interred outside of dedicated cemeteries.

4.5.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to historic resources, archaeological resources, and human remains, which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

Historic Resources

Impact CUL-1 – Would the project cause a substantial adverse change in the significance of a historic resource pursuant to Section 15064.5?

Analysis of Impacts

The City identified Cascades Park and the Jardin del Encanto complex as the only two historic built environments listed on the California Register of Historic Resources. The City lists the Midwick View Estates as a City "Point of Interest (California Office of Historic Preservation: 2019)." The California Office of Historic Preservation indicates no California Landmarks are located within the City limits (California Office of Historic Preservation: 2019)." Additionally, no historic buildings or structures are listed on the National Register of Historic Places (National Park Service: 2019). The City has not conducted a citywide historic resources survey, so the number of potential historic buildings and structures are unknown (Los Angeles Conservancy: 2019).

Future development is subject to the goals and policies of the Monterey Park Focused General Plan Update EIR that could impact historic resources where new development supplants older development. Adverse modification of historic resources may also occur if appropriate restoration methods are not implemented, thereby permanently altering the historic character of the resource. Impacts associated with the destruction or alteration of historic resources can affect a City's sense of place and lose important information relevant to City, the region, and/or State history.

The City currently does not have regulatory policies relating to the protection of historic resources and/or built environments during Project development, demolition, and/or alternation related activities. Therefore, a historic conservancy through mitigation is required to avoid or minimize impacts to historic built environments (residences, buildings, or structures). Therefore, Cultural Mitigation Measures will need to be incorporated and will be applicable in the event of the demolition and/or alteration of historic and significant structures, ensuring that new development is compatible with historic resources, and ensuring that restoration of historic structures preserve the character of the resource. [Significance Criteria 9.2.1 (a)]

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

The following mitigation measure is required to reduce impacts from development on potential historic (buildings and structures) resources to less than significant

MM-CUL-1: All buildings or structures that have been determined to be 45 years or older must be evaluated to determine whether they are "unique historic resource" before demolition or alteration.

Level of Significance After Mitigation

Less than significant

Archaeological Resources

Impact CUL-2 – Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

Analysis of Impacts

Ground-disturbing activities associated with development carried out as allowed by the Project could result in damage to or destruction of previously undiscovered archaeological and/or Native American cultural resources. Impacts would be less than significant with mitigation incorporated. The Planning Area has a long cultural history and is known to have been the home to Native American groups before settlement by Euro-Americans. Archaeological materials associated with past occupation within the City are known to exist and have the potential to provide important cultural and scientific information regarding the prehistory and history of the Planning Area and the region.

The Project provides the framework on how the City will implement and utilize long term planning goals and policies to ensure sustainable growth and economic development, redevelopment, road improvements, surface and subsurface parking facilities, as well as other types of capital improvements that could result in the disturbance of soils at depths not previously disturbed by existing or past development.

The potential for uncovering significant resources within the Planning Area during earthmoving construction activities is unknown. Nevertheless, ground-disturbing activities associated with the Planning Area where excavation depths exceed those previously attained, have the potential to damage or destroy prehistoric or historic archaeological resources that may be present below the ground surface. Consequently, damage to or destruction to newly discovered sub-surface cultural resources, could result in potential significant impacts. Failure to properly evaluate, assess, survey, and if necessary, monitor the Planning Area could result in significant impacts to newly discovered archaeological (prehistoric and historic) resources. However, adherence to existing regulations and General Plan policies, will ensure impacts to archaeological resources will be less than significant.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation required.

Human Remains

Impact CUL-3 – Would the project disturb any human remains, including those interred outside of formal cemeteries?

Analysis of Impacts

Human burials, in addition to being potential archaeological resources, have specific provisions for treatment in Section 5097 of the Public Resources Code. The California Health and Safety Code (Sections 7050.5, 7051, and 7054) has specific regulations protecting human remains. Existing regulations prohibit interference with human remains, and protects them from disturbance, vandalism, or destruction, and established procedures to be implemented if Native American skeletal remains are discovered. Public Resources Code §5097.98 also addresses the disposition of Native American burials, protects such remains, and established the Native American Heritage Commission (NAHC) to resolve any related disputes.

Ground-disturbing activities associated with the Planning Area could result in damage to or destruction of currently unknown human remains. Impacts would be less than significant with mitigation incorporated. Human burials outside of formal cemeteries often occur in prehistoric archeological contexts. Although the majority of the Planning Area is built out, the potential still exists for these resources to be present. Excavations during construction activities within the Planning Area would have the potential to disturb these resources, including Native American burials. Compliance with Section 5097 of the Public Resources Code would reduce potential impacts to human remains and burial grounds to a less than significant level.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to cultural resources?

Level of Significance Before Mitigation

Potentially significant.

Mitigation Measures

Application of Mitigation Measure MM-CUL-1, compliance with Section 5097 of the Public Resources Code, and the City's General Plan Policies: 3.1 and 3.2 would result in less than significant impacts with respect to historical resource, archaeological resources, and potential impacts on currently unknown human remains.

Level of Significance After Mitigation

Less than significant.

4.5.5 References

California Office of Historic Preservation.
2019 List of California Landmarks listed by County. Electronically available at: http://ohp.parks.ca.gov/?page_id=21387.

California Public Resources Code
1993 Historic Resources: Chapter 1; Code § 5024.1(a) and *Code § 5024.1(b).* Electronically available at: http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?lawCode=PRC&sectionNum=5024.1

City of Monterey Park
2013 City of Monterey Park: General Plan Update. Report on file at City of Monterey Park City Hall.

City of Monterey Park.
2013 Historical Museum. Electronically available at: https://www.montereypark.ca.gov/590/Historical-Museum.

Los Angeles Conservancy.
2019 City of Monterey Park. Electronically available at: https://www.laconservancy.org/communities/monterey-park

National Park Service.
2019 National Register of Historic Places. Monterey Park. Electronically available at: https://www.nps.gov/subjects/nationalregister/database-research.htm.

4.6 – Energy

This EIR chapter addresses energy impacts associated with implementation of the Monterey Park Focused General Plan Update. Energy resources are closely tied to impacts discussed in the Air Quality and Greenhouse Gas (GHG) chapters of the EIR, Chapters 4.3 and 4.8, respectively. Many of the values presented in this chapter are derived from the emissions modeling conducted for the Project. Refer to Appendix B for detailed air quality and GHG emissions estimates and information on energy usage (MIG 2019).

4.6.1 – ENVIRONMENTAL SETTING

Energy is primarily categorized into three areas: electricity, natural gas, and fuels used for transportation. According to the U.S. Energy Information Administration (USEIA), California is the most populous state in the U.S., representing 12 percent of the total national population. It has the largest economy, and is second only to Texas in total energy consumption. However, California has one of the lowest per capita energy consumption levels in the U.S. This is a result of California's mild climate, extensive efforts to increase energy efficiency, and implementation of alternative technologies. California leads the nation in electricity generation from solar, geothermal, and biomass resources (U.S. EIA 2018).

Electricity

In 2017, almost half of California's net electricity generation was from renewable resources, including hydropower (U.S. EIA 2019). In 2017 the California electric system used 292,039 gigawatt hours (GWh) of electricity, nearly 71 percent of which (206,336 GWh) was produced in-state (CEC 2018a). Los Angeles County consumed 67,598 GWh of electricity, about 23 percent of the state's electricity consumption (CEC 2019a).

Southern California Edison (SCE) is the utility provider in Monterey Park. In the 2017 fiscal year, SCE sold approximately 85,879 million kWh of electricity (SCE 2018a); approximately 46 percent of the electricity that SCE delivered to customers came from carbon-free resources, including solar energy (approximately 13 percent, wind energy (approximately 10 percent), and geothermal energy (approximately 8 percent) (SCE 2018b).

Based on the CalEEMod emissions estimates prepared for the Project (see Chapter 4.3.1 and Appendix B), the existing development in the Planning Area is estimated to consume approximately 379,350,590 kWh of electricity per year. Based on a service population[1] of 100,478, this works out to approximately 3,775 kWh/service population, annually.

Natural Gas

California accounts for less than one percent of total U.S. natural gas reserves and production; however, almost two-thirds of California households use natural gas for home heating (EIA 2019). In 2017, California consumed about 25,142 million therms of natural gas. Approximately 18 percent of natural gas was consumed by the residential sector. Los Angeles County consumed approximately 2,956 million therms of natural gas in the same year, accounting for

[1] Service population is defined as the sum of residents and employees in the Planning Area.

approximately 12 percent of statewide consumption. The residential sector made up approximately 38 percent of countywide consumption (CEC 2019b).

The Southern California Gas Company (SoCalGas) provides natural gas service to the Project. SoCalGas is the principal distributor of natural gas in Southern California and provides natural gas for residential, commercial, and industrial markets. The annual natural gas sale to all markets in 2017 was approximately 5,142 million British Thermal Units (Btu)[2] (CEC 2019c).

Based on the CalEEMod emissions estimates prepared for the Project (see Chapter 4.3.1 and Appendix B), existing development in the Planning Area is estimated to consume approximately 1,226,769,340 kBtu per year. Based on a service population of 100,478, this works out to approximately 12,209 kBtu/service population, annually.

Transportation

California's transportation sector consumed 79.3 million Btu of energy per capita in 2017, which ranked 32nd in the nation (U.S. EIA 2017). Most gasoline and diesel fuel sold in California for motor vehicles is refined in California to meet state-specific formulations required by the California Air Resources Board (CARB).

According to the Board of Equalization (BOE), statewide taxable sales figures indicate a total of 15,584 million gallons of gasoline and 3,124 million gallons of diesel fuel were sold in 2017 (CEC 2019d; CDFTA 2018). Although exact estimates are not available by County, retail fuel outlet survey data indicates Los Angeles County accounted for approximately 23.0 percent and 16 percent of total statewide gasoline and diesel sales, respectively, in 2017 (CEC 2018b).

Using trip generation rates contained in the Traffic Impact Study (TIS) prepared for the Project and default trip generation distances in CalEEMod, the existing land uses in the Planning Area are estimated to generate approximately 1,411,576,106 vehicle miles traveled (VMT) per year.

4.6.2 – REGULATORY FRAMEWORK

Federal

Federal Energy Policy and Conservation Act (42 U.S.C. § 6201, *et seq*.)

In 1975, Congress enacted the Energy and Policy Conservation Act, which established the first fuel economy standards for on-road motor vehicles in the United States. Pursuant to the act, the National Highway Traffic Safety Administration (NHTSA) is responsible for establishing additional vehicle standards.

Energy Independence and Security Act of 2007 (42 U.S.C. § 17001, *et seq.*)

This Act set increased Corporate Average Fuel Economy (CAFE) standards for motor vehicles and includes the following provisions related to energy efficiency:

- Renewable fuel standards (RFS)
- Appliance and lighting efficiency standards

[2] One therm is equal to 100,000 Btu, or 100 kBtu.

- Building energy efficiency

This Act requires increasing levels of renewable fuels to replace petroleum. The United States Environmental Protection Agency (U.S. EPA) is responsible for developing and implementing regulations to ensure transportation fuel sold in the United State contains a minimum volume of renewable fuel. The RFS program regulations were developed in collaboration with refiners, renewable fuel produces, and other stakeholders.

The RFS program was created under the Energy Policy Act of 2005 and established the first renewable fuel volume mandate in the United States. As required under the act, the original RFS program (RFS1) required 7.5 billion gallons of renewable fuel to be blended into gasoline by 2012. Under the Act, the RFS program was expanded in several key ways that laid the foundation for achieving significant reductions of GHG emissions through the use of renewable fuels, for reducing imported petroleum, and for encouraging the development and expansion of the nation's renewable fuels sector. The updated program is referred to as RFS2 and includes the following:

- EISA expanded the RFS program to include diesel, in addition to gasoline;
- EISA increased the volume of renewable fuel required to be blended into transportation fuel from 9 billion gallons in 2008 to 36 billion gallons by 2022;
- EISA established new categories of renewable fuel and set separate volume requirements for each one; and
- EISA required the U.S. EPA to apply lifecycle GHG performance threshold standards to ensure that each category of renewable fuel emits fewer GHGs than the petroleum fuel it replaces (U.S. EPA 2015).

Additional provisions of the EISA address energy savings in government and public institutions, promoting research for alternative energy, additional research in carbon capture, international energy programs, and the creation of "green jobs."

Federal Vehicle Standards

In 2009, the NHTSA issued a final rule regulating fuel efficiency and GHG emissions from cars and light-duty trucks for model year 2011; and, in 2010, the EPA and NHTSA issued a final rule regulating cars and light-duty trucks for model years 2012–2016.

In 2010, President Obama issued a memorandum directing the Department of Transportation, Department of Energy, EPA, and NHTSA to establish additional standards regarding fuel efficiency and GHG reduction, clean fuels, and advanced vehicle infrastructure. In response to this directive, EPA and NHTSA proposed stringent, coordinated federal GHG and fuel economy standards for model years 2017–2025 light-duty vehicles. The proposed standards projected to achieve 163 grams per mile of carbon dioxide (CO_2) in model year 2025, on an average industry fleetwide basis, which is equivalent to 54.5 miles per gallon if this level were achieved solely through fuel efficiency. The final rule was adopted in 2012 for model years 2017–2021, and NHTSA intends to set standards for model years 2022–2025 in a future rulemaking.

In addition to the regulations applicable to cars and light-duty trucks described above, in 2011, the EPA and NHTSA announced fuel economy and GHG standards for medium- and heavy-duty trucks for model years 2014–2018. The standards for CO_2 emissions and fuel consumption

are tailored to three main vehicle categories: combination tractors, heavy-duty pickup trucks and vans, and vocational vehicles. According to the EPA, this regulatory program will reduce GHG emissions and fuel consumption for the affected vehicles by 6to 23 percent over the 2010 baselines.

In August 2016, the EPA and NHTSA announced the adoption of the phase two program related to the fuel economy and GHG standards for medium- and heavy-duty trucks. The phase two program will apply to vehicles with model year 2018-2027 for certain trailers, and model years 2021-2027 for semi-trucks, large pickup trucks, vans, and all types and sizes of buses and work trucks. The final standards are expected to lower CO2 emissions by approximately 1.1 billion MT and reduce oil consumption by up to 2 billion barrels over the lifetime of the vehicles sold under the program (U.S. EPA and NHTSA, 2016).

In August 2018, The USEPA and NHTSA released a notice of proposed rulemaking called Safer Affordable Fuel-Efficient (SAFE) Vehicles Rule for Model Years 2021-2026 Passenger Cars and Light Trucks (SAFE Vehicles Rule). This rule would modify the existing CAFE standards and tailpipe carbon dioxide emissions standards for passenger cars and light trucks, and establish new standards covering model years 2021-2026. SAFE standards are expected to uphold model year 2020 standards through 2026 (NHTSA 2018).

State

Title 24 Energy Standards

The California Energy Commission (CEC) first adopted Energy Efficiency Standards for Residential and Nonresidential Buildings in 1978 in response to a legislative mandate to reduce energy consumption in California. Although not originally intended to reduce GHG emissions, increased energy efficiency and reduced consumption of electricity, natural gas, and other fuels would result in fewer GHG emissions from residential and nonresidential buildings subject to the standard. The standards are updated periodically to allow for the consideration and inclusion of new energy efficiency technologies and methods.

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to “improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality.” The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CALGreen contains both mandatory and voluntary measures. For nonresidential land uses, there are 39 mandatory measures including, but not limited to, exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to nonresidential land uses, for a total of 36 additional elective measures.

California’s Building Energy Efficiency Standards are updated on an approximately three-year cycle. Starting in 2020, the 2019 standards will improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly

constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements; and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 Building Energy Efficiency Standards are approximately 53 percent more efficient than the 2016 Title 24 Energy Standards for residential development and approximately 30 percent more efficient for nonresidential development.

Executive Order B-30-15

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase the amount of renewable electricity provided state-wide to 50 percent;
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner;
- Reduce petroleum use in cars and trucks by up to 50 percent;
- Reduce emissions of short-lived climate pollutants; and
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California SB 375, known as the Sustainable Communities and Climate Protection Act, went into effect. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce GHG emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In 2010, CARB released the proposed GHG reduction targets for the MPOs. The proposed reduction targets for the SCAG region were 8 percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the 8 percent and the 13 percent targets were adopted, respectively.

SCAG's Regional Council adopted an update to the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future* (2012 RTP/SCS) on April 7, 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS expands upon the 2012 RTP/SCS's goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS are 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit. In 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB 2018). The new SCAG targets are an 8 percent reduction in per

capita passenger vehicle GHG reductions by 2020 and a 19 percent reduction by 2035. The 2016 RTP/SCS, however, remains the approved SCS for the SCAG MPO until such time as SCAG prepares an updated SCS.

Renewables Portfolio Standard Program

In 2002, California established its Renewables Portfolio Standard (RPS) Program, with the goal of increasing the percentage of renewable energy in the state's electricity mix to 20 percent of retail sales by 2017. The *2003 Integrated Energy Policy Report* recommended accelerating that goal to 20 percent by 2010, and the *2004 Energy Report Update* further recommended increasing the target to 33 percent by 2020. The state's *Energy Action Plan* also supported this goal. In 2006 under Senate Bill 107, California's 20 percent by 2010 RPS goal was codified. The legislation required retail sellers of electricity to increase renewable energy purchases by at least one percent each year with a target of 20 percent renewables by 2010. Publicly owned utilities set their own RPS goals, recognizing the intent of the legislature to attain the 20 percent by 2010 target.

In 2008, Governor Schwarzenegger signed Executive Order S-14-08 requiring that "all retail sellers of electricity shall serve 33 percent of their load with renewable energy by 2020." The following year, Executive Order S-21-09 directed CARB to enact regulations to achieve the goal of 33 percent renewables by 2020.

In 2015, Governor Brown signed Senate Bill 350 to codify ambitious climate and clean energy goals. One key provision of SB 350 is for retail sellers and publicly owned utilities to procure "half of the state's electricity from renewable sources by 2030."

The State's RPS program was further strengthened by SB 100 in 2018. SB 100 revised the State's RPS Program to require retail sellers of electricity to serve 50 percent and 60 percent of the total kilowatt-hours sold to retail end-use customers be served by renewable energy sources by 2026 and 2030, respectively, and to require that 100 percent of all electricity supplied come from renewable sources by 2045.

Executive Order B-55-18

In 2018, Governor Brown signed EO B-55-18 to achieve carbon neutrality by moving California to 100 percent clean energy by 2045. This Executive Order also includes specific measures to reduce GHG emissions via clean transportation, energy efficient buildings, directing cap-and-trade funds to disadvantaged communities, and better management of the state's forest land.

Low Carbon Fuel Standard Regulation

CARB initially approved the Low Carbon Fuel Standard (LCFS) regulation in 2009, identifying it as one of the nine discrete early action measures in the *2008 Scoping Plan* to reduce California's GHG emissions. The LCFS regulation defines a Carbon intensity, or "CI," reduction target (or standard) for each year, which the rule refers to as the "compliance schedule." The LCFS regulation requires a reduction of at least 10 percent in the CI of California's transportation fuels by 2020 and maintains that target for all subsequent years.

CARB has begun the rulemaking process for strengthening the compliance target of the LCFS through the year 2030. For a new LCFS target, the preferred scenario in the *2017 Scoping Plan Update* identifies an 18 percent reduction in average transportation fuel carbon intensity,

compared to a 2010 baseline, by 2030 as one of the primary measures for achieving the state's GHG 2030 target. Achieving the SB 32 reduction goals will require the use of a low carbon transportation fuels portfolio beyond the amount expected to result from the current compliance schedule (CARB 2017).

Advanced Clean Cars Program

In 2012, CARB approved the Advanced Clean Cars (ACC) Program (formerly known as Pavley II) for model years 2017-2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the Zero-Emission Vehicle (ZEV) regulation. The program combines the control of smog, soot, and global warming gases with requirements for greater numbers of zero-emission vehicles into a single package of standards. By 2025, new automobiles under California's Advanced Clean Car program will emit 34 percent less global warming gases and 75 percent less smog-forming emissions.

EO B-48-18, issued by Governor Brown in 2018, establishes a target to have five million ZEVs on the road in California by 2030. This Executive Order is supported by the State's 2018 ZEV Action Plan Priorities Update, which expands upon the State's 2016 ZEV Action Plan. While the 2016 plan remains in effect, the 2018 update function as an addendum, highlighting the most important actions State agencies are taking in 2018 to implement the directives of EO B-48-18.

Local

The City of Monterey Park implemented a Climate Action Plan (CAP) to address GHG emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. It outlines a roadmap to reduce GHGs and promote economic growth based on clean technology and sustainable practices. The CAP evaluates current GHG emissions; forecasts "business-as-usual" emissions; establishes a policy to reduce the City's GHG emissions to 15 percent below baseline 2009 levels by 2020; sets an aspirational goal of achieving GHG emissions 49 percent below baseline 2009 levels by 2035; develops reduction strategies that include building energy, transportation, land use, consumption, and solid waste; and maintains consistency with CEQA.

Energy Measures from the CAP

- Efficiency Requirements for New Development
    - Adopt energy efficiency standards that are 15% higher than 2008 Title 24 standards.
- Building Retrofits
    - Perform energy efficiency retrofits in 10% of existing residential and commercial buildings.
- Appliance Upgrade
    - Replace existing appliances with Energy Star qualified appliances in 10% of existing homes and 95% of new homes.
- Smart Meters
    - Help City residents conserve energy by using the enhanced features of their new Smart Meters.

- Solar Water Heating (Residential and Commercial)
    - Install solar hot water heating systems on 10% of residential units and 5% commercial units.
- Alternative Energy Systems (Residential and Commercial)
    - Install solar systems to account for 5% of residential electricity use and 2% of commercial electricity use.

4.6.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Focused General Plan Update would have a significant impact related to energy if it would:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation; or

b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency.

4.6.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to energy.

Energy Consumption

Impact ENG-1 – Would the project result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption or energy resources, during project construction or operation?

Analysis of Impacts

Implementation of the Project could increase the demand for electricity and natural gas within the Planning Area and gasoline consumption in the region during construction and operation of new land use developments.

Electricity

Construction Use. Temporary electric power would be required at various construction sites throughout the Planning Area as growth occurs under Project. Electricity would be consumed by lighting and electronic equipment (e.g., computers) located in trailers used by construction crews, and by small, off-road equipment (e.g., compressors) used during construction activities. However, the electricity used for such activities would be temporary and would have a negligible contribution to the overall energy consumption in the Planning Area.

Operational Use. Development allowed by the Project would require electricity for multiple uses, including, but not limited to: building heating and cooling, lighting, appliance use (e.g., washer, dryer, microwave), and other electronics (e.g., television).

As described in Section 4.6.1 (Environmental Setting), CalEEMod was used to estimate Project emissions from energy uses. Default electricity generation rates in CalEEMod were used (for proposed land uses and climate zone) based on compliance with the 2019 Title 24 Building

Code. Table 4.6-1 summarizes changes in electricity consumption that could occur over the next approximately 20 years of growth allowed by the Project.

Table 4.6-1
Estimated Operational Change in Electricity Consumption (2019 vs. 2040)

Metric	Electricity Consumption (kWh)		
	2019	2040	Change
Total Electricity Consumption	379,350,590	352,186,690	-27,163,900
Service Population (SP)	100,478	114,901	+14,423
Electricity Consumption Efficiency (kWh/yr/SP)	3,775	3,065	-710
Source: MIG 2019 (see Appendix B).			

As shown in Table 4.6-1, electricity consumption in the Planning Area in 2040 is expected to decrease by approximately 27,163,900 kWh as compared to 2019 conditions. On an efficiency basis, electricity consumption is estimated to decrease by approximately 19 percent. Although growth may be occurring within the Planning Area under the Project, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which could decrease estimated electricity consumption in new and retrofitted structures. Additional electricity reductions could also be achieved through the implementation of the City's CAP. Furthermore, electricity consumed by development in the Planning Area could continue to be subject to the regulations described in Section 4.6.2 (Regulatory Framework). For these reasons, the electrical energy that would be consumed by the Project is not considered unnecessary, inefficient, or wasteful.

Natural Gas

Construction Use. Substantial natural gas consumption is not anticipated to occur during construction activities that could occur with Project implementation. Fuels used for construction would generally consist of diesel and gasoline, which are discussed in the next subsection ("Diesel and Gasoline Fuel"). Potential natural gas use during construction activities allowed by Project growth would not substantially contribute to overall energy consumption in the Planning Area, and would not be unnecessary, inefficiency, or wasteful.

Operational Use. Natural gas consumption during Project operations would be required for various purposes, such as building heating and cooling. CalEEMod was used to estimate natural gas consumption associated with growth in the Planning Area as allowed by the Project. Table 4-6.2 summarizes estimated changes in natural gas consumption over the next approximately 20 years of growth envisioned by the Project.

Table 4.6-2
Estimated Operational Change in Natural Gas Consumption (2019 vs. 2040)

Metric	Natural Gas Consumption (kBtu)		
	2019	2040	Change
Total Natural Gas Consumption	1,226,769,340	788,096,480	-439,672,860
Service Population (SP)	100,478	114,901	+14,423
Natural Gas Consumption Efficiency (kBtu/yr/SP)	12,209	6,859	-5,350
Source: MIG 2019 (See Appendix B)			

Based on the demand calculations shown in Table 4.6-2, which assume the average energy efficiency of structures in the Planning Area would meet the 2019 Title 24 CALGreen efficiency requirements by 2040, natural gas consumption in the Planning Area in 2040 is expected to decrease by approximately 438,672,860 kBtu as compared to 2019 conditions. On an efficiency basis, natural gas consumption is estimated to decrease by approximately 44 percent.

Although growth would occur within the Planning Area over the next approximately 20 years, new development and land use turnover would be required to comply with statewide mandatory energy requirements outlined in Title 24, Part 6, of the California Code of Regulations (the CALGreen Code), which would decrease estimated natural gas consumption in new and retrofitted structures. Natural gas consumed by land uses in the Planning Area would also be subject to the regulations described in Section 4.6.2 (Regulatory Framework). For these reasons, natural gas consumption by proposed land uses in the Project is not considered to be unnecessary, inefficient, or wasteful.

Diesel and Gasoline Fuel

Construction Use. Diesel and gasoline fuels, also referred to as petroleum in this subsection, would be consumed during construction activities as the Planning Area experiences new development. Fuel use by construction equipment would be the primary energy resource consumed during construction activities, and VMT associated with the transportation of construction materials (e.g., deliveries) and worker trips would also result in petroleum consumption. Whereas on-site, heavy-duty construction equipment and delivery trucks would predominantly use diesel fuel, construction workers would generally rely on gasoline-powered vehicles to travel to and from construction sites. State regulations such as LCFS would reduce the carbon intensity of transportation-related fuels, and all construction projects would be required to comply with CARB's Airborne Toxic Control Measures, which, for example, restrict heavy-duty diesel vehicle idling to five minutes. Since petroleum use during construction would be temporary at each location, necessary for construction activities, and subject to mandatory regulations described above, it would not be unnecessary, wasteful, or inefficient.

Operational Use. Vehicle fuel consumption associated with Project operation would occur over the next approximately 20 years and would primarily be attributable to people traveling to or from the city for work, shopping, school, or other reasons. The amount of diesel and gasoline vehicle fuel consumption in the Planning Area under existing 2019 and forecasted 2040 growth conditions is shown in Table 4.6-3.

Table 4.6-3
Estimated Vehicle Fuel Consumption Changes (2019 vs. 2040)

Metric	Vehicle Fuel Consumption (Gallons)		
	2019	2040	Change
Total Diesel Consumption	5,272,868	5,445,730	+172,862
Total Gasoline Consumption	57,160,447	39,845,181	-1,315,266
Total Petroleum Consumption	62,433,315	45,290,911	-17,142,404
Service Population (SP)	100,478	114,901	+14,423
Petroleum Consumption Efficiency (gal/yr/SP)	621	394	-227

Source: MIG 2019 (See Appendix B)

As shown in Table 4.6-3, diesel and gasoline fuel consumption in 2040 with the Project is anticipated to be approximately 5,445,730 and 39,845,181 gallons, respectively. Compared to 2019, this represents approximately 172,862 more gallons of diesel fuel consumed annually, and approximately 17,315,266 fewer gallons of gasoline fuel consumed annually.[3] On a service population basis, overall petroleum consumption is expected to decrease by approximately 37 percent. Although VMT is anticipated to increase slightly over the next approximately 20 years, fuel consumption would generally decrease as vehicle fuel efficiency increases to meet State GHG reduction goals.

Numerous regulations are in place that require and encourage fuel efficiency. For example, CARB has adopted an approach to passenger vehicles by combining the control of smog-causing pollutants and GHG emissions into a single, coordinated package of standards. The approach also includes efforts to support and accelerate the number of plug-in hybrids and ZEVs in California. In addition, per the requirements identified in SB 375, CARB adopted a regional goal for the SCAG region of reducing per-capita GHG emissions from 2005 levels by 8 percent by 2020 and 19 percent by 2035 for light-duty passenger vehicles. As such, actual consumption in the Planning Area could be lower in 2040 than estimated in Table 4.6-3.

Vehicle fuel use in the Planning Area is also anticipated to decrease over the next approximately 20 years due to land use decisions made by the City, and because of fuel efficiency standards enacted at the State level. In addition, vehicle fuel consumption in the Planning Area would be a small fraction of statewide use. As such, petroleum consumption associated with implementation of the Project would not be considered unnecessary, inefficient, or wasteful.

Level of Significance Before Mitigation

As described above, the consumption of electricity, natural gas, and vehicle fuel resources would be necessary to accommodate the planned level of growth envisioned by the Project. The Project supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. In addition, the Project supports higher density, mixed use development that reduces VMT and fuel consumption as compared to other types of development. The use of energy resources in the Planning Area

[3] These estimates are based on average fuel economy in Los Angeles County during the 2040 calendar year.

would become substantially more efficient over time with the change in land uses envisioned by the Project and the application of more stringent regulations that reduce energy usage. For these reasons, the Project would not result in the unnecessary, inefficient, or wasteful use of energy resources. This impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Not applicable.

Renewable Energy

Impact ENG-2 – Would the project conflict with or obstruct a State or local plan for renewable energy or energy efficiency?

Analysis of Impacts

The Project would not conflict with nor obstruct a State or local plan adopted for the purposes of increasing renewable energy or energy efficiency. The California Building Code contains energy efficiency standards for residential and nonresidential buildings. These standards address electricity and natural gas efficiency in lighting, water, heating, and air conditioning, as well as the effects of the building envelope (e.g., windows, doors, walls and rooves) on energy consumption. Effective in 2020, the 2019 California Building Code requires installation of solar panels on new residential development under three stories. Other State plans, such as increasing the RPS portfolio, and increasing fuel efficiency and the number of electric vehicles on the road, would be implemented at the State level. The Project would not impede the implementation on any of these actions.

Level of Significance Before Mitigation

Since the Project would comply with applicable State standards, and new growth in the Planning Area would be subject to local plans (e.g., the City's CAP), the Project would not conflict with nor obstruct a State or local plan for increasing renewable energy or energy efficiency. This impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Not applicable.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to energy?

Analysis of Impacts

The analysis presented in Impact ENG-1 and ENG-2 is cumulative in nature. As described in the analyses, the Project would not result in the unnecessary, inefficient, or wasteful use of energy resources, nor would it conflict with or obstruct a State or local plan for increasing renewable energy or energy efficiency.

Level of Significance Before Mitigation

Project implementation would not result in a substantial adverse cumulative impact with respect to energy. This impact would be less than significant.

Mitigation Measures

None required.

Level of Significance After Mitigation

Not applicable.

4.6.5 REFERENCES

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4.7 – Geology and Soils

This chapter describes the geology conditions within the Planning Area, evaluates potential geology, soils, and paleontological impacts associated with implementation of the Monterey Park Focused General Plan Update EIR (Project), and identifies mitigation measures, if required.

4.7.1 – Environmental Setting

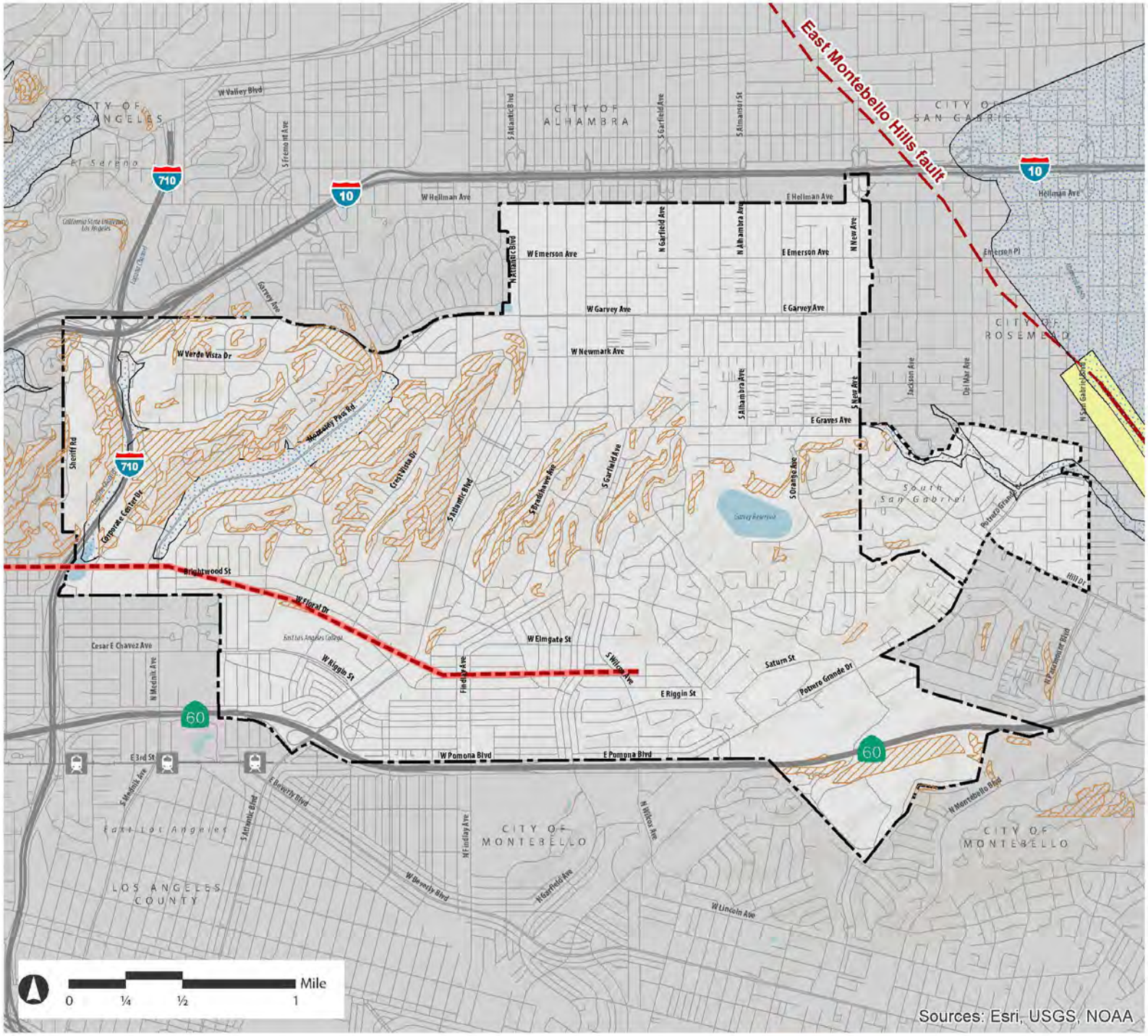
This environmental setting section describes existing geology conditions within the City of Monterey Park. Seismic hazards within the City are shown in Exhibit 4.7-1.

Seismic Activity

Monterey Park is within a region with several active faults and is subject to seismic activity. Active faults are considered those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Earthquake Fault Zone. While no active faults have been identified within the Planning Area, the East Montebello Fault is located east of the City's sphere of influence (California Geological Survey, 2017). The Fault Activity Map of California (2010) shows a fault with late quaternary fault displacement (within the last 700,000 years) located in the southwestern portion of Monterey Park (California Department of Conservation, 2015). Additionally, as noted in the Safety and Community Services Element of the General Plan (City of Monterey Park, 2001), the City overlies several blind thrust faults. These faults are referred to as blind because they do not intercept the ground surface, and, therefore cannot be detected visually. These northwest-dipping low-angle faults have been named the Puente Hills thrust, the Elysian Park thrust, and the East Los Angeles thrust. These faults are capable of movement that could produce ground shaking.

Ground Shaking

Ground shaking is the movement of the earth's surface in response to a seismic event and, in general, is the primary cause for the collapse of buildings and other structures, injury, and loss of life. The intensity of the ground shaking is determined by magnitude of the earthquake, distance from the fault movement, the characteristics of the surface and subsurface soils, geology, and building type. Due to the Planning Area's location within a seismically-active region, proximity to known faults and blind fault thrusts, the Planning Area will experience earthquake-related ground shaking in the future.



Liquefaction and Landslide

- Liquefaction
- Landslides

Faults

- Accurate Location
- Approximate Location
- Inferred Location
- Fault Zone

Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations

Monterey Park 2040

Sources: City of Monterey Park, State of California, Office of Emergency Services, 2018; Alquist-Priolo, California Department of Conservation, 2018.

March 2019

Exhibit 4.7-1

Seismic Hazards

Liquefaction

Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction. As shown in State of California Seismic Hazard Zones Map, Los Angeles and El Monte Quadrangles, areas within Monterey Park are identified as within liquefaction zones (California Geological Survey, 2017). Areas susceptible to liquefaction are shown in Exhibit 4.7-1.

Landslides

A landslide is the downhill movement of masses of earth material under the force of gravity. The factors contributing to landslide potential are steep slopes, unstable terrain, and proximity to earthquake faults. Earthquake-induced landslides (slope failure) are secondary earthquake hazards, which occur as a result of ground shaking. Seismically induced slope failure occurred during the 1987 Whittier Earthquake when steep slopes along Monterey Park's Abajo Drive failed. Areas susceptible to landslides are shown in Exhibit 4.7-1.

4.7.2 – REGULATORY FRAMEWORK

Federal, state, and local regulations related to geology are described below.

Federal

National Earthquake Hazards Reduction Program

Established by Congress in 1977, the National Earthquake Hazards Reduction Program (NEHRP) leads the federal government's efforts to reduce the fatalities, injuries, and property losses caused by earthquakes. The four basic NEHRP goals are:

- Develop effective practices and policies for earthquake loss reduction and accelerate their implementation.
- Improve techniques for reducing earthquake vulnerabilities of facilities and systems.
- Improve earthquake hazards identification and risk assessment methods, and their use.
- Improve the understanding of earthquakes and their effects.

In its initial NEHRP authorization, and in subsequent reauthorizations, Congress has recognized that several key federal agencies can contribute to earthquake mitigation efforts.

Federal Antiquities Act of 1906

Established by Congress in 1906, the Antiquities Act (16 U.S.C §§ 431, *et seq*.) provides that archeological and paleontological sites (Subsection 8.16.2.) on public lands are important public resources. It obligates federal agencies that manage the public lands to preserve for present and future generations the historic, scientific, commemorative, and cultural values of archaeological and historic sites, structures, and paleontological fossils and unique geological features on these lands.

State

Alquist-Priolo Earthquake Fault Zoning Act

The Alquist-Priolo Earthquake Fault Zoning (AP) Act (Public Resources Code § 2621, *et seq*.; 14 C.C.R. §§ 3600, *et seq*.) provides a mechanism for reducing losses from surface fault rupture on a statewide basis. The intent of the AP Act is to ensure public safety by prohibiting the siting of most structures for human occupancy across traces of active faults that constitute a potential hazard to structures from surface faulting or fault creep. The AP Act only addresses the hazard of surface fault rupture and is not directed toward other earthquake hazards. The law requires the State Geologist to establish regulatory zones (known as Earthquake Fault Zones) around the surface traces of active faults and to issue appropriate maps. Local agencies must regulate most development projects within the zones.

Seismic Hazard Mapping Act

The California Geologic Survey, formerly the California Department of Conservation, Division of Mines and Geology (CDMG), provides guidance with regard to seismic hazards. Under CDMG's Seismic Hazards Mapping Act (1990), seismic hazard zones are to be identified and mapped to assist local governments in land use planning (Public Resources Code §§ 2690, *et seq*.). The intent of these maps is to protect the public from the effects of strong ground shaking, liquefaction, landslides, ground failure, or other hazards caused by earthquakes. In addition, CDMG's Special Publications 117, "Guidelines for Evaluating and Mitigating Seismic Hazards in California," provides guidance for the evaluation and mitigation of earthquake-related hazards for projects within designated zones of required investigations.

California Building Code

California law provides a minimum standard for building design through the California Building Code (CBC) (Title 24 of the California Code of Regulations). Chapter 23 of the CBC contains specific requirements for seismic safety. Chapter 29 regulates excavation, foundations, and retaining walls. Chapter 33 of the CBC contains specific requirements pertaining to site demolition, excavation, and construction to protect people and property from hazards associated with excavation cave-ins and falling debris or construction materials. Chapter 70 of the CBC regulates grading activities, including drainage and erosion control. Construction activities are subject to occupational safety standards for excavation, shoring, and trenching as specified in California Division of Occupational Safety and Health (Cal/OSHA) regulations (Title 8 of the California Code of Regulations).

California Environmental Quality Act (CEQA)

California Environmental Quality Act (CEQA) has a single directive on paleontology in Appendix G – the Environmental Checklist Form, in which it asks whether the project would "directly or indirectly destroy a unique paleontological resource or site or unique geologic feature."

California Public Resources Code Section 5097.5

Defines any unauthorized disturbance or removal of a fossil site or fossil remains on public land as a misdemeanor and specifies that state agencies may undertake surveys, excavations, or other operations as necessary on state lands to preserve or record paleontological resources.

Local

Monterey Park General Plan - Safety and Community Services Element

The Safety and Community Services Element addresses hazards in the physical and built environment and presents goals and polices focused on reducing the potential risk of death, injuries, property damage, and dislocation for hazards. Goals and policies related to geology and soils are presented below.

- Goal 1.0: Minimize the potential damage to structures and loss of life that could result from earthquakes.
    - Policy 1.1: Continue to implement [California] Building Code seismic safety standards for construction of new buildings and update the City's codes as needed in response to new information and standards developed at the State level.
    - Policy 1.2: When modifications to existing older buildings are proposed, determine whether an engineering evaluation is required to identify seismic retrofit needs. Require that corrections be made to buildings deemed unsafe.
    - Policy 1.3: Encourage residential property owners to implement seismic safety improvements in older buildings, such as anchoring buildings to foundations, bolting water heaters to walls, and performing other preventative measures.
    - Policy 1.4: Participate in local, county, and State-sponsored earthquake preparedness programs.
- Goal 2.0: Ensure that all residents and business owners in Monterey Park have full and equal access to information regarding seismic hazards.
    - Policy 2.1: Promote earthquake preparedness with publications available in the many languages spoken in the community.
    - Policy 2.2: Provide earthquake preparedness information at City-sponsored events.
- Goal 3.0: Protect public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and liquefaction-prone areas.
    - Policy 3.1: Periodically evaluate the effectiveness of the Property Maintenance, Urgency, and Grading Ordinance in preventing mud and debris flows.
    - Policy 3.2: Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.
    - Policy 3.3: Develop a comprehensive approach to remediating unstable hillslopes in the vicinity of Abajo Drive.
    - Policy 3.4: Require liquefaction studies to be prepared for new development proposed to be located in areas of the city with high susceptibility to liquefaction hazards.

City of Monterey Park Natural Hazard Mitigation Action Plan

The Natural Hazards Mitigation Action Plan (Emergency Management Services, September 2004) identifies resources and information to assist Monterey Park residents, public and private sector organizations, and other interested in participating in planning for natural hazards. The

mitigation plan provides a list of activities that may assist Monterey Park in reducing risk and preventing loss from future natural hazard events. The plan addresses multi-hazard types, including earthquakes, flooding, and windstorms.

Monterey Park Municipal Code

Chapter 20.18 of the Monterey Park Municipal Code requires a soils report to, among other things, analyze potential hazards for slope and hillside development. These regulations are applicable to properties with a slope in excess of ten percent, proposed slopes or retaining devices totaling in excess of five feet in height, or where the slope on an adjacent property exceeds ten percent within 25 feet of the property line or has retaining device over five feet tall within 25 feet of the property.

4.7.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Monterey Park General Plan Update would have a significant impact related to geology and soils if it would:

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 potentially 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 wastewater disposal systems where sewers are not available for the disposal of wastewater; or

f) Directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

4.7.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential geology and soils impacts that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Faults, Liquefaction, and Seismic-Related Ground Failure

Impact GEO-1 –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?

Analysis of Impacts

Rupture of an Earthquake Fault. Although Monterey Park is located in seismically active Southern California, no Alquist-Priolo Earthquake Fault Zones have been identified Monterey Park. One known fault trace is within Monterey Park, located at the southwestern corner of the City. However, this fault is not identified as being active.

Strong Seismic Ground Shaking. Ground shaking can vary greatly due to the variation in soil properties. Monterey Park is subject to strong ground shaking, as is the entirety of southern California. As described above, no Alquist-Priolo Earthquake Fault Zone are located within the Planning Area. However, as with all properties in the seismically active southern California region, all future projects would be susceptible to ground shaking during a seismic event and could expose persons and structure to potentially medium to strong seismic ground motion. All future projects could be exposed to strong ground shaking.

However, all future projects would be designed and constructed in compliance with all applicable City and State codes and requirements, including those established by the California Building Code as adopted by the MPMC. Furthermore, existing General Plan policies within the Safety and Community Services Element address seismic safety. These include:

- Policy 1.1: Continue to implement [California] Building Code seismic safety standards for construction of new buildings and update the City's codes as needed in response to new information and standards developed at the State level.
- Policy 1.2: When modifications to existing older buildings are proposed, determine whether an engineering evaluation is required to identify seismic retrofit needs. Require that corrections be made to buildings deemed unsafe.

Application of these existing codes and policies would reduce this potential impact to a less-than significant level.

Liquefaction. As shown in Exhibit 4.7-1, portions of Monterey Park are susceptible to liquefaction hazards including areas within the Monterey Pass and Corporate Center focus areas. An existing policy within the Safety and Community Services Element of the General Plan requires liquefaction reports for any development proposed in areas susceptible to liquefaction:

- Policy 3.4: Require liquefaction studies to be prepared for new development proposed to be located in areas of the city with high susceptibility to liquefaction hazards.

Development allowed by the General Plan Focused Update could have the potential to be located within areas susceptible to liquefaction. However, if analysis of a specific site determines liquefaction conditions may be present, appropriate measures identified in the California Building

Code, including specific provisions for seismic design of structures, would be required. Future development would be subject to the City's standard environmental review process for evaluation of liquefaction potential and other geologic hazards. With implementation of existing policies and standards, impacts associated with liquefaction or other ground failure will be less than significant.

Landslides. As shown in Exhibit 4.7-1, portions of Monterey Park are susceptible to landslides, including areas within the following focus areas: Corporate Center; Monterey Pass; Corporate Park; North Atlantic; Mid Atlantic; and South Atlantic. Development allowed by the General Plan Update would be subject to Policy 3.2 of the Safety and Community Services Element of the General Plan:

- Policy 3.2: Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.

Furthermore, implementation of existing California Building Code and City practices and policies related to landslides during the environmental review process will assure that appropriate design measures are incorporated where necessary. Implementation of these existing regulations and policies would reduce potential landslide impacts to a less-than-significant level.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation required

Soil Erosion

Impact GEO-2 – Would the project result in substantial soil erosion or the loss of topsoil?

Analysis of Impacts

The Project identifies focus areas for development; these focus areas are currently developed and would likely have minimal topsoil since these areas are primarily covered with paving and structures. All development projects allowed by the Project would be subject to environmental and engineering review, including assessment and prevention of soil erosion. Short-term erosion effects during the construction phase of development associated with the Project implementation would be prevented through required implementation of a storm water pollution prevention plan (SWPPP) and through compliance with the National Pollutant Discharge Elimination System (NPDES) program and the incorporation of best management practices (BMPs) intended to reduce soil erosion (such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets). Soil erosion impacts would be less than significant with implementation of existing regulations.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation required.

Slope Stability and Land sliding

Impact GEO-3 – Would the project be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

Analysis of Impacts

Please see Impact GEO-1 for a discussion of liquefaction and landslides.

Lateral spreading is the downslope movement of surface sediment due to liquefaction in a subsurface layer. The downslope movement is due to gravity and earthquake shaking combined. Lateral spreading typically damages pipelines, utilities, bridges, and structures.

As discussed above, impacts from liquefaction and other settlement hazards would be considered less than significant with implementation of recommendations from site specific geotechnical engineering and soils reports for future development. Standard engineering techniques would be required, as appropriate, to guard against seismic-related hazards. Such techniques include excavation of collapsible soils and import of suitable fill material and foundation design methods that remain stable under settlement conditions. Impacts related to soil instability would be less than significant with the continued implementation of these existing regulations and practices.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation required

Expansive Soils

Impact GEO-4 – Would the project 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?

Analysis of Impacts

The Planning Area is approximately 3,980 acres, and site specific soil conditions throughout it may vary. Structural damage of buildings or utilities may occur if the potentially expansive and corrosive soils are not considered in the design and construction of development. The California Building Code (CBC) requires special design considerations for foundations of structures built on soils with expansion indices greater than 20. Presence of such soils, and identification of measures to eliminate this constraint such as removal and replacement with suitable engineered materials, would be determined through site-specific geotechnical evaluations to be conducted as part of the City's routine development review procedures. Such routine procedures would apply

to all future development projects. Compliance with existing regulations and policies, including CBC requirements, would limit hazards related to expansive soil to less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required

Septic Tanks

Impact GEO-5 – Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

Analysis of Impacts

Subsequent development associated with the General Plan Update would connect to the existing City sewer system; no septic tanks or alternative wastewater disposal system are proposed as part of the project.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is required.

Paleontological Resources

Impact GEO-6 – Would the project directly or indirectly destroy a unique paleontological resource or site or unique geological feature?

Analysis of Impacts

Ground-disturbing activities within the Planning Area could result in damage to or destruction of unique paleontological resources within rock units or geologic features. Paleontological resources have been recorded within the Planning Area (McLeod 2019). However, the Project allows for development and redevelopment including but not limited to road improvements, landscaping, surface parking, and multiple-story subsurface parking, resulting in the disturbance of soils at depths not previously disturbed by existing or past development. Paleontological resources may be present in fossil-bearing soils and rock formations below the ground surface. Ground-disturbing activities in fossil-bearing soils and rock formations have the potential to damage or destroy paleontological resources that may be present below the ground surface. Therefore, activities resulting from implementation within the Planning Area, including construction-related and earth-disturbing actions, could damage or destroy fossils or unique geological features that could result in potential significant impacts. Failure to properly evaluate, assess, survey, and if necessary, monitor development within the Planning Area could result in significant impacts to

paleontological resources or unique geological features. Compliance with Section 5097 of the Public Resources Code would result in less than significant impacts with respect to paleontological resources.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to geology and soils?

Analysis of Impacts

Impacts related to geology and soils are generally site specific and not cumulative in nature because each project area has unique geologic considerations that would be subject to uniform site development and construction standards. The potential for cumulative impacts is limited. Impacts associated with potential geologic hazards related to soil or other conditions occur at individual building sites. These effects are site-specific, and impacts would not be compounded by additional development. Adherence to existing policies and code requirements would reduce impacts from geologic hazards to a less-than significant level. Implementation of the Project would not result in a cumulatively considerable impact. Compliance with Section 5097 of the Public Resources Code, and the City's General Plan Policies: 3.1 and 3.2 would result in less than significant impacts with respect to paleontological resources or unique geological features.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required

4.7.5 REFERENCES

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4.8 – Greenhouse Gas Emissions

This chapter describes the existing greenhouse gas (GHG) setting of the Monterey Park Focused General Plan Update Planning Area, identifies associated regulatory requirements, evaluates the Project's potential GHG and climate change impacts, and identifies mitigation measures related to implementation of the Project. The methodologies and assumptions used in the preparation of this chapter follow guidance from the South Coast Air Quality Management District (SCAQMD). Information on existing GHG emissions levels and applicable federal and State regulations was obtained from the U.S. Environmental Protection Agency (EPA), the California Air Resources Board (CARB), and SCAQMD. This EIR GHG analysis has been closely coordinated with the air quality and energy analyses in Chapters 4.3 and 4.6 of this EIR. Please refer to Appendix B for detailed air quality and GHG emissions estimates (MIG 2019)

4.8.1 – ENVIRONMENTAL SETTING

Climate Change

Climate refers to a change in the state of the climate that can be identified (e.g., using statistical tests) by changes in the mean and/or the variability of its properties, and that persists for an extended period, typically decades or longer. It refers to any change in climate over time, whether due to natural variability or as a result of human activity. Natural changes in the climate can be caused by indirect processes such as changes in the Earth's orbit around the Sun or direct changes within the climate system itself (e.g., changes in ocean circulation). Human activities can affect the atmosphere through releasing carbon and other greenhouse gases (explained below) by burning fuel (e.g., coal, oil, and other gases) and changing the Earth's surface (e.g., by deforestation and urbanizing large swaths of land). Gas emissions affect the atmosphere directly by changing its chemical composition, while changes to the land surface indirectly affect the atmosphere by changing the way the Earth absorbs heat, light, and gases from the atmosphere. Evidence demonstrating that rapid climate change is occurring on Earth include:

- Rising of global surface temperatures by 1.3° Fahrenheit (F) over the last 100 years;
- Changes in precipitation patterns;
- Melting ice in the Arctic;
- Melting glaciers throughout the world;
- Rising ocean temperatures;
- Acidification of oceans; and
- Range shifts in plant and animal species.

Climate change is intimately tied to the Earth's greenhouse effect. The greenhouse effect is a natural occurrence that helps regulate the temperature of the planet. Without it, life as experienced by humans on Earth would not exist. Human activities since the beginning of the industrial revolution (approximately 150 years ago) have been adding to the natural greenhouse effect by increasing the gases in the atmosphere that trap energy, thereby contributing to an

average increase in the Earth's temperature. Human activities that exacerbate the greenhouse effect are detailed below.

Greenhouse Gases

Certain gases in the earth's atmosphere, identified as greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere from space. A portion of the radiation is absorbed by the Earth's surface, and a smaller portion of this radiation is reflected back toward space. This absorbed radiation is then emitted from the earth as low-frequency infrared radiation. Infrared radiation is absorbed by GHGs. As a result, radiation that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on earth.

Prominent GHGs contributing to the greenhouse effect are carbon dioxide (CO2), methane (CH4), nitrous oxide (N2O), hydroflourocarbons (HFCs), perflourocarbons (PFCs), and sulfur hexaflouride (SF6). Human-caused emissions of these GHGs in excess of natural ambient concentrations are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's climate, known as global climate change or global warming.

GHGs are global pollutants with very long atmospheric lifetimes (some last several thousand years). They stand in contrast to criteria pollutants and toxic air contaminants, which have localized air quality effects with relatively short atmospheric lifetimes (about one day). The atmospheric concentrations of CO2, CH4, and N2O have increased to levels unprecedented in at least the last 800,000 years. Human production of GHG has increased steadily since pre-industrial times (approximately pre-1880), and atmospheric CO_2 concentrations have increased from a pre-industrial value of 280 parts per million (ppm) in the early 1800s to approximately 411 ppm in January 2019 (NOAA 2019). From 1750 to 2011, CO2 emissions from fossil fuel combustion and cement production have released 375 gigatons of carbon (GtC) to the atmosphere, while deforestation and other land use change are estimated to have released 180 GtC. This results in cumulative anthropogenic emissions of 555 GtC, of which approximately 43.2% has accumulated in the atmosphere, 28.8% has accumulated in natural terrestrial ecosystems, and 27.9% has been taken up by the ocean, causing acidification of ocean waters (IPCC 2013).

The 1997 United Nations' Kyoto Protocol international treaty set targets for reductions in emissions of four specific greenhouse gases — CO_2, CH_4, nitrous oxide (N_2O), and sulfur hexafluoride (SF_6) – and two groups of gases — HFCs and perfluorocarbons (PFCs). These GHG are the primary GHG emitted into the atmosphere by human activities. Water vapor is also a common GHG that regulates the Earth's temperature; however, the amount of water vapor in the atmosphere can change substantially from day to day, whereas other GHG emissions remain in the atmosphere for longer periods of time. Black carbon consists of particles emitted during combustion; although a particle and not a gas, black carbon also acts to trap heat in the Earth's atmosphere. The most common GHG are described below.

- **Carbon Dioxide (CO_2)** is emitted and removed from the atmosphere naturally. Animal and plant respiration involves the release of CO_2 from animals and its absorption by plants in a continuous cycle. The ocean-atmosphere exchange results in the absorption and release of CO_2 at the sea surface. CO_2 is also released from plants during wildfires. Volcanic eruptions release a small amount of CO_2 from the Earth's crust. Human activities that affect CO_2 in the atmosphere include burning of fossil fuels, industrial

processes, and product uses. Combustion of fossil fuels used for electricity generation and transportation are the largest source of CO_2 emissions in the United States. When fossil fuels are burned, the carbon stored in them is released into the atmosphere entirely as CO_2. Emissions from industrial activities also emit CO_2, such as cement, metal, and chemical production and use of petroleum produced in plastics, solvents, and lubricants.

- **Methane (CH_4)** is emitted from human activities and natural sources. Natural sources of CH_4 include wetlands, gas hydrates, permafrost, termites, oceans, freshwater bodies, soils, and wildfires. Human activities that cause CH_4 releases include fossil fuel production, animal digestive processes from farms, manure management, and waste management. It is estimated that 50 percent of global CH_4 emissions are human generated. Releases from animal digestive processes at agricultural operations are the primary source of human-related CH_4 emissions. CH_4 is produced from landfills as solid waste decomposes. CH_4 is a primary component of natural gas and is emitted during its production, processing, storage, transmission, distribution, and use. Decomposition of organic material in manure stocks or in liquid manure management systems also releases CH_4. Wetlands are the primary natural producers of CH_4 because the habitat is conducive to bacteria that produce CH_4 during decomposition of organic material.
- **Nitrous Oxide (N_2O)** is emitted from human sources such as agricultural soil management, animal manure management, sewage treatment, combustion of fossil fuels, and production of certain acids. N_2O is produced naturally in soil and water, especially in wet, tropical forests. The primary human-related source of N_2O is agricultural soil management due to use of synthetic nitrogen fertilizers and other techniques to boost nitrogen in soils. Combustion of fossil fuels (mobile and stationary) is the second leading source of N_2O, although parts of the world where catalytic converters are used (such as California) have significantly lower levels than those areas that do not.
- **Sulfur Hexafluoride (SF_6)** is commonly used as an electrical insulator in high-voltage electrical transmission and distribution equipment such as circuit breakers, substations, and transmission switchgear. Releases of SF_6 occur during maintenance and servicing as well as from leaks of electrical equipment.
- **Hydrofluorocarbons (HFCs) and Perfluorocarbons (PFCs)** are entirely human made and are mainly generated through various industrial processes. These types of gases are used in aluminum production, semiconductor manufacturing, and magnesium production and processing. HFCs and PFCs are also used as substitutes for ozone-depleting gases like chlorofluorocarbons (CFCs) and halons.

In 1997, the U.S was a signatory to the Kyoto Protocol; however, the treaty was not sent to Congress for ratification. Thus, while a signatory to the Kyoto Protocol, the U.S. is not an official party to this international agreement and is not subject to any emissions reductions goals established pursuant to the Kyoto Protocol. Although the U.S. is not a party to this agreement, the GHG targeted for reduction by the Kyoto Protocol are also targeted under federal and State GHG reporting and emissions reduction programs.

GHG can remain in the atmosphere long after they are emitted. The potential for a particular greenhouse gas to absorb and trap heat in the atmosphere is considered its global warming potential. The reference gas for measuring global warming potential is CO_2, which has a global warming potential of one. By comparison, CH_4 has a global warming potential of 25, which means that one molecule of CH_4 has 25 times the effect on global warming as one molecule of

CO_2. Multiplying the estimated emissions for non-CO_2 GHG by their global warming potential determines their CO_2 equivalent (CO_2e), which enables a project's combined global warming potential to be expressed in terms of mass CO_2 emissions. The global warming potentials and estimated atmospheric lifetimes of the common GHG are shown in Table 4.8-1 (Global Warming Potential (GWP) of Common GHG (100-Year Horizon)).

Table 4.8-1
Global Warming Potential (GWP) of Common GHG (100-Year Horizon)

GHG	GWP(A)	GHG	GWP(A)
Carbon Dioxide (CO_2)	1	Perfluorocarbons (PFCs)	
Methane (CH_4)	25	CF_4	6,500
Nitrous Oxide (N_2O)	298	C_2F_6	9,200
Hydrofluorocarbons (HFCs)		C_4F_{10}	7,000
HFC-23	14,800	C_6F_{14}	7,400
HFC-134a	1,430	Sulfur Hexafluoride (SF_6)	22,800
HFC-152a	140		
HCFC-22	1,700		

Source: CARB 2014
(A) GWPs are based on the United Nations Intergovernmental Panel on Climate Change 4th Assessment Report.

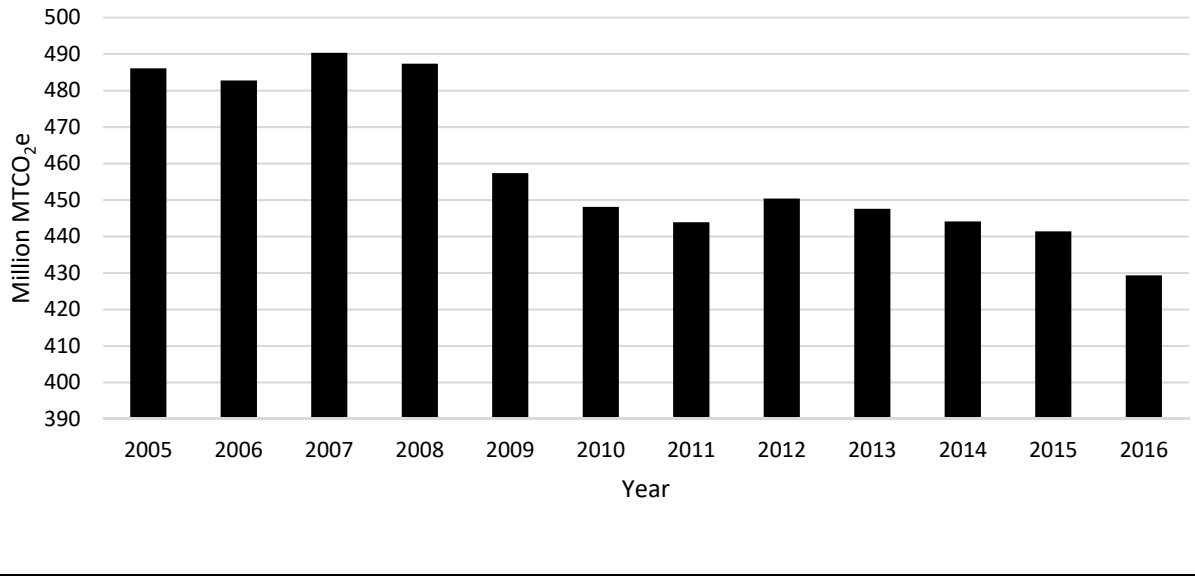
Statewide GHG Emissions

CARB prepares an annual statewide GHG emissions inventory using regional, State, and federal data sources, including facility-specific emissions reports prepared pursuant to the State's Mandatory GHG Reporting Program. The statewide GHG emissions inventory helps CARB track progress towards meeting California's GHG emissions target of 431 million metric tons of CO_2 equivalents ($MTCO_2e$), as well as establish and understand trends in GHG emissions[1]. Statewide GHG emissions for the 2005 to 2016 time period are shown in Table 4.8-2.

Table 4.8-2
2005-2016 Statewide GHG Emissions (Million $MTCO_2e$)

Scoping Plan Sector	Year											
	'05	'06	'07	'08	'09	'10	'11	'12	'13	'14	'15	'16
Agriculture	34	35	36	36	33	34	35	36	35	36	34	34
Commercial/Residential	42	43	43	44	44	45	46	43	44	37	38	39
Electric Power	108	105	114	120	101	90	88	95	90	88	84	69
High GWP	9	10	11	12	12	14	15	16	17	18	19	20
Industrial	96	93	90	91	88	91	91	91	94	94	92	90
Recycling and Waste	8	8	8	8	8	8	8	8	9	9	9	9
Transportation	189	189	189	178	170	165	162	161	161	162	166	169
Total Million $MTCO_2e$(A)	***486***	***483***	***490***	***487***	***457***	***448***	***444***	***450***	***448***	***444***	***441***	***429***

[1] CARB approved use of 431 $MMCO_2e$ as the state's 2020 GHG emission target in May 2014. Previously, the target had been set at 427 $MMCO_2e$



Source: CARB 2018a
(A) Totals may not equal due to rounding. CARB inventory uses GWPs based on the United Nations' IPCC's 4th Assessment Report.

As shown in Table 4.8-2, statewide GHG emissions have generally decreased over the last decade, with 2016 levels (429 million $MTCO_2e$) approximately 11 percent less than 2005 levels (486 million $MTCO_2e$) and below the State's 2020 reduction target of 431 million $MTCO_2e$. The transportation sector (165 million $MTCO_2e$) accounted for more than one-third (approximately 39.4%) of the state's total GHG emissions inventory (429 million $MTCO_2e$) in 2016.

Climate Change and California

According to the Intergovernmental Panel on Climate Change (IPCC), which was established in 1988 by the World Meteorological Organization and the United Nations Environment Programme, global average temperature is expected to increase by 3 to 7 degrees Fahrenheit by the end of the century, depending on future GHG emission scenarios (IPCC 2008). Resource areas other than air quality and global average temperature could be indirectly affected by the accumulation of GHG emissions. For example, an increase in the global average temperature is expected to result in a decreased volume of precipitation falling as snow in California and an overall reduction in snowpack in the Sierra Nevada. Snowpack in the Sierra Nevada provides both water supply (runoff) and storage (within the snowpack before melting),and is a major source of water supply for the state (including the project site). According to the California Energy Commission (CEC), the snowpack portion of the water supply could potentially decline by 30 to 90% by the end of the 21st century (CEC 2006). A study cited in a report by the California Department of Water Resources projects that approximately 50% of the statewide snowpack will be lost by the end of the century (Knowles and Cayan 2002). Although current forecasts are uncertain, it is evident that this phenomenon could lead to significant challenges in securing an adequate water supply for a growing population. An increase in precipitation falling as rain rather than snow also could lead to increased potential for floods because water that would normally be held in the Sierra Nevada snowpack until spring could run off and flow into the Central Valley concurrently with winter storm events. This scenario would place more pressure on California's levee/flood control system.

Another outcome of global climate change is sea level rise. Sea level rose approximately 7 inches during the last century and it is predicted to rise an additional 7 to 22 inches by 2100, depending on the future levels of GHG emissions (IPCC 2008). If this occurs, resultant effects could include increased coastal flooding, saltwater intrusion, and disruption of wetlands (CEC 2006). As the existing climate throughout California changes over time, the ranges of various plant and wildlife species could shift or be reduced, depending on the favored temperature and moisture regimes of each species. In the worst cases, some species could become extinct or be extirpated from the state if suitable conditions are no longer available.

The 2009 California Climate Adaptation Strategy prepared by the California Natural Resources Agency (CNRA) identified anticipated impacts to California due to climate change through extensive modeling efforts. General climate changes in California indicate that:

- California is likely to get hotter and drier as climate change occurs with a reduction in winter snow, particularly in the Sierra Nevada Mountain Range.
- Some reduction in precipitation is likely by the middle of the century.
- Sea levels will rise up to an estimated 55 inches.
- Extreme events such as heat waves, wildfires, droughts, and floods will increase.
- Ecological shifts of habitat and animals are already occurring and will continue to occur (CNRA 2009).

It should be noted that changes are based on the results of several models prepared under different climatic scenarios; therefore, discrepancies occur between the projections and the interpretation. The potential impacts of global climate change in California are detailed below.

In January 2018, the CNRA adopted Safeguarding California Plan: 2018 Update, which builds on nearly a decade of adaptation strategies to communicate current and needed actions State government should take to build climate change resiliency. It identifies hundreds of ongoing actions and next steps that State agencies are taking to safeguard Californians from climate impacts within a framework of 81 policy principles and recommendations. The 2018 update also has two new chapters and incorporates a feature showcasing the many linkages among policy areas. A new “Climate Justice” chapter highlights how equity is woven throughout the entire plan (CNRA 2018).

Existing Planning Area GHG Emissions

The existing land uses within the Planning Area contribute to existing city, regional, and statewide GHG emissions. The Planning Area’s existing GHG emissions, presented below in Table 4.8-3, were estimated using CalEEMod, Version 2016.3.2. GHG emissions generated within the Project Area primarily come from the area, energy, and mobile sources described in Section 4.3.1, Air Quality (Environmental Setting), as well as the following additional sources specific to GHG emissions:

- **Energy use and consumption:** Emissions generated from purchased electricity and natural gas. As estimated using CalEEMod, the existing land uses in the Planning Area use and consume approximately 379,350,390 kWh of electricity per year and 1,226,769,340 kBtus of natural gas per year.

- **Solid waste disposal:** Emissions generated from the transport and disposal of waste generated by land uses. CalEEMod estimates approximately 41,633.9 tons of solid waste are generated per year by the people working and living within the Planning Area.
- **Water/wastewater:** Emissions from electricity used to supply water to land uses, and treat the resulting wastewater generated. As estimated in CalEEMod, existing land uses within the Planning Area use approximately 3,846.9 million gallons of water per year.

The Planning Area's existing GHG emissions were estimated using default emissions assumptions provided by CalEEMod, with the Project-specific modifications described below:

- **Mobile Sources.** The default, weekday trip generation rates for existing land use types, with the exception of elementary schools, were replaced with trip generation rates contained in the Traffic Impact Study (TIS) prepared for the Project (KOA, 2019). According to the TIS and default elementary school trip rates, the existing land uses generate approximately 527,782 total daily vehicle trips per weekday. CalEEMod does not estimate N_2O emissions from on-road vehicle travel or off-road construction sources. To account for this, CalEEMod emissions estimates were adjusted as follows:
    - N_2O emissions were estimated for the Project by comparing the ratio of CO_2 and N_2O emissions for the on-road (light-duty vehicles) vehicle sector contained in the State's most recent GHG inventory (CARB 2018a). In 2016, statewide CO_2 and N_2O emissions estimates for the on-road transportation sector (light-duty gasoline vehicles) were 115.4 and 0.005 million metric tons, respectively (N_2O emissions are therefore equal to 0.004 percent of CO_2 emissions for this sector).
    - Based on the latest estimate available from CARB, the LCFS regulation resulted in a 3.7 percent reduction in average carbon intensity content in transportation fuels in 2017. Therefore, the CalEEMod estimate of CO_2 emissions was reduced by 3.7 percent (CARB 2018b).
- **Energy use and consumption.** In addition to natural gas usage, the existing land uses in the Planning Area would generate indirect GHG emissions from electricity use. Southern California Edison (SCE) provides electricy service in the Planning Area. The CalEEMod default GHG intensity values for this electric service provider are from 2012 and do not represent existing and future reductions in GHG intensity that have been achieved under the State's Renewable Portfolio Standard (RPS, see Section 4.8.2). To account for this, CalEEMod default assumptions regarding energy use were adjusted as follows:
    - The SCE GHG intensity value was reduced based on an increase in renewable energy mix from 20 percent under estimated Year 2012 conditions (the CalEEMod default data year) to 32 percent under existing conditions (2019, based on 2017 available data from SCE). This adjustment reduced the estimated amount of CO_2 produced by the SCE energy mix from approximately 702 pounds/megawatt-hour (lbs/mWh) to 539 lbs/mWh.
    - Electricity generation emission factors for CH_4 (0.033 lbs/mWh) and N_20 (0.004 lbs/mWh) were obtained from the U.S. EPA's EGRID database for year 2016, the last year for which data was available at the time this EIR was prepared (U.S. EPA 2016).

The Planning Area's existing GHG emissions are summarized in Table 4.8-3 below.

Table 4.8-3
Existing (2019) GHG Emissions in the Project Area

Source	GHG Emissions (Metric Tons / Year)			
	CO_2	CH_4	N_2O	Total $MTCO_2e$
Area	7,357	7.5	0.16	7,593
Energy	156,793	6.93	1.89	157,529
Mobile(A)	626,610	37.54	25.10	635,017
Waste	8,451	499.46	-	20,938
Water	16,889	111.92	2.74	20,503
Total Existing GHG(B)	816,101	663.34	29.85	841,581
Service Population (SP)(C)	-	-	-	100,478
Existing GHG Efficiency(D)				8.4

Source: MIG 2019 (see Appendix B)

(A) CalEEMod 2016.3.2 does not incorporate GHG emissions reductions resulting from the State's Low Carbon Fuel Standards (LCFS). Although LCFS largely reduces GHG from upstream fuel processing (and not individual tailpipe emissions) the aggregate effect on transportation fuels is a reduction in GHG emissions throughout the state from lower fuel carbon content. Accordingly, this EIR analysis reduces transportation combustion emissions pursuant to LCFS requirements. Based on the latest estimate available from CARB, the LCFS regulation resulted in a 3.7% reduction in average carbon intensity content in 2017. Thus, CalEEMod transportation emissions were adjusted by multiplying by a factor of .963 to account for the LCFS regulation (CARBb 2018).

(B) Totals may not equal due to rounding.

(C) Service Population is defined as the sum of the number of residents and number of jobs supported by the Project (CAPCOA, 2010).

(D) The GHG efficiency metric averages GHG emissions over the number of people the Planning Area the Project serves, and provides valuable information about the project's ability to help obtain GHG reduction goals.

4.8.2 – REGULATORY FRAMEWORK

This section summarizes key federal, State, and City statutes, regulations, and policies that would apply to the Project. Global climate change resulting from GHG emissions is an ongoing environmental concern being discussed at the international, national, and statewide levels. At each level, agencies are considering strategies to control emissions of gases that contribute to global climate change.

International and Federal

International Regulation and the Kyoto Protocol

In 1988, the United Nations established the Intergovernmental Panel on Climate Change to evaluate the impacts of global warming and to develop strategies that nations could implement to curtail global climate change. In 1992, the United States joined other countries around the world in signing the "United Nations' Framework Convention on Climate Change" agreement with the goal of controlling GHG emissions. As a result, the Climate Change Action Plan was developed to address the reduction of GHG in the United States. The plan currently consists of more than 50 voluntary programs for member nations to adopt.

Paris Climate Agreement

On December 12, 2015, representatives from 196 nations entered into the Paris Climate Agreement to adopt green energy sources, cut down on climate change emissions, and limit the rise of global temperatures while also cooperating to cope with the impact of unavoidable climate change. The agreement focuses on attempting to limit the rise in global temperatures to two degrees Celsius (3.6 degrees Fahrenheit). Voluntary pledges, taken by each country that signed the Paris climate agreement, set 2020 as the year in which reductions would begin.

In June 2017, the U.S. announced its intention to withdraw from the Paris Climate Agreement. Per the language in the agreement, the earliest effective date for the United States to withdraw is November 2020.

Federal Regulation and the Clean Air Act

In 2009, the U.S. EPA issued an endangerment finding that current and projected concentrations of the six Kyoto GHGs in the atmosphere (CO_2, CH_4, N_2O, SF_6, HFCs, and PFCs) threaten the public health and welfare of current and future generations. This finding came in response to the Supreme Court ruling in *Massachusetts v. EPA*, which found that GHGs are pollutants under the Federal Clean Air Act. As a result, the U.S. EPA issued its GHG Tailoring Rule in 2010, which applies to facilities that have the potential to emit more than 100,000 $MTCO_2e$. In 2014, the U.S. Supreme Court issued its decision in *Utility Air Regulatory Group v. EPA* (No. 12-1146), finding that the U.S. EPA may not treat GHGs as an air pollutant for purposes of determining whether a source is a "major" source required to obtain a permit pursuant to the "Clean Air Act's Prevention of Significant Deterioration" or "Title V" operating permit programs. The U.S. EPA's Greenhouse Gas Reporting Program requires facilities that emit 25,000 $MTCO_2e$ or more of GHG to report their GHG emissions to the U.S. EPA to inform future policy decision makers.

The Current Administration

President Trump and the U.S. EPA have stated their intent to halt various federal regulatory activities to reduce GHG emissions. California and other states have stated their intent to challenge federal actions that would delay or eliminate GHG reduction measures and have committed to cooperating with other countries to implement global climate change initiatives. The timing and consequences of these types of federal decisions and potential responses from California and other states are speculative at this time.

State and Regional

Assembly Bill (AB) 32 (California Global Warming Solutions Act) and Related GHG Goals

In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Climate Solutions Act of 2006. AB 32 establishes the caps on statewide greenhouse gas emissions proclaimed in Executive Order S-3-05 and established the timeline for meeting State GHG reduction targets. The deadline for meeting the 2020 reduction target is December 31, 2020.

As part of AB 32, CARB determined 1990 GHG emissions levels and projected a "business-as-usual" (BAU)[2] estimate for 2020, to determine the amount of GHG emission reductions that

[2] BAU is a term used to define emissions levels without considering reductions from future or existing programs or technologies.

would need to be achieved. In 2007, CARB approved a statewide 1990 emissions level and corresponding 2020 GHG emissions limit of 427 million $MTCO_2e$ (CARB 2007). In 2008, CARB adopted its *Climate Change Scoping Plan*, which projects 2020 statewide GHG emissions levels of 596 million $MTCO_2e$ and identifies numerous measures (i.e., mandatory rules and regulations and voluntary measures) that will achieve at least 174 million $MTCO_2e$ of GHG reductions and bring statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

Executive Order B-30-15, 2030 Carbon Target and Adaptation, issued by Governor Brown in April 2015, set a target of reducing GHG emissions by 40 percent below 1990 levels in 2030. To achieve this ambitious target, Governor Brown identified five key goals for reducing GHG emissions in California through 2030:

- Increase renewable electricity to 50 percent.
- Double energy efficiency savings achieved in existing buildings and make heating fuels cleaner.
- Reduce petroleum use in cars and trucks by up to 50 percent.
- Reduce emissions of short-lived climate pollutants.
- Manage farms, rangelands, forests, and wetlands to increasingly store carbon.

By directing State agencies to take measures consistent with their existing authority to reduce GHG emissions, Executive Order B-30-15 establishes coherence between the 2020 and 2050 GHG reduction goals set by AB 32 and seeks to align California with the scientifically established GHG emissions levels needed to limit global warming below two degrees Celsius.

To reinforce the goals established through Executive Order B-30-15, Governor Brown signed Senate Bill (SB) 32 and AB 197 in 2016. SB 32 made the GHG reduction target (to reduce GHG emissions by 40 percent below 1990 levels by 2030) a requirement, as opposed to a goal. AB 197 gives the Legislature additional authority over CARB to ensure the most successful strategies for lowering emissions are implemented, and requires CARB to, “protect the State’s most impacted and disadvantaged communities …[and] consider the social costs of the emissions of greenhouse gases.”

Scoping Plan

The CARB Scoping Plan is the comprehensive plan primarily directed at identifying the measures necessary to reach California’s GHG reduction targets. The key elements of the 2008 Plan were to expand and strengthen energy efficiency programs, achieve a statewide renewable energy mix of 33 percent, develop a cap-and-trade program with other partners (including seven states in the United States and four territories in Canada) in the Western Climate Initiative, establish transportation-related targets, and establish fees (CARB 2009). CARB estimated that implementation of these measures will achieve at least 174 million $MTCO_2e$ of reductions and reduce statewide GHG emissions to 1990 levels by 2020 (CARB 2009).

In a report prepared in 2010, CARB noted 40 percent of the reduction measures identified in the Scoping Plan were secured (CARB 2010). Although the cap-and-trade program began on January 1, 2012 (after CARB completed a series of activities dealing with the registration process, compliance cycle, and tracking system), covered entities did not have an emissions

obligation until 2013. In August 2011, the Scoping Plan was reapproved by CARB with the program's environmental documentation.

On February 10, 2014, CARB released the public draft of the "First Update to the Scoping Plan." "The First Update" built upon the 2008 Scoping Plan with new strategies and recommendations, and identified opportunities to leverage existing and new funds to further drive GHG emission reductions through strategic planning and targeted low carbon investments. "The First Update" defined CARB's climate change priorities over the next five years, and set the groundwork to reach post-2020 goals set forth in Executive Orders S-3-05 and B-16-12. It also highlighted California's progress toward meeting the 2020 GHG emission reduction goals defined in the 2008 Scoping Plan. "The First Update" evaluated how to align the State's long-term GHG reduction strategies with other State policy priorities for water, waste, natural resources, clean energy, transportation, and land use. "The First Update" to the Scoping Plan was approved by the Board on May 22, 2014.

The second update to the scoping plan, the 2017 Climate Change Scoping Plan update (CARB 2017), was adopted by CARB in December 2017. The primary objective for the *2017 Climate Change Scoping Plan* is to identify the measures required to achieve the mid-term GHG reduction target for 2030 (i.e., reduce emissions by 40 percent below 1990 levels by 2030) established under Executive Order B-30-15 and SB 32. The 2017 Climate Change Scoping Plan identifies an increased need for coordination among State, regional, and local governments to realize the potential for GHG emissions reductions that can be gained from local land use decisions. It notes that emissions reductions targets set by more than one hundred local jurisdictions in the state could result in emissions reductions of up to 45 Million $MTCO_2e$ and 83 Million $MTCO_2e$ by 2020 and 2050, respectively. To achieve these goals, the 2017 Scoping Plan Update includes a recommended plan-level efficiency threshold of six metric tons or less per capita by 2030 and no more than two metric tons by 2050. The major elements of the 2017 Climate Change Scoping Plan framework include:

- Implementing and/or increasing the standards of the Mobile Source Strategy, which include increasing zero emission vehicle (ZEV) buses and trucks.
- LCFS, with an increased stringency (18 percent by 2030).
- Implementation of SB 350, which expands the Renewable Portfolio Standard (RPS) to 50 percent and doubles energy efficiency savings by 2030.
- California Sustainable Freight Action Plan, which improves freight system efficiency, utilizes near-zero emissions technology, and deployment of ZEV trucks.
- Implementing the proposed Short-Lived Climate Pollutant Strategy, which focuses on reducing CH_4 and hydrocarbon emissions by 40 percent and anthropogenic black carbon emissions by 50 percent by year 2030.
- Continued implementation of SB 375.
- Post-2020 Cap-and-Trade Program that includes declining caps.
- 20 percent reduction in GHG emissions from refineries by 2030.
- Development of a Natural and Working Lands Action Plan to secure California's land base as a net carbon sink.

Senate Bill (SB) 375 (Sustainable Communities and Climate Protection Act)

In January 2009, California SB 375 went into effect known as the Sustainable Communities and Climate Protection Act. The objective of SB 375 is to better integrate regional planning of transportation, land use, and housing to reduce sprawl and ultimately reduce greenhouse gas emissions and other air pollutants. SB 375 tasks CARB to set GHG reduction targets for each of California's 18 regional Metropolitan Planning Organizations (MPOs). Each MPO is required to prepare a Sustainable Communities Strategy (SCS) as part of their Regional Transportation Plan (RTP). The SCS is a growth strategy in combination with transportation policies that will show how the MPO will meet its GHG reduction target. If the SCS cannot meet the reduction goal, an Alternative Planning Strategy may be adopted that meets the goal through alternative development, infrastructure, and transportation measures or policies.

In August 2010, CARB released the proposed GHG reduction targets for the MPOs to be adopted in September 2010. The proposed reduction targets for the SCAG region were eight percent by year 2020 and 13 percent by year 2035. In September 2010 and February 2011, the eight percent and the 13 percent targets were adopted, respectively.

In 2012, SCAG's Regional Council adopted the *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy: Towards a Sustainable Future.* The 2012 RTP/SCS included a strong commitment to reduce emissions from transportation sources to comply with SB 375. The document contained a host of improvements to the region's multimodal transportation system. These improvements included closures of critical gaps in the network that hinder access to certain parts of the region, as well as the strategic expansion of the transportation system where there is room to grow in order to provide the region with greater mobility. The RTP/SCS demonstrated the region's ability to attain and exceed the GHG emission-reduction targets set forth by the CARB, and outlined a plan for integrating the transportation network and related strategies with an overall land use pattern that responds to projected growth, housing needs, changing demographics, and transportation demands.

SCAG's Regional Council adopted an update to the 2012 RTP/SCS in April 2016, the *2016-2040 Regional Transportation Plan/Sustainable Communities Strategy* (2016 RTP/SCS). The 2016 RTP/SCS expands upon the 2012 RTP/SCS's goal of balancing future mobility and housing needs with economic, environmental, and public health goals. Included in the 2016 RTP/SCS are 13 major initiatives primarily focused around preserving and maintaining the existing transportation system, expanding and improving mass transit (with a specific emphasis on passenger rail), decreasing reliance on vehicular modes of transportation through the expansion of pedestrian and bicycle infrastructure, and focusing new growth around transit. Through proactive land use planning and improvements to the transportation network, implementation of the 2016 RTP/SCS will result in an 8 percent reduction in greenhouse gas emissions per capita by 2020, an 18 percent reduction by 2035, and a 21 percent reduction by 2040 when compared with 2005 levels. These reductions meet or exceed the State's mandate, which require an 8 percent reduction by 2020 and 13 percent by 2035.

In March 2018, CARB established new regional GHG reduction targets for SCAG and other MPOs in the state (CARB, 2018b). The new SCAG targets are an 8 percent reduction in per capita passenger vehicle GHG reductions by 2020 and a 19percent reduction by 2035. The 2016 RTP/SCS, however, remains the approved SCS for the SCAG MPO until such time as SCAG prepares an updated SCS.

Senate Bill (SB) 350 (Clean Energy & Pollution Reduction Act)

SB 350 was signed into Law in September 2015 and establishes tiered increases to the Renewable Portfolio Standard (RPS). The Bill requires 40 percent of the state's energy supply to come from renewable sources by 2024, 45 percent by 2027, and 50 percent by 2030. SB 350 also set a new goal to double the energy-efficiency savings in electricity and natural gas through energy efficiency and conservation measures.

Assembly Bill (AB) 1493

With the passage of AB 1493 (Pavley I) in 2002, California launched an innovative and pro-active approach for dealing with GHG emissions and climate change at the state level. AB 1493 requires CARB to develop and implement regulations to reduce automobile and light truck GHG emissions. These stricter emissions standards apply to automobiles and light trucks from 2009 through 2016. Although litigation was filed challenging these regulations and the U.S. EPA initially denied California's related request for a waiver, a waiver was granted. In 2012, the EPA issued a Final Rulemaking that sets even more stringent fuel economy and GHG emissions standards for model years 2017 through 2025 among light-duty vehicles. In January 2012, CARB approved the Advanced Clean Cars (ACC) program (formerly known as Pavley II) for model years 2017 through 2025. The components of the ACC program are the Low-Emission Vehicle (LEV) regulations and the Zero-Emission Vehicle (ZEV) regulation. The program combines the control of smog, soot, and global warming gases and requirements for greater numbers of zero-emission vehicles into a single package of standards.

Executive Order (EO) B-30-15, Senate Bill 32 & Assembly Bill 197 (Statewide Interim GHG Targets)

California EO B-30-15 (April 29, 2015) set an "interim" statewide emission target to reduce greenhouse emissions to 40 percent below 1990 levels by 2030, and directed state agencies with jurisdiction over greenhouse gas emissions to implement measures pursuant to statutory authority to achieve this 2030 target and the 2050 target of 80 percent below 1990 levels. Specifically, the Executive Order directed CARB to update the Scoping Plan to express this 2030 target in metric tons. Assembly Bill 197 (AB 197) (September 8, 2016) and Senate Bill 32 (SB 32) (September 8, 2016) codified into statute the GHG emissions reduction targets of at least 40 percent below 1990 levels by 2030 as detailed in EO B-30-15. AB 197 also requires additional GHG emissions reporting that is broken down to sub-county levels and requires CARB to consider the social costs of emissions impacting disadvantaged communities.

Title 24 Energy Standards

Part 11 of the Title 24 Building Standards Code is referred to as the California Green Building Standards Code (CALGreen Code). The purpose of the CALGreen Code is to "improve public health, safety and general welfare by enhancing the design and construction of buildings through the use of building concepts having a positive environmental impact and encouraging sustainable construction practices in the following categories: (1) planning and design; (2) energy efficiency; (3) water efficiency and conservation; (4) material conservation and resource efficiency; and (5) environmental air quality." The CALGreen Code is not intended to substitute or be identified as meeting the certification requirements of any green building program that is not established and adopted by the California Building Standards Commission (CBSC).

CALGreen contains both mandatory and voluntary measures. For non-residential land uses there are 39 mandatory measures including, but not limited to exterior light pollution reduction, wastewater reduction by 20 percent, and commissioning of projects over 10,000 square feet. Two tiers of voluntary measures apply to non-residential land uses, for a total of 36 additional elective measures.

California's Building Energy Efficiency Standards are updated on an approximately three-year cycle. The 2019 standards, adopted May 9, 2018, will go into effect on January 1, 2020 and improve upon existing standards, focusing on three key areas: proposing new requirements for installation of solar photovoltaics for newly constructed low-rise residential buildings; updating current ventilation and Indoor Air Quality (IAQ) requirements; and extending Title 24 Part 6 to apply to healthcare facilities. The 2019 standards also propose several smaller improvements in energy efficiency.

Center for Biological Diversity v. California Department of Fish and Wildlife

In its decision in *Center for Biological Diversity v. California Dep't of Fish and Wildlife* (*Newhall*) 62 Cal.4th 204 (2015), the California Supreme Court set forth several options that lead agencies may consider for evaluating the cumulative significance of a proposed project's GHG emissions:

1. A calculation of emissions reductions compared to a "business as usual" (BAU) scenario based upon the emissions reductions in CARB's Scoping Plan, including examination of the data to determine what level of reduction from BAU a new land use development at the proposed location must contribute in order to comply with statewide goals.
2. A lead agency might assess consistency with AB 32's goals by looking to compliance with regulatory programs designed to reduce GHG emissions from particular activities.
3. Use of geographically specific GHG emission reduction plans to provide a basis for tiering and streamlining of project-level CEQA analysis.
4. A lead agency may rely on existing numerical thresholds of significance for GHG emissions, though use of such thresholds is not required.

Local

City of Monterey Park General Plan

The City's current (2001) General Plan Sustainability Element contains the following goals and policies related to GHG pertaining to land use and transportation:

- Goal 1: Mixed land uses reduce the need for vehicle travel by making other transportation options viable.
    - Policy 1.1 Mixed Use Development: Incentivize and actively facilitate mixed use development near existing and planned transit corridors, including Downtown, East Garvey, and the North Atlantic corridor.
    - Policy 1.2 Uses In and Near Employment Centers: Facilitate supportive uses such as healthy food vendors and other small-scale services within or close to large employment centers.

  - Policy 1.3 Community Gathering Places: Encourage the creation of plazas, outdoor dining areas, and other community gathering places in mixed use areas to support use by pedestrians.

- Goal 2: Employers use transportation demand management (TDM) to discourage peak-hour commuting in single-occupancy vehicles.
  - Policy 2.1 Municipal TDM: Maintain a transportation demand management program for City employees.
  - Policy 2.2 Employer-Led TDM: Encourage all employers to adopt transportation demand management programs.
- Goal 3: The city's parking supply is managed to reduce vehicle miles traveled.
  - Policy 3.1 Managed Parking: Manage parking in Downtown, East Garvey, and the North Atlantic corridor to incentivize access by transit and non-vehicular modes of transportation.
  - Policy 3.2 Parking for Businesses: Encourage businesses to dedicate convenient parking areas for motorcycles, carpool vehicles, and zero emissions vehicles. Encourage compliance with California's Parking Cash-Out Law among employers that subsidize employee parking they don't own; eligible employers must offer their employees an option to receive a cash allowance instead of using a parking space.
- Goal 4: Frequent, convenient, and direct transit service allows travel within Monterey Park and access to regional transit networks.
  - Policy 4.1 Bus Waiting Areas: Provide comfortable and safe bus stop areas for waiting and boarding.
  - Policy 4.2 Local and Regional Transit: Promote use of the Spirit Bus and regional transit services and facilitate expansion of transit services.
  - Policy 4.3 Car-sharing Encourage car-sharing services that allow people to access shared cars for short trips in Monterey Park.
- Goal 5: A connected, multimodal transportation network promotes walking and bicycling.
  - Policy 5.1 Pedestrian Realm: Provide streets that are clean, comfortable, and attractive for pedestrian travel, especially in neighborhoods, the larger downtown area, and areas around pedestrian "attractors" such as public facilities, transit stops, schools, parks, and commercial uses.
  - Policy 5.2 Pedestrian Crossings: Provide visible pedestrian crossings at street corners where state law provides pedestrians with the right-of-way, and mid-block where convenient crossings are needed to discourage jaywalking.
  - Policy 5.3 ADA Pedestrian Improvements: Prioritize locations for Americans with Disabilities Act (ADA) improvements along pedestrian pathways, including installation of curb ramps, closing sidewalk gaps, and removing sidewalk obstructions.
  - Policy 5.4 Access from Neighborhoods: Provide safe and convenient pedestrian and bicycle access from surrounding neighborhoods to "attractors" including schools, public facilities, parks, and commercial areas.

  - Policy 5.5 Neighborhood Pedestrian Network: Encourage the creation of pathways through neighborhood common areas, open space, and private property to create more complete pedestrian networks in residential areas.
  - Policy 5.6 Multipurpose Trails: Seek opportunities to provide off-street multipurpose trails for biking and walking that increase connectivity throughout the city while providing an attractive environment for walking and bicycling separated from the roadway.
- Goal 6: Amenities along streets and at popular destinations make bicycling and walking trips more enjoyable and convenient
  - Policy 6.1 Public Bicycle Parking: Enhance bicycle parking at City facilities and designated bus stops along transit corridors.
  - Policy 6.2 Bicycle Parking in Development Projects: Require the provision of bicycle parking for new buildings and expansion projects as specified in the California Green Building Standards Code (CALGreen).
  - Policy 6.3 End-of-Trip Facilities at Businesses: Encourage businesses to provide bike parking and other end-of-trip facilities that promote bicycling.
  - Policy 6.4 Pedestrian Environment: Encourage the use of trees, vegetation, shade, and amenities along streets to create a pleasant walking.
- Goal 7: Drivers, cyclists, and pedestrians safely share roadways and trails.
  - Policy 7.1 Safe Routes to School: Provide every child in Monterey Park with a safe environment in which to walk or bicycle to school.
  - Policy 7.2 Safe Driver Behavior: Promote safe driver behavior around bicyclists and pedestrians, including knowing when to yield, looking for other people in the roadway, driving at appropriate speeds, and passing at a safe distance.
  - Policy 7.3 Bicyclist and Pedestrian: Education Encourage and promote the education of community members, including children, as safe and alert bicyclists and pedestrians.

City of Monterey Park Climate Action Plan

The City of Monterey Park has implemented a Climate Action Plan (CAP) to address GHG emissions related to land use patterns, transportations, building design, energy use, water demand, and waste generation. It outlines a roadmap to reduce GHG emissions and promote economic growth based on clean technology and sustainable practices. The CAP evaluates current GHG emissions; forecasts “business-as-usual” emissions; establishes a policy to reduce the City’s GHG emissions to 15 percent below baseline 2009 levels by 2020; sets an aspirational goal of achieving GHG emissions 49 percent below baseline 2009 levels by 2035; develops reduction strategies for building energy, transportation, land use, consumption, and solid waste emissions sources; and maintains consistency with CEQA. The CAP contains the following GHG reduction strategies, actions, and measures to meet the City’s reduction targets:

- Building Efficiency
  - E1. Efficiency Requirements for New Development. Adopt energy efficiency standards that are 15% higher than 2008 Title 24 standards.

  - E2. Building Retrofits. Perform energy efficiency retrofits in 10% of existing residential and commercial buildings.
  - E3. Appliance Upgrade. Replace existing appliances with Energy Star qualified appliances in 10% of existing homes and 95% of new homes.
  - R1. Solar Water Heating (Residential and Commercial). Install solar hot water heating systems on 10% of residential units and 5% commercial units.
  - R2. Alternative Energy Systems (Residential and Commercial). Install solar systems to account for 5% of residential electricity use and 2% of commercial electricity use.
- Land Use
  - LU1. Mixed-Use Development. Encourage high-density and mixed-use development near transit.
  - LU2. Service Nodes. Incentivize commercial and shopping opportunities near major office locations.
- Transportation
  - T1.2 Promote Use of Transit Network. Increase the percentage of people who use transit as a transportation mode.
  - T2.1. Expand Pedestrian Network and Increase Bicycle Parking. Increase the percentage of people who walk as a transportation mode. Require new developments to have a designated number of bike parking on-site.
  - T2.2. Provide End-Of-Trip Facilities. Increase the percentage of people who bike and walk as a transportation mode.
  - T3. Transportation Demand Management (TDM). Increase the number of employers that allow and offer amenities to encourage alternate commuting strategies that reduce VMT for employee commutes.
- Water and Waste
  - W1. Conserving Water. Reduce per capita water consumption by 20%.
  - W2. Reducing Waste. Solid waste diversion from landfills of 50%.

4.8.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to GHG emissions if it would:

a) Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment; or

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHG.

In order to provide guidance to local lead agencies on determining the significance of GHG emissions in their CEQA documents, SCAQMD convened the first GHG Significance Threshold Working Group (Working Group) meeting in 2008 (SCAQMD 2008); it convened a total of 15 times, with the last meeting taking place on September 28, 2010 (SCAQMD 2010). Based on

the last Working Group meeting, the SCAQMD identified an interim, tiered approach for evaluating GHG emissions intent on capturing 90 percent of development projects where SCAQMD is not the lead agency. The following describes the basic structure of SCAQMD's tiered, interim GHG significance thresholds:

A. Tier 1 consists of evaluating whether or not the project qualifies for applicable CEQA exemptions.

B. Tier 2 consists of determining whether or not a project is consistent with a greenhouse gas reduction plan. If a project is consistent with a greenhouse gas reduction plan, it would not have a significant impact.

C. Tier 3 consists of using screening values at the discretion of the Lead Agency; however, the Lead Agency should be consistent for all projects within its jurisdiction. The following thresholds were proposed for consideration:

    a. 3,000 $MTCO_2e$/yr for all land use types; or

    b. 3,500 MTCO2e/yr for residential; 1,400 MTCO2e/yr for commercial; 3,000 MTCO2e/yr for mixed use projects.

D. Tier 4 has three options for projects that exceed the screening values identified in Tier 3:

    a. Option 1: Reduce emissions from business-as-usual by a certain percentage (currently undefined).

    b. Option 2: Early implementation of applicable AB 32 Scoping Measures.

    c. Option 3: For plan-level analyses, analyze a project's emissions against an efficiency value of 6.6 $MTCO_2e$/yr/SP by 2020 and 4.1 $MTCO_2e$/yr/SP by 2035. For project-level analyses, analyze a project's emissions against an efficiency value of 4.8 and 3.0 $MTCO_2e$/yr/SP for the 2020 and 2035 calendar years, respectively.

The Project plans for growth through 2040, five years after SCAQMD's latest Tier 4 interim efficiency target year (2035) identified above. Therefore, to evaluate the Project's GHG emissions against future GHG reduction goals, the plan-level efficiency target has been adjusted based on the GHG reduction targets of SB 32, which sets a target of 40 percent below 1990 levels by 2030, and Executive Order S-03-05, which sets a goal of 80 percent below levels by 2050. The resulting, interpolated efficiency target for the year 2040 is 2.6 $MTCO_2e$/yr/SP.[3]

[3] To remain on track with future GHG reduction goals, it is necessary to identify the efficiency target for 2040. Pursuant to existing legislation, GHG emissions are required to be reduced to 40 percent below 1990 levels by 2030, and 80 percent below 1990 levels by 2050 – meaning a 40 percent reduction would need to occur between 2030 and 2050 compared to 1990 levels. 2040 is the halfway point between 2030 and 2050; thus, half the reductions that need to occur between 2030 and 2050 should be achieved by 2040 (i.e., GHG emissions should be 60 percent below 1990 levels by 2040). Using the efficiency metric for 2020, 6.6 $MTCO_2e$/yr/SP (the same efficiency as 1990 pursuant to AB 32 reduction requirements) and multiplying through by 40 percent (i.e., 60 percent below 1990 levels) results in a derived efficiency metric of 2.6 $MTCO_2e$/yr/SP for year 2040. The City is not applying or proposing to use 2.6 $MTCO_2e$/yr/SP as a CEQA GHG significance threshold for general use; rather, it is only intended for use on this Project.

4.8.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the generation of GHG emissions that may have a significant impact on the environment and any conflicts with applicable plans adopted for the purpose of reducing GHG emissions.

Greenhouse Gas Emissions

Impact GHG-1 – Would the project generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Analysis of Impacts

Project implementation allows for construction and operational activities that would generate GHG emissions. As described in more detail below, the GHG emissions generated by the growth allowed by the Project would exceed SCAQMD thresholds and result in a significant and unavoidable impact even with the inclusion of feasible mitigation measures.

Annual Construction Emissions

Project implementation allows for construction activities that would generate GHG emissions primarily from fuel combustion in equipment during demolition, site preparation, grading, building construction, paving, and architectural coating activities, and in worker, vendor, and haul trips to and from future construction projects. Demolition and construction activities would occur intermittently at different sites within the Planning Area over the next approximately 20 years.

To determine if anticipated typical construction activities could result in a significant GHG emissions impact, construction emissions were modeled using CalEEMod V. 2016.3.2. As described under Impact AQ-2, due to the uncertainty of timing and methods of construction activities that could occur for future development projects, the construction emissions analysis assumed that a maximum of 10 percent of the growth envisioned within the Planning Area could be under construction in any given year (see Chapter 4.3, Air Quality, Table 4.3-6).[4]

Generally, SCAQMD recommends amortizing construction GHG emissions over a 30-year period, since construction activities for a project typically only occur towards the start of a project and cease to emit GHG upon the completion of construction activities. This normalizes construction emissions so that they can be grouped with operational emissions and compared to appropriate thresholds, plans, and adopted policies. Since Project growth is allowed to occur over approximately 20 years, with construction potentially occurring every year, the emissions resulting from construction of 10 percent of the Planning Area's growth are assumed to represent potential annual construction emissions and, therefore, are grouped with operational emissions below. The annual construction-related GHG emissions that could occur with Project implementation are shown in Table 4.8-4.

[4] This is considered a conservative assumption because it represents a doubling of the overall average activity that could occur over an approximately 21-year growth period and thus likely overestimates potential annual construction-related GHG emissions resulting from implementation of the Project.

Table 4.8-4
Project Construction GHG Emissions Estimates

Source	GHG Emissions (Metric Tons / Year)			
	CO_2	CH_4	N_2O	Total $MTCO_2e$
Maximum Annual Construction GHG Emissions				
Demolition	26.9	0.01	-	26.9
Construction	952.8	0.1	-	956.5
Maximum Annual Emissions	980.0	0.1	-	983.4
Source: MIG 2019. See Appendix B				

Operational Emissions

As explained in more detail in Chapter 4.3, Air Quality, the Project allows for new residential, commercial, and recreational uses that would operate up to and likely through 2040. Allowed projected growth could include up to an additional 3,816 dwelling units, 607 new hotel rooms, and approximately 1,264,092 additional square feet of non-residential land uses within the Planning Area. The use of existing structures in the Planning Area, as well as the operation of new developments, would result in GHG emissions from mobile, energy, and area sources. Mobile sources, including vehicle trips to and from land uses within the Planning Area, would result primarily in emissions of CO_2, with emissions of CH_4 and NO_2 also occurring in minor amounts. In addition to mobile sources, GHG emissions would also be generated from natural gas usage, electricity use, water conveyance and use, wastewater treatment, and solid waste disposal. Natural gas use would result in the emission of two GHGs: CH_4 (the major component of natural gas) and CO_2 (from the combustion of natural gas). Electricity use associated with both the physical usage of development, as well as the energy needed to transport water/wastewater, would result in the production of GHGs if the electricity is generated through non-renewable sources (i.e., combustion of fossil fuels). Solid waste generated by land uses within the Planning Area would contribute to GHG emissions in a variety of ways. Landfilling and other methods of disposal use energy when transporting and managing the waste. In addition, landfilling, the most common waste management practice, results in the release of CH_4 from the decomposition of organic materials.

Potential operational GHG emissions resulting from Project operation were modeled using CalEEMod, Version 2016.3.2. The modeling assumes Project growth consistent with the change in land uses shown in Chapter 4.3, Air Quality, Table 4.3-11. The modeling is based on default data assumptions contained in CalEEMod, with the Project-specific modifications described under Impact AQ-2, as well as the following adjustments to default model assumptions:

- **Mobile Sources.** The default, weekday trip generation rates for existing land use types were replaced with trip generation rates contained in the TIS prepared for the Project (KOA, 2019), with the exception of elementary school land use trip rates. According to the TIS and default elementary school trip rates, the Project could generate approximately 568,291 total daily vehicle trips per weekday under projected growth conditions in 2040.
    - N_2O emissions were estimated for the Project by comparing the ratio of CO_2 and N_2O emissions for the on-road (light-duty vehicles) contained in the State's most recent GHG inventory (CARB 2018b). In 2016, statewide CO_2 and N_2O emissions estimates for the on-road transportation sector (light-duty gasoline

vehicles) were 115.4 and 0.005 million metric tons, respectively (N_2O emissions are therefore equal to 0.004% of CO_2 emissions for this sector).

- The CalEEMod estimate of CO_2 emissions was reduced by 20percent to reflect the reduction in carbon intensity that would be achieved under the State's LCFS (see Section 4.8.2) program by 2030.

- **Energy use and consumption.** In addition to natural gas usage, operation of the proposed Project could generate GHG emissions from electricity use. CalEEMod contains default energy efficiency values that are based on the 2016 energy code. To account for more efficient energy use that is anticipated to occur under the 2019 and subsequent energy codes, CalEEMod default assumptions regarding energy use were adjusted as follows:
  - CalEEMod default energy efficiency values were adjusted downwards by a factor of 0.5 to reflect increased energy efficiency and solar photovoltaic requirements of the 2019 energy code (CEC 2018). Similarly, the non-residential default light energy intensity value was adjusted downwards by a factor of 0.7 to reflect increased lighting efficiency in the 2019 energy code.
- **Water.** Water use was reduced consistent with the requirements of City CAP measure W1 (20 percent reduction).

The total unmitigated GHG emissions estimated to occur under projected 2040 growth conditions are shown below in Table 4.8-5. As described above, SCAQMD recommends the use of an efficiency threshold for plan-level analysis in which potential emissions levels are considered in terms of how many GHG emissions would be produced by each resident and employee using a project's facilities; thus, an adjusted 2040 project-level efficiency target of 2.6 $MTCO_2e/yr/SP$ was used.

Table 4.8-5
Project GHG Emissions

Source	GHG Emissions ($MTCO_2e$ / Year)		
	Existing (2019)[A]	Forecast Growth (2040)	Net Change
Area	7,593	8,352	+759
Energy	157,529	51,331	-106,199
Mobile[B]	635,017	413,537	-221,470
Waste	20,938	23,045	+2,107
Water	20,503	5,795	-14,708
Operational Total[C]	841,581	502,070	-339,511
Construction	--	983	+983
Total Emissions	841,581	503,053	-338,528
Service Population (SP)	100,478	114,901	14,423
$MTCO_2e/yr/SP$	8.4	4.4	-4.0
SCAQMD Tier 4 Adjusted 2040 Plan Level Efficiency Threshold	--	2.6	--
Exceeds Threshold?	**--**	**Yes**	**--**

Source: MIG 2019 (see Appendix B)

Notes: See Table 4.8-3 for existing GHG emissions in the Planning Area.

(A) CalEEMod 2016.3.2 does not incorporate GHG emissions reductions resulting from the State's Low Carbon Fuel Standards (LCFS). Although LCFS largely reduces GHG from upstream fuel processing (and not individual tailpipe emissions) the aggregate effect on transportation fuels is a reduction in GHG emissions throughout the state from lower fuel carbon content. Accordingly, this EIR analysis reduces transportation combustion emissions pursuant to LCFS requirements. Based on the latest estimate available from CARB, the LCFS regulation resulted in a 3.7% reduction in average carbon intensity content in 2017 and should result in a 20% reduction in average carbon intensity in 2020. Thus, CalEEMod transportation emissions were adjusted by multiplying by a factor of .963 for existing and 0.8 for project emissions to account for the LCFS regulation (CARB 2018b).

As shown above in Table 4.8-5, the Planning Area could emit approximately 503,053 $MTCO_2e$ annually by 2040. Dividing through by the Project service population (114,901 residents and employees) results in an efficiency metric of 4.4 $MTCO_2e$/yr/SP for 2040. Although this GHG efficiency level does not meet the adjusted target for 2040 (2.6 $MTCO_2e$/yr/SP), it does show an appreciable reduction from existing conditions. The GHG efficiency occurring under 2040 growth conditions would be approximately 48 percent less than 2019 conditions.

The primary source of Project GHG emissions would be mobile sources, specifically the single-family residential and regional shopping center land uses, which represent approximately 28 percent and 32 percent, respectively, of total annual VMT occurring under 2040 growth conditions. The TIS prepared for the Project indicates land use trip generation rates were reduced to reflect transit credits for portions of the Planning Area adjacent to high- quality transit lines, such as Metro Rapid lines or transit centers. These credits result in an approximate 5.3 percent reduction in trips generated under the Project's 2040 growth projection.

Level of Significance Before Mitigation

As shown in Table 4.8-5, the Project's 2040 growth projection could result in GHG emissions that exceed the adjusted, SCAQMD derived plan-level efficiency metric. This is considered a **potentially significant** impact.

Mitigation Measures

The Project includes goals and policies that build upon the 2001 General Plan and 2014 Sustainable Community Element, which promote mixed-use developments, transportation demand and parking management strategies, transit service, and other actions that reduce transportation-related GHG emissions. In addition, implementation of Mitigation Measures AQ-2B, AQ-2C, and AQ-2D (in Chapter 4.3, Air Quality) would reduce mobile source emissions and reduce VMT; however, since future, specific development projects are unknown, and some of the measures are voluntary, the emissions reductions that would be achieved by Mitigation Measures Q-2B, AQ-2C, and AQ-2D are not certain and cannot be guaranteed by the City at this time.

Level of Significance After Mitigation

Mitigation Measures AQ-2B, AQ-2C, and AQ-2D would reduce residential and non-residential vehicle trip emissions by promoting electric vehicle infrastructure, bicycle parking, and non-residential TDM programs. These measures would reduce exhaust emissions from vehicles; however, since future, specific development projects are unknown, and some of the measures are voluntary, the emissions reductions that would be achieved by Mitigation Measures AQ-2B, AQ-2C, and AQ-2D are not certain and cannot be guaranteed by the City at this time. Therefore,

the Project's 2040 growth projection could result in GHG emissions that exceed SCAQMD thresholds. This impact would be **significant and unavoidable** even with implementation of feasible mitigation measures.

Conflicts with Adopted Plans

Impact GHG-2 – Would the project conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Analysis of Impacts

CARB Scoping Plan

As discussed under Section 4.8.2, Regulatory Framework, the 2017 Climate Change Scoping Plan is CARB's primary document used to ensure State GHG reduction goals are met. The plan identifies an increasing need for coordination among State, regional, and local governments to achieve the GHG emissions reductions that can be gained from local land use planning and decisions. The major elements of the 2017 Climate Change Scoping Plan, which is designed to achieve the State's 2030 GHG reduction goal, are listed in Section 4.8.2. Nearly all of the specific measures identified in the 2017 Climate Change Scoping Plan would be implemented at the state level, with CARB and/or another State or regional agency having the primary responsibility for achieving required GHG reductions. The Project, therefore, would have limited ability to directly conflict with any of the specific measures identified in the 2017 Climate Change Scoping Plan. Nonetheless, the overarching goal of the 2017 Climate Change Scoping Plan is to achieve a 40 percent reduction in GHG emissions below 1990 levels by 2030. To achieve this statewide goal, the 2017 Climate Change Scoping Plan recommends a statewide efficiency metric of six metric tons per capita by 2030 and two metric tons per capita by 2050. These statewide per capita targets are based on the statewide GHG emissions inventory that includes all emissions sectors in the state. Based on the emissions modeling conducted for the Project, the Project growth would result in emissions that exceed the 2017 Climate Change Scoping Plan adjusted statewide 2040 metric of four metric tons per capita employed for this EIR.[5] It is worth noting that while the Project would exceed the statewide efficiency metrics, which were derived with the overarching goal of a 40percent reduction in GHG emissions below 1990 levels, implementation of the Project would result in an approximately 40 percent reduction compared to current GHG emissions.

SCAG 2016 RTP/SCS

As described in Section 4.11, Land Use, Table 4.11-2, the Project would be consistent with the goals of the 2016 RTP/SCS. The primary goal of SCAG's RTP/SCS is to reduce emissions by 8 percent per capita by 2020, 18 percent per capita by 2035, and 21 percent per capita by 2040, relative to 2005 levels. This level of reduction would meet and exceed the region's GHG targets set by CARB (8 percent per capita by 2020 and 13 percent per capita by 2035). Table 4.8-6 below compares the existing 2019 and 2040 VMT and transportation-related GHG emissions per capita in the Planning Area.

[5] The Project plans for growth through 2040. Therefore, the 2040 statewide efficiency metric is linearly derived from the State's 2030 (6 $MTCO_2e$ per capita) and 2050 (2 $MTCO_2e$ per capita) targets. The Project's per capita GHG emissions in 2040 would be approximately 6.2 $MTCO_2e$.

Table 4.8-6
Transportation GHG Emissions and VMT Per Capita

Metric	2019	2040 Growth	Percent Change
Population	68,888	80,581	+17%
Annual VMT(A)	1,411,576,106	1,531,570,752	+8.5%
VMT per capita	20,491	19,007	-7.2%
Transportation GHG(B)	635,017	413,537	-35%
Transportation GHG per capita	9.22	5.14	-44%

Source: MIG 2019
(A) Obtained from CalEEMod outputs, see Appendix B.
(B) See Table 4.8-4

As shown in Table 4.8-6, the Project could, in 2040, result in an approximately 7.2 percent reduction in VMT per capita and an approximate 44percent reduction in transportation GHG per capita as compared to 2019 conditions. 2005 conditions are not known, but are presumed to have a higher (i.e., less efficient) per capita consumption value than 2019 conditions. Since the project would be consistent with the goals of the 2016 RTP/SCS - by reducing VMT per capita by 7.2 percent compared to 2019 conditions, and by reducing transportation GHG emissions per capita by 44 percent compared to 2019 conditions - it would not conflict with the 2016 RTP/SCS.

City of Monterey Park Climate Action Plan (CAP)

As discussed in Section 4.8.2, the City's CAP sets GHG emissions reduction targets of 15 percent below baseline 2009 levels by 2020, and sets a goal of achieving GHG emissions reductions target of 49 percent below baseline 2009 levels by 2035.

The emissions estimation methodologies used in the CAP and this EIR differ, and are not directly comparable. The Project's planned type and location of growth is consistent with the CAP's policies calling for mixed-use development (Policy LU1) and commercial/shopping opportunities near office locations (Policy LU2)., Mitigation Measures AQ-2B, AQ-2C, and AQ-2D in this EIR would reduce transportation-related emissions consistent with CAP policies calling for transit (Policy T1), pedestrian and bicycle facilities (Policy T2.1), end of trip facilities (Policy T2.2), and TDM measures (Policy T3). However, the Project could conflict with the City's CAP for several reasons. First, the total amount of GHG emissions occurring with Project growth in 2040 would be approximately 40 percent less than current 2019 conditions (as estimated in this EIR). This level of reduction is unlikely to be in line with the CAP's aspirational goal to reduce GHG emissions 49 percent below 2009 levels by 2035. Second, the Project could result in an approximate annual average growth rate, in terms of population, of 0.81 percent between 2019 and 2040, whereas the CAP's future GHG emissions are based on a 0.45 percent growth rate between 2020 and 2035.

Since the Project would permit potentially higher levels of growth than currently planned for in the City's CAP, it would be inconsistent with the CAP until such time as the City revises the CAP.

Level of Significance Before Mitigation

As shown in Table 4.8-5, Project growth could result in GHG emissions that exceed the 2017 Climate Change Scoping Plan's recommended efficiency metrics. In addition, the Project has the potential to result in growth that is not planned for in the City's CAP. This is considered a **potentially significant impact**.

Mitigation Measures

See Mitigation Measures AQ-2B, AQ-2C, and AQ-2D.

Level of Significance After Mitigation

Project growth would result in GHG emissions that exceed the 2017 Climate Change Scoping Plan's recommended efficiency metrics. The Project's growth would also exceed the growth rate planned for in the City's CAP. These impacts would remain significant, even with implementation of feasible mitigation measures. Therefore, Project growth would result in a significant and unavoidable conflict with the 2017 Climate Change Scoping Plan and the City's CAP.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to greenhouse gas emissions?

Analysis of Impacts

Global climate change is the result of GHG emissions worldwide; individual projects do not generate enough GHG emissions to significantly influence *global* climate change. Thus, the analysis of GHG emissions is by nature a cumulative analysis focused on whether an individual project's contribution to global climate change is cumulatively considerable. As described under Impact GHG-1 and GHG-2, the Project would result in GHG emissions that exceed the significance thresholds applied in this EIR and would conflict with the 2017 Climate Change Scoping Plan and City's CAP.

Level of Significance Before Mitigation

The Project's 2040 growth projection and associated GHG emissions could exceed the significance threshold applied in this EIR and pose a conflict with the 2017 Climate Change Scoping Plan and City's CAP. This is considered a **potentially significant impact.**

Mitigation Measures

See Mitigation Measures AQ-2B, AQ-2C, and AQ-2D in EIR Chapter 4.3, Air Quality.

Level of Significance After Mitigation

Even with implementation of feasible mitigation measures, this impact would be ***significant and unavoidable***.

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4.9 – Hazards and Hazardous Materials

This EIR chapter addresses hazards and hazardous materials impacts associated with implementation of the Focused General Plan Update. Potential impacts are identified and mitigation measures are proposed, if required.

4.9.1 – ENVIRONMENTAL SETTING

Hazardous Materials

In Monterey Park, commercial and industrial businesses that use hazardous materials include dry cleaners, auto service provides, landscape contractors, and computer components manufacturers, among others. Residences also generate household hazardous wastes in the form of paints, thinners, pesticides, and fertilizers. Active hazardous materials sites within the Planning Area are summarized below in Table 4.9-1 based on the Department of Toxic Substance Control EnviroStor database (Department of Toxic Substances Control, 2018) (a data management system for tracking cleanup, permitting, enforcement and investigation efforts at hazardous waste facilities and sites), the California State Water Resources Control Board's (SWRCB) Geotracker database (California State Water Resources Control Board, 2018) (data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater) and the U.S. Environmental Protection Agency Superfund Enterprise Management System database (US Environmental Protection Agency, 2018). A designation of "open" status indicates an ongoing case that has been opened by a regulatory agency and the site is undergoing assessment, remediation or site monitoring. A "closed" status indicates a regulatory agency has determined that no further remediation activities are required. There are over 50 sites within Monterey Park that are considered closed hazardous materials sites.

Table 4.9-1
Active Hazardous Materials Contamination Sites within the City of Monterey Park Planning Area

Name	Address	Type of Case	Clean-Up Status	Case Numbers
Architectural Woodworking Company (Former ITT Inc)	576, 580, 582 Monterey Pass Road	Cleanup Program Site/ Waste Discharge Requirement Site	Open – Site Assessment	Los Angeles RWQCB – Case #1296; CI #: 10249
DHM International Corp	901 Monterey Pass Road	Waste Discharge Requirement Site	Historical	Los Angeles RWQCB – Case 10035
Former Park Cleaners (Vacant Site)	217 Garfield Avenue	Waste Discharge Requirement (WDR) Site	Active - WDR	CI #: 10236
Metropolitan Water District's Middle Feeder South Pipeline	700 Portrero Grande Drive	Waste Discharge Requirement Site	Draft - WDR	WDR FILE #: 17-046
Alpha Photonic, Inc.	2019 Saturn Street	Tiered Permit – Chemical Storage Facility		
Ross Nameplate Co.	Red Plum Circle, #2	Tiered Permit – Generates Regulated Hazardous Waste		

Name	Address	Type of Case	Clean-Up Status	Case Numbers
Operating Industries, Inc. Landfill	900 Portrero Grande Drive	Federal Superfund	Certified/Operation and Maintenance	
New Cure, Inc	900 Portrero Grande Drive	Hazardous Waste Facility	Undergoing Closure	
Shell	306 E. Garvey Ave.	LUST Cleanup Site	Open - Site Assessment	RB Case #: I-09488A; Loc Case #: 8425-26404
H & C Auto Repair	1500 S. Monterey Pass Road	LUST Cleanup Site	Open – Eligible for Closure	RB Case #: R-07326; Loc Case #: L422394
Blanchard Landfill	4531 Blanchard Street	Land Disposal Site	Open – Closed/with Monitoring	RB Case #: CI-9581
Rothenberger USA Inc.	955 Monterey Pass Road	Cleanup Program Site	Open - Inactive	RB Case #: 0320

Source: Department of Toxic Substances Control, *EnviroStor,*; California State Water Resources Control Board, *GeoTracker;* US Environmental Protection Agency, *Superfund Enterprise Management System Database,* (accessed May 8, 2019).

Operating Industries, Inc. Landfill Site

As described in the General Plan Safety and Community Services Element, in 1948 landfill operations began at a 190-acre site in the southeast portion of Monterey Park. The site, which was made up of a northern parcel and a southern parcel, was purchased in 1952 by Operating Industries, Inc. (OII). Construction of the Pomona Freeway in 1968 physically divided the landfill into two areas. Over the years, many different types of residential, commercial, and hazardous waste were deposited into the landfill. In 1984, the landfill, still owned by OII, stopped accepting waste and the site was placed on the EPA's National Priority List two years later.

Under the authority of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), the EPA has worked with Monterey Park and neighboring cities to develop long-term remediation of the site which is designated as a "Superfund" site. Cleanup is expected to continue until 2040 and is concentrated on soil, groundwater, and leachate contamination (leachate forms from liquid industrial wastes as they mix with water and percolate into the soil).

The 45-acre northern parcel was impacted to a lesser degree from landfill operations than the southern parcel. As a result, development of this parcel is possible and currently includes utility and commercial uses. As the south parcel will not be fully remediated for many years, the site will be maintained as open space until the site is considered clean.

Airport Hazards

Los Angeles International Airport is located more than 15 miles to the southwest and El Monte Airport located approximately four miles to the east of Monterey Park. The Planning Area does not fall within the Planning Boundary/Airport Influence Area for these airports (Department of Regional Planning, 2004).

4.9.2 – REGULATORY FRAMEWORK

Federal agencies regulating hazardous materials include the United States Environmental Protection Agency (EPA), Occupational Safety and Health Administration (OSHA), and the United States Department of Transportation (DOT).

United States Environmental Protection Agency

The Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA), among other things, provides a Federal "Superfund" to clean up uncontrolled or abandoned hazardous-waste sites as well as accidents, spills, and other emergency releases of pollutants and contaminants into the environment. Through CERCLA, the United States Environmental Protection Agency (EPA) is given power to seek parties responsible for any release and compel their cooperation in the cleanup.

The Resource Conservation and Recovery Act (RCRA) gives the EPA the authority to control hazardous waste from the "cradle-to-grave." This includes the generation, transportation, treatment, storage, and disposal of hazardous waste. RCRA also set forth a framework for the management of non-hazardous solid wastes. The 1986 amendments to RCRA enabled EPA to address environmental problems that could result from underground tanks storing petroleum and other hazardous substances.

United States Department of Transportation

The United States Department of Transportation (DOT) Pipeline and Hazardous Materials Safety Administration regulates the transport of hazardous materials through Title 49 of the Code of Federal Regulations (49 CFR), Subchapter C, "Hazardous Materials Regulations." Parts 171-177 provide general information on hazardous materials and regulation for their packaging and their shipment by rail, air, vessel, and public highway.

State

The management of hazardous materials and waste within California is under the jurisdiction of the California Environmental Protection Agency (CalEPA) and the Department of Toxic Substances Control (DTSC). Additionally, nine Regional Water Quality Control Boards (RWQCB) regulate the quality of water within the state, including contamination of state waters as a result of hazardous materials and/or waste.

California Environmental Protection Agency (CalEPA)

CalEPA implements and enforces environmental laws regulating air, water and soil quality, pesticide use and waste recycling and reduction. It also establishes regulations governing the use of hazardous materials in the state.

California Department of Toxic Substances Control (DTSC)

DTSC oversees hazardous substances and wastes, remedial investigations, and protects drinking water from toxic contamination.

Los Angeles Regional Water Quality Control Board (RWQCB)

The Los Angeles RWQCB (one of nine regional boards in the state) protects surface and groundwater quality from pollutants discharged or threatened to be discharged to the waters of the state. The RWQCB issues and enforces National Pollutant Discharge Elimination System (NPDES) permits and regulates leaking underground storage tanks and other sources of groundwater contamination.

California Highway Patrol and California Department of Transportation

California Highway Patrol (CHP) and California Department of Transportation (Caltrans) have primary regulatory responsibility for the transportation of hazardous wastes and materials.

California Occupational Safety and Health Administration (Cal/OSHA)

Cal/OSHA is responsible for promulgating and enforcing state health and safety standards and implementing federal Occupational Safety and Health Administration (OSHA) laws. CalOSHA's regulatory oversight includes minimizing the potential for releases of asbestos and lead during construction and demolition activities.

Local

City of Monterey Park General Plan

The City of Monterey Park Safety and Community Services Element (City of Monterey Park, 2001) includes the following policies related to hazards and hazardous materials:

- Goal 8.0: Protect residents and business employees from potential hazards associated with the use, storage, manufacture, and transportation of hazardous materials in and through the City.
    - Policy 8.1: Continue participation in the Standardized Emergency Management System.
    - Policy 8.2: Partner with Los Angeles County to sponsor household hazardous waste disposal programs for residents to bring pesticides, cleaning fluids, paint cans and other common household toxics to a centralized location for proper disposal.
    - Policy 8.3: Educate the community regarding the proper storage, handling, use and disposal of hazardous household materials.
    - Policy 8.4: Incorporate into the development review and business license issuance processes a means for ascertaining the materials and production methods used by a business and the potential risks posed to adjacent and nearby residential neighborhoods, schools, and other sensitive land uses.

- Goal 10.0: Protect the community from soil, groundwater, and leachate contamination from the OII site.
    - Policy 10.1: Cooperate with the EPA in efforts to remedy contamination at the south parcel and continue implementation of cleanup practices.
    - Policy 10.2: Return the north parcel to a beneficial use by encouraging commercial development.

Standardized Emergency Management System

Monterey Park participates in the Standardized Emergency Management System (SEMS) that provides a framework for coordinating multi-agency emergency responses. The City's SEMS prepares City staff to react quickly and specifically to any hazardous materials accident, with the Fire Department leading the response team. The SEMS includes provisions for the Fire Department to maintain records of all hazardous materials stored and used at businesses in the community to ensure appropriate response to any individual incident. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures.

4.9.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to hazards and hazardous materials if it would:

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; or

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires.

4.9.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hazards and hazardous materials and recommends mitigation measures as needed to reduce significant impacts.

Transport, Use, and Disposal Hazards

Impact HAZMAT-1 – Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Analysis of Impacts

Implementation of the Project would result in an increase in residential dwelling units and commercial and office square footage within the Planning Area. Subsequent construction allowed by the implementation of the Project would likely involve the use and disposal of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals typically present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard.

Hazardous materials associated with new residential uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, pesticides, or other similar materials. The limited quantity of such products would not generate significant hazardous emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment. The following General Plan policies, which address residential use of hazardous materials, would continue to be implemented:

- Policy 8.2: Partner with Los Angeles County to sponsor household hazardous waste disposal programs for residents to bring pesticides, cleaning fluids, paint cans and other common household toxics to a centralized location for proper disposal.
- Policy 8.3: Educate the community regarding the proper storage, handling, use and disposal of hazardous household materials.

Future business development within the Planning Area could involve the storage, use, and disposal of potentially hazardous materials, including building maintenance supplies, paints and solvents, pesticides and herbicides for landscaping and pest control, vehicle maintenance products, and the similar substances. The City would require all new development to follow applicable state and local regulations and guidelines regarding the storage, handling and disposal of hazardous waste. All hazardous materials are required to be stored and handled according to manufacturer's directions and local, state, and federal regulations. Furthermore, the following policy, which addresses new commercial uses that handle hazardous materials, would be applicable:

- Policy 8.4: Incorporate into the development review and business license issuance processes a means for ascertaining the materials and production methods used by a business and the potential risks posed to adjacent and nearby residential neighborhoods, schools, and other sensitive land uses.

Given the existing federal, State, and local hazardous materials regulations already in place, the proposed project’s potential threat to public health and safety and the environment from hazardous materials transport, storage, use, and disposal would be less-than-significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Hazardous Materials

Impact HAZMAT-2 – Would the project 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?

Analysis of Impacts

As described above, hazardous substances may be generated, stored, transported, used or disposed of related to future development and activities allowed by the Project.

Demolition of existing structures would involve removal and disposal of existing building materials. Some buildings may contain hazardous materials, such as asbestos containing materials or lead based paint. The South Coast Air Quality Management District (SCAQMD) regulates the demolition and renovation of buildings and structures that may contain asbestos, and the manufacture of materials known to contain asbestos. The SCAQMD is vested with authority to regulate airborne pollutants through both inspection and law enforcement, and is to be notified 10 days in advance of any proposed demolition or abatement work. SCAQMD regulations must always be followed when removing asbestos or demolishing buildings.

Development allowed by the Project may involve the transport, storage, use or disposal of hazardous materials. With existing federal, State and local regulation and oversight of hazardous materials, the risk to the public or the environment from upset and accident conditions involving the release of hazardous materials would be a less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Emit Hazardous Emissions

Impact HAZMAT-3 – Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Analysis of Impacts

There are several schools within the City and development allowed by the Project could occur within one-quarter mile of an existing or proposed school. The new development allowed by the

Project is expected to be primarily residential, commercial and office uses; these uses are not expected to emit hazardous materials affecting school sites. Hazardous materials associated with new residential, commercial, and offices uses could include, for example, liquid chemical products (e.g., household cleaners), used motor oil, building maintenance supplies, paints and solvents, and pesticides. The limited quantity of such products would not generate significant hazardous air emissions or involve the use of acutely hazardous materials that could pose a significant threat to the environment or human health.

New development within the Planning Area could use and dispose of chemical agents, solvents, paints, and other hazardous materials associated with construction activities. The amount of these chemicals present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Hazardous Materials Sites

Impact HAZMAT-4 – Would the project 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?

Analysis of Impacts

As shown in Table 4.9-1, there are several active hazardous material release sites in the City of Monterey Park with regulatory oversight from either the RWQCB, DTSC, EPA or Los Angeles County. Some of these sites are included on a list compiled pursuant to Government Code Section 65962.5. Additionally, there may be other hazardous material release sites that are not active but have deed/land-use restrictions associated with a former hazardous materials release. The disturbance of hazardous materials on these sites during earthwork activities could pose a hazard to construction workers, nearby receptors, and the environment.

Any future development would be subject to the City's standard environmental review that would include identification of any contaminated site possibly not already identified and implementation of appropriate cleanup and disposal procedures

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Airports

Impact HAZMAT-5 – 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?

Analysis of Impacts

Los Angeles International Airport is located more than 15 miles to the southwest and El Monte Airport located approximately four miles to the east of Monterey Park. The Planning Area does not fall within the Planning Boundary/Airport Influence Area for these airports.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No Mitigation is Required

Adopted Response and/or Evacuation Plans

Impact HAZMAT-6 – Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

No circulation changes are proposed as part of the Focused General Plan Update. The Project would allow for development and redevelopment projects within the City. In accordance with City polices, the City would review all development proposals to determine the possible impacts of each development on emergency services.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Wildland Fires

Impact HAZMAT-7 – Would the project expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

Analysis of Impacts

The City of Monterey Park is a developed urban area. The development allowed by the Project is expected to occur primarily within Focus Areas; these areas of the City include existing development. Additionally, maps prepared by CAL FIRE do not identify the City of Monterey Park

as a very high fire hazard severity zone (California Department of Forestry and Fire Protection, Fire Resources Assessment Program, 2011).

In accordance with City polices, the City would review all potential development proposals to determine the possible impacts of each development on emergency services. Furthermore, the existing General Plan policies would be applicable to new development on slopes:

- Policy 11.2: Maintain brush clearance and weed abatement programs to reduce the risk of fires.

Please see Chapter 4.20, Wildfire, for additional discussion of wildfire hazards.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is Required

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to hazards and hazardous materials?

Analysis of Impacts

The Project allows for an increase of approximately 1,264,092 square feet of commercial and office uses and 3,816 additional dwelling units within the Planning Area. This new development may include storage, use and disposal of potentially hazardous materials including household cleaners, paints, pesticides for landscaping, fuels and oils, and other similar products. It is expected that future development within the area will comply with federal, state, and local statutes and regulations applicable to hazardous materials. The Planning Area is not located within two miles of a public or private airstrip. The Planning Area is located in an urban/suburban area that is not adjacent to large amounts of natural vegetation that would be susceptible to wildland fire. With applicable federal and State laws, regulations, standards and oversight, and local policies and programs, the cumulative impact to the public or the environment from hazardous materials would be less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation required.

4.9.5 REFERENCES

California Department of Forestry and Fire Protection, Fire Resources Assessment Program, 2011. *Very High Fire Hazard Severity Zones in LRA, Los Angeles County,* September (http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf (accessed May 1, 2019)

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City of Monterey Park, 2001. *City of Monterey Park General Plan, Safety and Community Services Element,* July 18.

Department of Regional Planning, 2004. *Los Angeles County Airport Land Use Plan, Los Angeles County Airport Land Use Commission,* Revised December 1.

Department of Toxic Substances Control, 2018. *EnviroStor,* https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=Monterey+Park (accessed May 8, 2019).

US Environmental Protection Agency, 2018. *Superfund Enterprise Management System Database, https://cumulis.epa.gov/supercpad/CurSites/srchsites.cfm* (accessed May 8, 2019).

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4.10 – Hydrology and Water Quality

This EIR chapter describes hydrology and water quality impacts associated with implementation of the Monterey Park Focused General Plan Update (Project). The existing environmental setting is described within the context of hydrology, flooding and water quality issues. The potential for impacts are analyzed and identified.

4.10.1 – ENVIRONMENTAL SETTING

Climate and Topography

The City of Monterey Park has a Mediterranean climate, with distinct wet and dry seasons. The climate is characterized by long, dry, summers and mild, relatively wet winters. The average annual precipitation is approximately 14.78 inches, with most of the rainfall occurring between November and March (Western Regional Climate Center, 2019).

Elevations within the Planning Area range from 250 feet above mean sea level (amsl) along Highway 60 to 580 feet at the Garvey Reservoir.

Hydrology and Storm Drainage

The City of Monterey Park is located within the Los Angeles River Watershed. The Los Angeles River watershed covers approximately 834 square miles and includes the City of Monterey Park and 42 other cities. Much of the watershed is highly developed, with residential, open space and agricultural, and commercial/industrial/transportation being the predominant land uses.

Most portions of the Los Angeles River are completely channelized for flood protection, as are many of its tributaries including Alhambra Wash and Rio Hondo, which are located east of the City, and the Laguna Channel, located in the western portion of the City. They are fed by a series of underground storm drain network.

The majority of the storm drain system in Monterey Park is municipally owned and operated; however, about 20 percent are managed by the Los Angeles County Department of Public Works. The storm drain system handles run-off of storm water from all streets and parking facilities. The City of Monterey Park has approximately 855 catch basins or point of entries into the system. These storm drains channel water and other materials directly to the ocean (City of Monterey Park, 2019).

Groundwater

The City's main source of water supply is groundwater pumped from the Main Basin. The Main Basin includes essentially the entire valley floor of the San Gabriel Valley with the exception of the Raymond Basin and Puente Basin. The Main Basin (administered by the Main Basin Water master) is a large groundwater basin replenished by stream runoff from the adjacent mountains and hills, rainfall directly on the surface of the valley floor, subsurface inflow from Raymond Basin and Puente Basin, and by return flow from water applied for overlying uses. Additionally, the Main Basin is replenished with untreated State Water Project (SWP) water, which is delivered directly to spreading grounds in the Main Basin. The Main Basin serves as a natural storage reservoir,

transmission system and filtering medium for wells constructed therein. The City has the legal right to pump groundwater from the Main Basin and has seven active wells. These wells have a combined capacity of about 11,000 gpm. (2015 Urban Water Management Plan, 2016)

Flooding

Flood maps prepared by the Federal Emergency Management Agency (FEMA) do not identify any 100-year flood zones in the Planning Area (Federal Emergency Management Agency, 2019).

Dam Inundation

The Metropolitan Water District (MWD) owns Garvey Reservoir, which has a 1,600 acre-feet capacity and is located within the City of Monterey Park. Garvey Reservoir lies impounded behind a north dam and a south dam. In 1990, a Garvey Reservoir leak resulted in adjacent homes flooding. In 1999, MWD completed a substantial overhaul of the facility to address seepage and ensure overall reservoir integrity.

The Laguna Basin is a component of the Los Angeles County regional flood control system and is maintained by the Los Angeles County Department of Public Works.[1]

Catastrophic failure at either of these facilities would result in inundation within the surrounding area. The flood inundation area is shown in Exhibit 4.10-1.

4.10.2 – REGULATORY FRAMEWORK

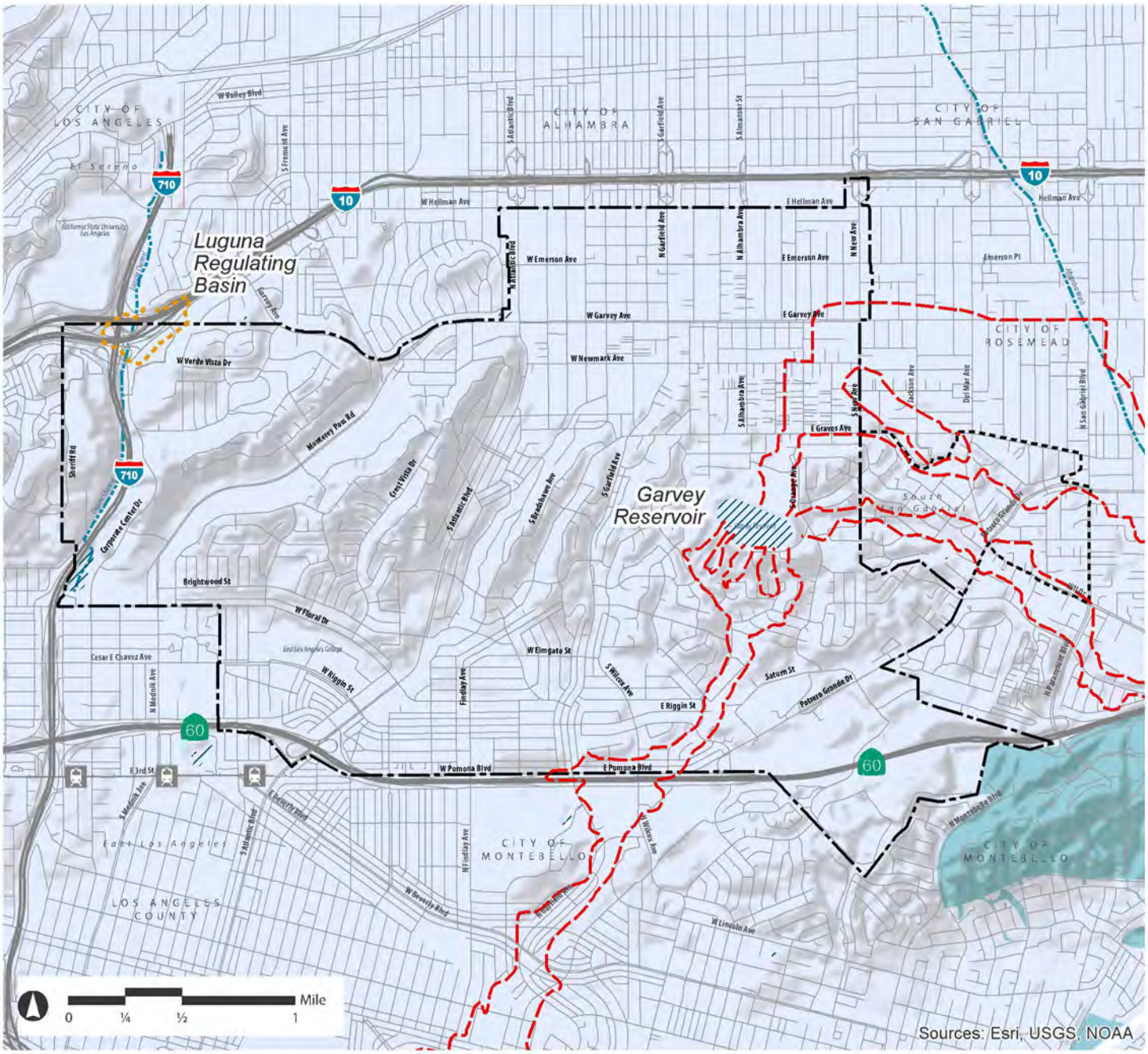
Federal

Clean Water Act (33 USC §§ 1251, *et seq*.)

The Clean Water Act (CWA) establishes the basic structure for regulating discharges of pollutants into the waters of the United States and regulating quality standards for surface waters. Under the CWA, the Environmental Protection Agency (EPA) has implemented pollution control programs such as setting wastewater standards for industry. EPA has also developed national water quality criteria recommendations for pollutants in surface waters.

The CWA made it unlawful to discharge any pollutant from a point source into navigable waters, unless a permit was obtained. EPA's National Pollutant Discharge Elimination System (NPDES) permit program controls discharges. Point sources are discrete conveyances such as pipes or man-made ditches. Individual homes that are connected to a municipal system, use a septic system, or do not have a surface discharge do not need an NPDES permit; however, industrial, municipal, and other facilities must obtain permits if their discharges go directly to surface waters.

[1] Please note that documents refer to this facility as either Laguna Basin or Luguna Regulating Basin.



Flood Zones and Dam Inundation Areas

- Garvey Reservoir
- Luguna Regulating Basin
- D: Possible but Undetermined Flood Hazards
- X: Area of Minimal Flood Hazard

Water Features

- Water Courses and Flood Control Channels
- Waterbodies

Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations

Monterey Park 2040

Sources: Federal Emergency Management Agency (FEMA), Flood Insurance Rate Maps (FIRM), Effective Map Date: September 2008; Garvey Reservoir Inundation Map, California Governor's Office of Emergency Services, Dam Inundation Maps, 1972 to 2000.

March 2019

Exhibit 4.10-1
Flooding Hazards

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Safe Water Drinking Act (42 U.S.C. § 300f, *et seq.*)

The Safe Drinking Water Act (SDWA) was originally passed by Congress in 1974 to protect public health by regulating the nation's public drinking water supply. Under the SDWA, EPA sets standards for drinking water quality and, with its partners, implements various technical and financial programs to ensure drinking water safety.

National Flood Insurance Program

The National Flood Insurance Program aims to reduce the impact of flooding on private and public structures. It does so by providing affordable insurance to property owners, renters and businesses and by encouraging communities to adopt and enforce floodplain management regulations.

State

Porter-Cologne Act (Water Code §§ 13000, *et seq*.).__

The Porter-Cologne Act is the principal law governing water quality regulation in California. It establishes a comprehensive program to protect water quality and the beneficial uses of water. The Porter-Cologne Act applies to surface waters, wetlands, and ground water and to both point and nonpoint sources of pollution. The Porter-Cologne Act established nine Regional Water Boards and the State Water Board, which are charged with implementing its provisions and have primary responsibility for protecting water quality in California. The State Water Board provides program guidance and oversight, allocates funds, and reviews Regional Water Boards decisions.

Sustainable Groundwater Management Act (Water Code § 10720, *et seq.*)

In 2014, Governor Jerry Brown signed into law a three-bill legislative package collectively known as the Sustainable Groundwater Management Act (SGMA). SGMA requires governments and water agencies of high and medium priority basins to halt overdraft and bring groundwater basins into balanced levels of pumping and recharge. Under SGMA, these basins should reach sustainability within 20 years of implementing their sustainability plans. For critically over-drafted basins, that will be 2040. For the remaining high and medium priority basins, 2042 is the deadline. SGMA empowers local agencies to form Groundwater Sustainability Agencies (GSAs) to manage basins sustainably and requires those GSAs to adopt Groundwater Sustainability Plans (GSPs) for crucial groundwater basins in California.

Regional

National Pollutant Discharge Elimination System (NPDES) Permits

Storm water discharges in California are regulated through National Pollutant Discharge Elimination System (NPDES) permits. In the Los Angeles region, the storm water program is a comprehensive program to manage the quality of discharges from the municipal separate storm sewer system in the incorporated and unincorporated areas in Los Angeles County.

Construction General Permit

For storm water discharges associated with construction activity in the State of California, the State Water Resources Control Board has adopted the *General Permit for Storm Water*

Discharges Associated with Construction and Land Disturbance Activities (Construction General Permit). Projects disturbing one or more acres of soil, or whose projects disturb less than one acre but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with Construction Activity. Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. The Construction General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer.

Municipal Stormwater Permit

The Los Angeles Water Board regulates discharges from medium and large municipal separate storm sewer systems (MS4s) through the Los Angeles County, Long Beach, and Ventura County MS4 Permits. These permits are issued under the NPDES Program. The Municipal Separate Storm Sewer System (MS4) Permit Order No. R4-2012-0175 for Los Angeles County provides a mechanism for the City of Monterey Park to achieve Permit compliance through development of Enhanced Watershed Management Programs (EWMP). EWMP for the Upper Los Angeles River (ULAR) Watershed Management Area (EWMP Area) was developed by the ULAR EWMP Group, which includes the City. The EWMP was developed to maximize the retention and use of urban runoff as a resource for groundwater recharge and irrigation. Monterey Park Municipal Code Section 6.30.030 prohibits the discharge of untreated wastewater to the MS4 including non-stormwater untreated runoff within the City.

Local

City of Monterey Park General Plan

General Plan policies related to hydrology and water quality are listed below:
Safety and Community Services Element

- Goal 3.0: Protect public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and liquefaction-prone areas.
    - Policy 3.1: Periodically evaluate the effectiveness of the Property Maintenance, Urgency, and Grading Ordinance in preventing mud and debris flows.
- Goal 4.0: Protect public and private properties from flood hazards associated with catastrophic dam failure at Garvey Reservoir and the Laguna Basin.
    - Policy 4.1: Support efforts of the State Department of Conservation, Division of Dam Safety to conduct period inspections of Garvey Reservoir and the Laguna Basin.
    - Policy 4.2: Work with the Metropolitan Water District of Southern California to ensure the City is provided with current information regarding reservoir and dam safety, and that the MWD complies fully with the settlement agreement reached with regard to Garvey Reservoir.
    - Policy 4.3: Ensure that City emergency response plans include contingencies for catastrophic dam failure.
- Goal 13.0: Provide adequate sewer, water, and drainage systems to meet the needs of City residents and businesses.

- Policy 13.3: Continue to survey and upgrade the City's storm drain system.

Resources Element

- Goal 4.0: Conserve and protect groundwater supply and water resources.
  - Policy 4.1: Encourage water conservation through education, use of drought-tolerant landscapes, and water-conserving technology.
  - Policy 4.2: Promote the use of drought-tolerant trees and native plant material in landscapes, especially in City-owned landscapes.
  - Policy 4.3: Encourage use and production of reclaimed water.
  - Policy 4.4: Install treatment facilities as necessary to ensure attainment of water quality standards.
  - Policy 4.5: Work with state and federal agencies to identify the source and cause of contamination plumes with the groundwater basin, and to ensure clean up consistent with state and federal laws.
  - Policy 4.6: Continue enforcement of National Pollution Discharge Elimination System (NPDES) Permit to protect groundwater resources from further contamination.
  - Policy 4.7: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Monterey Park Municipal Code

Section 20.16.21 of the Monterey Park Municipal Codes includes construction related regulations to address potential damage by erosion, flooding or debris that may result from grading. Additionally, Chapter 6.30 of the MPMC outlines storm water and urban runoff pollution prevention controls.

4.10.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to hydrology and water quality if it would:

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; or

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

4.10.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to hydrology and water quality and recommends mitigation measures, as needed.

Water Quality Standards

Impact HYDRO-1 – Would the Project violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?

Analysis of Impacts

Development and redevelopment allowed by the implementation of the Focused General Plan Update would be subject to all existing water quality regulations and programs, as described in the regulatory section above, including all applicable construction related permits and regulations. All development projects allowed by the implementation of the Project would be subject to environmental and engineering review, including assessment and prevention of soil erosion, which could affect water quality.

Existing General Plan policies related to water quality would also be applicable to all new development. These policies include the following:

- Policy 4.4: Install treatment facilities as necessary to ensure attainment of water quality standards.
- Policy 4.5: Work with state and federal agencies to identify the source and cause of contamination plumes with the groundwater basin, and to ensure clean up consistent with state and federal laws.
- Policy 4.6: Continue enforcement of National Pollution Discharge Elimination System (NPDES) Permit to protect groundwater resources from further contamination.
- Policy 4.7: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Implementation of these policies, in conjunction with compliance with existing regulatory programs, would ensure that water quality impacts related to implementation of the Project would be less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No Mitigation is required.

Decrease in Groundwater Supplies

Impact HYDRO-2 – Would the Project substantially decrease groundwater supplies or interfere substantially with groundwater recharge such the project may impede sustainable groundwater management of the basin?

Analysis of Impacts

Development allowed by the Project's implementation is anticipated to, primarily, occur within Focus Areas. These Focus Areas are located within developed areas of the City; the increase in new impervious area within the City is expected to be minimal. Additionally, new development would need to comply with all applicable permit requirements and approvals. Implementation of the Project would not be expected to substantially interfere with groundwater recharge.

As described in Chapter 4.19, Utilities and Service Systems, Monterey Park's primary water source is groundwater from seven active wells. The wells are within the Main San Gabriel Groundwater Basin. Water use would be expected to increase with the estimated increase in population under the Project. Under the existing UWMPs administered by the City of Monterey Park and CalWater, ample water supply is anticipated to serve the Planning Area population in 2040. However, the population anticipated under the Project is greater than the population assumed in the City of Monterey Park UWMP. As such, it is possible that there may be more demand for water than what was considered in the UWMP. Mitigation Measure UTS-1 would ensure that there is adequate water to serve the city and that the Project would not substantially decrease groundwater supplies.

Level of Significance Before Mitigation

Potentially Significant

Mitigation Measures

Mitigation Measures UTS-1

Level of Significance After Mitigation

Less than Significant

Drainage

Impact HYDRO-3 – Would the Project 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:

Result in substantial erosion or siltation on- or off-site:

Analysis of Impacts

The Project identifies Focus Areas for development; these Focus Areas are currently developed and would likely have minimal topsoil since these areas are primarily covered with paving and structures. All development projects allowed by the implementation of the General Plan Update would be subject to environmental and engineering review, including assessment and prevention of soil erosion. Short-term erosion effects during the construction phase of development allowed by the General Plan Update would be prevented through required implementation of a storm water pollution prevention plan (SWPPP) and through compliance with the National Pollutant Discharge Elimination System (NPDES) program and the incorporation of best management practices (BMPs) intended to reduce soil erosion (such as covering exposed soil stockpiles and working slopes, lining the perimeter of the construction site with sediment barriers, and protecting storm drain inlets). Additionally, the following General Plan policy would be applicable for all potential development projects:

- Policy 4.6: Continue enforcement of National Pollution Discharge Elimination System (NPDES) Permit to protect groundwater resources from further contamination.

Soil erosion impacts would be less than significant with implementation of existing regulations.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation required.

Substantially increase the rate or amount of surface runoff in a manner which would result in flooding on-or-offsite;

Analysis of Impacts

Development allowed by the Project is anticipated to occur, primarily, within Focus Areas. These Focus Areas are located within developed areas of the City; the increase in new impervious area within the City is expected to be minimal. All development projects allowed by the implementation of the Project would be subject to environmental and engineering review, including development-specific assessment of on-site drainage facilities, and new development would need to comply with all applicable required permits regulations and approvals. Compliance with existing regulatory programs would ensure flooding would not occur.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

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;

Analysis of Impacts

Development allowed by the Project is anticipated to occur, primarily, within Focus Areas. These Focus Areas are located within developed areas of the City; the increase in new impervious area within the City would be minimal and would not be expected to exceed storm water drainage systems. All development projects allowed by the implementation of the General Plan Update would be subject to environmental and engineering review, including development specific assessment of on-site drainage facilities. Short-term erosion effects during the construction phase of development associated with the Project would be prevented through required implementation of a storm water pollution prevention plan (SWPPP) and through compliance with the National Pollutant Discharge Elimination System (NPDES) program and the incorporation of best management practices (BMPs) intended to reduce soil erosion, which could affect water quality. Additionally, the following General Plan policies would be applicable for all potential development projects:

- Policy 4.4: Install treatment facilities as necessary to ensure attainment of water quality standards.
- Policy 4.5: Work with state and federal agencies to identify the source and cause of contamination plumes with the groundwater basin, and to ensure clean up consistent with state and federal laws.
- Policy 4.6: Continue enforcement of National Pollution Discharge Elimination System (NPDES) Permit to protect groundwater resources from further contamination.
- Policy 4.7: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Potential runoff impacts would be less than significant with implementation of existing regulations.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Impede or redirect flood flows;

Analysis of Impacts

As described above, FEMA does not identify any 100-year flood zones in the Planning Area (Federal Emergency Management Agency, 2019).

Level of Significance Before Mitigation

No impact

Mitigation Measures

No mitigation is required.

Flood Risk

Impact HYDRO-4 – Would the Project be subject to flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

Analysis of Impacts

The California Department of Conservation does not identify Monterey Park as within a Tsunami inundation map (California Department of Conservation, 2009).

As described above, the Garvey Reservoir and the Laguna Basin are both located within the Planning Area. A major seismic event has the potential to cause dam failure or seiche conditions at both of these facilities. A seiche can occur as a result of ground vibration in initialing water wave motion. If wave amplitude is high enough, the water may slosh over the shore or barrier containing the water body and flow onto surrounding properties.

A small portion of the Corporate Center Focus Area is within the Laguna Basin inundation area and the Garvey Focus Area is within the Garvey Reservoir inundation area.

In 1999, MWD completed a substantial overhaul of the facility to address seepage and ensure overall reservoir integrity. The State of California Department of Conservation, Division of Dam Safety conducts periodic dam inspections to verify the dam's ability to withstand seismic stresses.

The General Plan includes policies that address both these facilities:

- Policy 4.1: Support efforts of the State Department of Conservation, Division of Dam Safety to conduct period inspections of Garvey Reservoir and the Laguna Basin.
- Policy 4.2: Work with the Metropolitan Water District of Southern California to ensure the City is provided with current information regarding reservoir and dam safety, and that the MWD complies fully with the settlement agreement reached with regard to Garvey Reservoir.
- Policy 4.3: Ensure that City emergency response plans include contingencies for catastrophic dam failure.

Given these policies, and continuing oversight of the reservoir by the Division of Dam Safety, the potential of development associated with implementation of Project to be subject to risk of release of pollutions due to inundation would be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Water Quality

Impact HYDRO-5 – Would the Project conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

The Los Angeles Regional Board's Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. Specifically, the Basin Plan (i) designates beneficial uses for surface and ground waters, (ii) sets narrative and numerical objectives that must be attained or maintained to protect the designated beneficial uses and conform to the state's anti-degradation policy, and (iii) describes implementation programs to protect all waters in the region. Development allowed b**y** the Project would be required to adhere to requirements of the water quality control plan, including all existing regulation and permitting requirements. This would include the incorporation of best management practices (BMPs) to protect water quality during construction and operational periods.

SGMA requires the California Department of Water Resources (DWR) to establish initial groundwater basin priorities for the basins identified and defined in DWRs Bulletin 118 (Water Code §10722). SGMA identifies the Main Basin as being exempt from establishing a Groundwater Management Plan (GMP) (Stetson Engineers, 2016).

Development and redevelopment allowed by the implementation of the Focused General Plan Update would be subject to all existing water quality regulations and programs, as described in the regulatory section above, including all applicable construction permits. Existing General Plan policies related to water quality would also be applicable to all new development. These policies include the following:

- Policy 4.4: Install treatment facilities as necessary to ensure attainment of water quality standards.
- Policy 4.5: Work with state and federal agencies to identify the source and cause of contamination plumes with the groundwater basin, and to ensure clean up consistent with state and federal laws.
- Policy 4.6: Continue enforcement of National Pollution Discharge Elimination System (NPDES) Permit to protect groundwater resources from further contamination.
- Policy 4.7: Encourage and support the proper disposal of hazardous waste and waste oil. Monitor dry cleaners, film processors, auto service establishments, and other businesses generating hazardous waste materials to ensure compliance with approved disposal procedures.

Implementation of these policies, in conjunction with compliance with existing regulatory programs, would ensure that water quality impacts related to implementation of the Focused General Plan Update would be less than significant.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to hydrology and water quality?

Analysis of Impacts

New development allowed by the implementation of the Focused General Plan Update will primarily result in the redevelopment and intensification of property that is already developed with urban uses, which will have a limited effect on local drainage or runoff characteristics, but these potential changes would be site specific and are not expected to affect backbone drainage facilities. On-going compliance with the NPDES requirements would reduce potential impacts to water quality. New development would be required to implement BMPs to treat storm water runoff, reducing the potential for a cumulative impact with respect to water quality. The City is largely developed, and new development would be, primarily, located within Focus Areas that include significant impervious surfaces; new development would not be anticipated to contribute to a significant groundwater recharge impact. Mitigation Measures UTS-1 would ensure that there is adequate water to serve the city and that the Project would not substantially decrease groundwater supplies. Implementation of the Focused General Plan Update would not cause a substantial adverse cumulative impact with respect to hydrology and water quality.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

4.10.5 REFERENCES

California Department of Conservation, 2009. *Los Angeles County Tsunami Inundation Maps* (https://www.conservation.ca.gov/cgs/tsunami/maps/los-angeles accessed May 15, 2019).

City of Monterey Park, Website: Monterey Park Storm Water Pollution/NPDES, (https://www.montereypark.ca.gov/505/Storm-Water-Pollution-NPDES accessed May 15, 2019)

Federal Emergency Management Agency, 2019.*Flood Map Service Center, Search by Address* (https://msc.fema.gov/portal/search?AddressQuery=City%20of%20Montery%20Park#searchresultsanchor accessed May 15, 2019).

Stetson Engineers, 2016. *City of Monterey Park 2015 Urban Water Management Plan*, August.

Western Regional Climate Center, 2019. Climate summary for Montebello, California. (https://wrcc.dri.edu/cgi-bin/cliMAIN.pl?ca5790 accessed May 15, 2019).

4.11 – Land Use and Planning

This EIR chapter describes land use and planning impacts associated with implementation of the Focused General Plan Update.

4.11.1 – ENVIRONMENTAL SETTING

The City of Monterey Park encompasses approximately eight square miles, nearly all of which are developed with urban land uses. Monterey Park's Sphere of Influence consists of the unincorporated community of South San Gabriel located adjacent to the City's eastern boundary south of Graves Avenue between New Avenue and San Gabriel Boulevard. The entire area encompasses 4,270 net acres (i.e., not including road rights-of-way) with approximately 3,980 net acres within the corporate city limits and an additional 289 net acres within the Sphere of Influence (not including right-of-way).

Monterey Park has a variety of land uses. Table 4.11-1 shows the existing land use and acreage within the Planning Area, and Exhibit 3-3, included in Chapter 3, Project Description, shows the existing land uses within the Planning Area. Land uses within the Planning Area are further described below.

Residential Uses. Making up the largest land use category (63 percent of the Planning Area), residential uses are found throughout Monterey Park. Of all residential uses, single-unit residential uses make up the bulk of the residential category (78 percent). Higher density residential use is concentrated between Graves Avenue and Monterey Park's northern boundary, Hellman Avenue. High density residential (30 or more units per acre) exists along Garfield Avenue south of Newmark Avenue, north of East Los Angeles College along Floral Drive, and north of Garvey Avenue.

Commercial, Office, and Industrial Uses. Commercial areas comprise 4 percent of all land uses. Commercial uses are located in Downtown Monterey Park, along Garvey Avenue, Atlantic Boulevard, Garfield Avenue, Monterey Pass Road, Corporate Center Drive, OII/Edison, and Saturn Park. Office uses (including business, medical, and other) make up 5 percent of land area. Industrial uses are only in the incorporated area and make up 3 percent of total land area.

Parks, Open Space, and Community Facilities. Parks, open space (including a closed landfill), and community facilities make up about 7 percent of the acreage in the Planning Area. Parks and open space include the Monterey Park Golf Course, Highlands Park, Pine Tree Park, Sequoia Park, Sunnyslope Park, Cascade Park, Barnes Park, Bella Vista Park, Sierra Vista Park, MWD Conservation Park, Edison Trails Park, George E. Elder Park, Garvey Ranch Park, La Loma Park, Demonstration Garden, Service Club House, Langley Senior Center, and the closed landfill. Chapter 4.16, Recreation, provides more detail.

Table 4.11-1
Land Use Distribution by Acres (2019)

Land Use Category	City		Sphere of Influence		Planning Area	
	Acres	Percent	Acres	Percent	Acres	Percent
Single-Unit	1,876	47.1%	202	69.7%	2,078	48.7%
Multi-Unit	561	14.1%	31	10.8%	592	13.9%
Mobile Home Parks	1	0.0%	-	0.0%	1	0.0%
Residential Care Facilities	4	0.1%	3	1.2%	7	0.2%
Mixed-Use	7	0.2%	-	0.0%	7	0.2%
General Commercial	172	4.3%	2	0.6%	174	4.1%
Offices	194	4.9%	1	0.4%	195	4.6%
Hotel/Motels	8	0.2%	1	0.2%	9	0.2%
Light Industrial	143	3.6%	-	0.0%	143	3.3%
Parking Lots and Structures	16	0.4%	-	0.0%	16	0.4%
Hospitals and Medical	7	0.2%	-	0.0%	7	0.2%
Public Facilities	313	7.9%	1	0.4%	314	7.4%
Utilities	64	1.6%	10	3.4%	74	1.7%
Schools	74	1.9%	-	0.0%	74	1.7%
East Los Angeles College (ELAC)	77	1.9%	-	0.0%	77	1.8%
Nursery	14	0.4%	14	4.8%	28	0.7%
Closed Landfill (Open Space)	148	3.7%	-	0.0%	148	3.5%
Golf Course	47	1.2%	-	0.0%	47	1.1%
Parks and Recreation	105	2.6%	-	0.0%	105	2.5%
Religious Institutions	24	0.6%	0	0.1%	24	0.6%
Vacant Lands	125	3.1%	24	8.4%	149	3.5%
Total	**3,980**	**100.0%**	**289**	**100.0%**	**4,269**	**100.0%**

Source: MIG, 2019.

Public Facilities and Institutional Uses. Public and quasi-public uses include schools (public and private), churches, hospitals, government offices, and utilities. The total land area devoted to public facilities and institutional uses is 570 net acres, or 13 percent of the Planning Area. Public and private schools occupy 74 net acres of the Planning Area (less than 2 percent). East Los Angeles College, located along Avenida Cesar Chavez, encompasses 77 net acres and is the only college in the Planning Area.

*Vacant and Other Land Uses***.** Vacant land exists within Monterey Park; 149 net acres or 4 percent of the land is vacant. Other land uses such as parking lots, hotel and motels, a nursery, and mixed-use properties occupy just over 60 net acres.

Focus Areas

The Monterey Park Focused General Plan Update identifies “Focus Areas,” which are areas of change where the majority of development growth is anticipated through the 2040 planning horizon year. See Exhibit 3-5, included in Chapter 3, Project Description, for the locations of the Focus Areas. The location and existing land uses within these Focus Areas are described below.

Corporate Center. The Corporate Center Focus Area is located along Corporate Center Drive parallel to the I-710 freeway. Existing land uses consist of four-to six-story office buildings.

Corporate Place. The Corporate Place Focus Area is along Corporate Place, just west of Monterey Pass Road and north of Floral Drive. Existing land uses consists of low-scale office and light industrial uses.

Monterey Pass. The Monterey Pass Focus Area is located along Monterey Pass Road. Existing land uses consist of light industrial and small warehouse uses.

Downtown Core. The Downtown Core includes properties around the intersection of Garvey and Garfield Avenues. Existing land uses generally consist of commercial uses, a seven-story hotel, and vacant land.

Downtown Perimeter. The Downtown Perimeter Focus Area parallels the Downtown Core Focus Area and includes commercial, office, and residential uses.

Garvey Corridor. The Garvey Corridor is located along Garvey Avenue, between Atlantic Boulevard and New Avenue. Existing land uses consist of local commercial and office businesses, restaurants, and some automotive repair shops.

North Atlantic. The North Atlantic Focus Area is located along Atlantic Boulevard, between Hellman Avenue and Newmark Avenue. Existing land uses include commercial uses; shopping centers; restaurants; two hotels under construction; and the Atlantic Times Square mixed-use development, consisting of commercial, entertainment, and residential uses.

South Atlantic. The South Atlantic Focus Area is located on the westside of Atlantic Boulevard, between 1st Street and Brightwood Street, adjacent to East Los Angeles College. Existing land uses consist of commercial shopping centers, retail uses, and fast-food restaurants.

4.11.2 – REGULATORY FRAMEWORK

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2016 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy, and sustainability. The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain, and optimize the performance of the existing transportation system.

Monterey Park 2001 General Plan

The Monterey Park General Plan, adopted in 2001, is a guide for the physical development of the City. The General Plan defines the community's vision and guides growth, change, and development over a 20-year period. The General Plan sets the course of all planning efforts, both City-initiated and developer-proposed. The Monterey Park 2001 General Plan has six elements: Land Use, Economic Development, Circulation, Housing, Safety and Community Service, and Resources. The Land Use Element is the only element that would be updated by the Focused General Plan Update.

Monterey Park Zoning Regulations

The zoning regulations in the MPMC implement the City's General Plan, providing specific development standards such as building heights, setbacks, lot size, and other related standards. MPMC Title 21 (Zoning) identifies specific uses allowed within each zoning district and provides specific development requirements/standards. The Zoning Map identifies each parcel's zoning designation.

Specific Plans

A Specific Plan must be consistent with a General Plan; it sets development standards but does so for a specific area which is governed by a Specific Plan . An adopted Specific Plan supersedes the zoning code for a Specific Plan area. Monterey Park's six Specific Plans are:

- Potrero Grande Specific Plan.
- 500 East Markland Drive Specific Plan
- South Garfield Village Specific Plan
- Mid-Atlantic Specific Plan
- Garvey/Garfield Specific
- North Atlantic Specific Plan

4.11.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to land use and planning if it would:

a) Physically divide an established community; or

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.

4.11.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential land use impacts that could result from implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

Divide an Established Community

Impact LAND-1 – Would the project physically divide an established community?

Analysis of Impacts

The physical division of an established community typically refers to the construction of a physical feature (such as a highway) or the removal of a means of access (such as a bridge) that would impede or restrict movements within a community. The Focused General Plan Update does not propose any circulation changes to the Planning Area. The majority of development associated with implementation of the Project would occur within already developed Focus Areas within the city.

Furthermore, the Project includes several polices to facilitate travel within the Planning Area, including: prioritize and integrate active transportation strategies into the built environment that increases walking, bicycling, and transit modes of travel, with a focus on improving first and last mile connectivity (Policy 4.6); pursue roadway, sidewalk, crosswalk, and traffic control improvements that would accommodate pedestrian traffic in the district (Policy 17.2); and improve pedestrian and vehicular mobility and safety with urban design interventions such as additional mid-block crossings, designated pedestrian walkways through surface parking lots, and shortened street crossings (Policy 18.5). Implementation of the Focused General Plan Update would not physically divide an established community.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than Significant

Existing Plans, Policies, and Regulations

Impact LAND-2 – Would the project cause a significant environmental impact due to a conflict with any land use plan, policy, or regulations adopted for the purpose of avoiding or mitigating an environmental effect?

Analysis of Impacts

This section includes a discussion of potential conflicts between the Focused General Plan Update and applicable planning documents, which are described above. It should be noted that policy conflicts do not, in and of themselves, constitute a significant environmental impact. However, a policy inconsistency is considered to be a significant adverse environmental impact when it is related to a policy adopted for the purpose of avoiding or mitigating an environmental effect and it is anticipated that the inconsistency would result in a significant adverse *physical* impact. Please note that planning documents that pertain to specific technical topics (e.g., Air Quality) are discussed in those topical sections of this Draft EIR. Exhibit 3-6, in Chapter 3, Project Description, shows the proposed Draft General Plan Land Use Map.

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The SCAG Regional Council adopted the 2016-2040 RTP/SCS in April 2016. The long-range visioning plan identifies several goals intended to help carry out the vision for improved mobility, a strong economy, and sustainability. These 2016-2040 RTP/SCS goals, and the Focused General Plan Update's relationship to these goals, are presented in Table 4.11-2. As shown below, the implementation of the Project would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Table 4.11-2
2016-2040 RTP/SCS

2016-2040 RTP/SCS	Analysis
RTP/SCS G1: Align the plan investments and policies with improving regional economic development and competitiveness.	Implementation of the Project could result in the development of over 1.2 million square feet of commercial and office development. The Project includes the goal of creating a dynamic mix of businesses, uses, and employment that sustain a strong local economy and contributes to a fiscally sustainable tax base (Goal 2). This goal includes policies to facilitate the growth of a diverse business sector resilient to change over time and compatible with a broad range of skills and workers (Policy 2.2), and to create a culture of innovation and growth, encouraging emerging business to attract high-quality jobs (Policy 2.3).
RTP/SCS G2: Maximize mobility and access for all people and goods in the region.	The Focused General Plan Update includes several policies addressing mobility including: build a network of well-connected and vibrant corridors and centers (Policy 1.3); and prioritize and integrate active transportation strategies into the built environment that increases walking, bicycling, and transit modes of travel, with a focus on improving first and last mile connectivity (Policy 4.6).
RTP/SCS G3: Ensure travel safety and reliability for all people and goods in the region.	The Focused General Plan Update includes several policies related to safety including: plan and design for pedestrians when developing new projects and street improvements to create a more walkable and accessible environment (Policy 1.4).
RTP/SCS G4: Preserve and ensure a sustainable regional transportation system.	The Focused General Plan Update includes several polices that address sustainability including: balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations (Policy 4.2); and ensure that new development is planned in areas that can sustain it long-term – considering air quality, health indicators of residents, existing infrastructure networks and services, and socio-economic factors (Policy 4.5).
RTP/SCS G5: Maximize the productivity of our transportation system.	Implementation of the Project could result in the development of over 1.2 million square feet of commercial and office development and about 3,800 dwelling units. It includes the goal of creating a dynamic mix of businesses, uses, and employment that sustain a strong local economy and contributes to a fiscally sustainable tax base (Goal 2). The Project would focus growth in areas that already have development and infrastructure.

RTP/SCS G6: Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).	The Focused General Plan Update includes several polices that address the environment and health including: balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations (Policy 4.2); ensure that new development is planned in areas that can sustain it long-term – considering air quality, health indicators of residents, existing infrastructure networks and services, and socio-economic factors (Policy 4.5); and integrate greening buffers and maximize tree canopies within neighborhoods directly adjacent to the SR-60 freeway to help improve air quality (Policy 4.4).
RTP/SCS G7: Actively encourage and create incentives for energy efficiency, where possible.	The Focused General Plan Update allows development within areas of the city with existing infrastructure, which will help realize energy efficient. Additionally the Project includes several policies encouraging alternative transportation modes (Policy 4.6).
RTP/SCS G8: Encourage land use and growth patterns that facilitate transit and active transportation.	The Focused General Plan Update includes the following policy regarding active transportation: prioritize and integrate active transportation strategies into the built environment that increases walking, bicycling, and transit modes of travel, with a focus on improving first and last mile connectivity (Policy 4.6).
RTP/SCS G9: Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	This goal is not applicable to the Focused General Plan Update.

2001 Monterey Park General Plan Update

The Focused General Plan Update is an update to the Land Use Element and would replace the existing 2001 General Plan Land Use Element. The changes to the Land Use Element include updates to goals, policies, land use designations, and development standards. The proposed land use designations generally relate to the designations included in the 2001 General Plan (see Exhibit 3-4, Chapter 3, Project Description); however, some land use categories have been refined. No changes are proposed to the other elements of the General Plan; all previously adopted goals and policies within those elements that protect the environment would remain and be in effect.

The Focused General Plan Update builds upon many of the goals identified in the 2001 General Plan. The Focused General Plan Update goals and policies that support the following 2001 General Plan Land Use Element goals are shown in parentheses:

- 2001 Goal 1.0: Create a Downtown that serves as a community focus, provides opportunities for economic development, and accommodates a symbiotic mix of commercial and residential uses. *(Focused General Plan Update Goal 21; Policy 21.1; Policy 21.2; Policy 21.3; Policy 21.4; Policy 12.5)*

- 2001 Goal 2.0: Create a successful mixed-use commercial/residential district along East Garvey Avenue*. (Focused General Plan Update Goal 21; Policy 23.1; Policy 23.2; Policy 23.2; Policy 23.3; Policy 23.4; Policy 23.5; Policy 23.6; and Policy 23.7)*
- 2001 Goal 3.0: Establish the North Atlantic area a focal point for diverse retail, entertainment, and hospitality development. *(Focused General Plan Update Goal 22, Policy 22.1, Policy 22.2, and Policy 22.3)*
- 2001 Goal 4.0: Maintain the mid-Atlantic Boulevard subarea as a low-intensity service commercial and office district. *(Focused General Plan Update Goal 18, Policy 18.1, Policy 18.2)*
- 2001 Goal 5.0: Maintain South Atlantic Avenue as a successful retail commercial destination. *(Focused General Plan Update Goal 15, Policy 15.1, Policy 15.2)*
- 2001 Goal 6.0: Create a diverse medical district within the North Garfield Avenue corridor. (Goal 19, Policy 19.1)
- 2001 Goal 7.0: Establish Monterey Pass Road as a prime location for new technology-oriented businesses, and create a business district that offers opportunities for a range of complementary businesses. *(Goal 24, Policy 24.1)*
- 2001 Goal 8.0: Create a major regional-serving commercial center south of Potrero Grande Drive, north of the Pomona Freeway. *(Goal 14, Policy 14.1, Policy 14.2, Policy 14.3, Policy 14.4)*
- 2001 Goal 9.0: Maintain Saturn Park as suitable location for diverse industrial and professional office activity, while ensuring that permitted uses do not pose substantial risk to surrounding residential neighborhoods. *(Goal 25, Policy 25.1, Policy 4.5)*
- 2001 Goal 10.0: Maintain the quality and character of Monterey Park's residential neighborhoods. *(Policy 6.1, Policy 7.4, Policy 7.5, Policy 7.7)*
- 2001 Goal 11.0: Continue to provide opportunities for persons of all incomes to find suitable housing. *(Goal 6, Policy 6.2, Policy 6.4)*
- 2001 Goal 12.0: Create vibrant mixed-use districts in which housing represents an important part of the neighborhood fabric. *(Goal 20, Policy 20.1, Policy 20.4, Policy 20.7, Policy 20.8)*
- 2001 Goal 13.0: Ensure long-term compatibility between land uses in Monterey Park and development in adjacent unincorporated Los Angeles County areas. *(Goal 1, Policy 1.5)*
- 2001 Goal 14.0: Create a sense of community and identity for the residents and businesses of Monterey Park. *(Goal 1, Policy 1.2, Policy 1.3, Policy 1.6, Goal 2, Policy 2.2)*

As the Focused General Plan Update would promote the major goals established in the 2001 General Plan and retain all the goals and policies included in the other elements, it would not conflict with the 2001 General Plan. The implementation of the Project would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Zoning Regulations

The zoning regulations in the MPMC detail land use regulations and development standards within the City. The Focused General Plan Update would include revisions to the existing land use plan and development standards within the city. Consistent with State law, the zoning regulations will need to be updated to reflect the Focused General Plan Update. These revisions will ensure that development within the City reflects revised development standards and will be consistent with the development pattern identified within the Focused General Plan Update. The implementation of the Project would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Specific Plans

The Specific Plans, as identified above, will generally be consistent with the intent of the Focused General Plan Update, which is to encourage more residential and commercial development within the city. In some instances, development standards identified within the Focused General Plan Update may be different than those identified within the Specific Plans; these differences may require specific updates to Specific Plans to better reflect the goals and objectives identified within the Focused General Plan Update. The Project would not cause a significant environmental impact due to a conflict with any land use policy adopted for the purpose of avoiding or mitigating an environmental effect.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to land use and planning?

Analysis of Impacts

Anticipated population growth in Los Angeles County would result in land use changes at the regional level; the 2016-2040 RTP/SCS anticipates significant population and housing growth within the Los Angeles County region – and increase of approximately 1,188,600 residents and 452,900 households by 2040. Implementation of the Focused General Plan Update could result in the addition of housing units and commercial and office square footage, which would help to meet the anticipated regional demand by directing development into Focus Areas within the city.

Additionally, the Focused General Plan Update includes several policies to ensure that long-term sustainable development is planned in areas that can sustain it long-term – considering air

quality, health indicators of residents, existing infrastructure networks and services, and socio-economic factors. Additionally, the Project includes a policy to balance development with the preservation of environmental systems and the natural beauty of the area through sustainable practices in site planning, landscaping, construction, maintenance, and operations. The implementation of the Project would not cause a substantial adverse cumulative impact with respect to land use and planning.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Level of Significance After Mitigation

Less than significant

4.11.5 REFERENCES

City of Monterey Park, 2001. *City of Monterey Park General Plan,* adopted July 18.

Southern California Association of Governments, 2016. *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,* April.

4.12 – Mineral Resources

This EIR chapter addresses mineral resources within the Planning Area and evaluates potential impacts associated with implementation of the Monterey Park Focused General Plan Update.

4.12.1 – ENVIRONMENTAL SETTING

The majority of the Planning Area includes urban uses and development. Correspondence with the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources Division (DOGGR) indicates that a small area of the southeastern portion of the Planning Area is within the northernmost portion of the Montebello oil field. Division records indication that there are no active oil and gas (O&G) wells, four idle[1] (buried) O&G wells, and approximately 25 plugged[2] O&G wells (California Department of Conservation, 2019).

Other than the wells described above, no other known mineral resources are located within the Planning Area. The Division of Mine Reclamation's online mapping system does not identify any mines within the Planning Area.

4.12.2 – REGULATORY FRAMEWORK

State

State Surface Mining and Reclamation Act (SMARA)

The Surface Mining and Reclamation Act (SMARA) requires the State Mining and Geology Board to adopt State policy for the reclamation of mined lands and the conservation of mineral resources. SMARA provides a comprehensive surface mining and reclamation policy with the regulation of surface mining operations to assure that adverse environmental impacts are minimized and mined lands are reclaimed to a usable condition. SMARA also encourages the production, conservation, and protection of the state's mineral resources.

California Geological Survey - Mineral Resources Program

The mission of the California Geological Survey is to provide scientific products and services about the state's geology, seismology and mineral resources, including their related hazards, that affect the health, safety, and business interests of the people of California. The Mineral Resources Program provides data about California's varied non-fuel mineral resources (such as metals and industrial minerals), naturally occurring mineral hazards (such as asbestos, radon, and mercury), and information about active and historic mining activities throughout the state.

[1] In California, an idle well is a well that has not been used for two years or more and has not yet been properly plugged and abandoned to the Division of Oil, Gas, and Geothermal Resource's (DOGGR) satisfaction.

[2] Plugging and abandonment involves permanently sealing the well with a cement plug to isolate the oil- and gas-bearing geologic formation from water.

4.12.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Project would have a significant impact related to mineral resources if it would:

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; or

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.

4.12.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to mineral resources.

Loss of Statewide or Regional Mineral Resources

Impact MINERAL-1 – Would the project 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?

Analysis of Impacts

As described above, a small area of the southeastern portion of the Planning Area is within the northernmost portion of the Montebello oil field. However, within the Planning Area there are no active wells and there are four idle wells. Records included in the DOGGR's online mapping application (Well Finder) indicate that these four idle wells have not been active for decades. Additionally, the Division of Mine Reclamation's online mapping system does not identify any mines within the Planning Area. The Project would not result in the loss of availability of known mineral resource that would be of value to the region and the residents of the state.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is required.

Loss of Locally Important Mineral Resources

Impact MINERAL-2 – Would the project 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?

Analysis of Impacts

The existing General Plan does not identify any mineral resource recovery sites within the Planning Area.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to mineral resources?

Analysis of Impacts

As described above, the General Plan does not identify any mineral resource recovery sites within the Planning Area. A small area of the southeastern portion of the Planning Area is within the northernmost portion of the Montebello oil field. However, within the Planning Area there are no active wells and there are four idle wells. Records included in the DOGGR's online mapping application (Well Finder) indicate that these four idle wells have not been active for decades. Implementation of the project would not cause a substantial adverse cumulative mineral resources impact.

Level of Significance Before Mitigation

No Impact

Mitigation Measures

No mitigation is required.

4.12.5 REFERENCES

California Department of Conservation, Mine Online (MOL), 2019. (http://maps.conservation.ca.gov/mol/index.html accessed May 14, 2019).

California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR), Well Finder, 2019. *Well Finder Online Mapping* (https://maps.conservation.ca.gov/doggr/wellfinder/#openModal/-118.10192/34.04819/14 accessed May 14, 2019).

Welty, Curtis M, PG. Associate Oil and Gas Engineer, California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. *Correspondence to Samantha Tewasart, Senior Planner, City of Monterey Park,* May 2, 2019.

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4.13 – Noise

This chapter of the EIR provides pertinent background information on the nature of sound and vibration transmission; describes the existing noise environment in the Planning Area; summarizes applicable noise guidelines, standards, and regulations; and evaluates potential noise and vibration impacts that could result from the Monterey Park Focused General Plan Update. Where necessary, this section includes mitigation measures that would avoid or reduce noise and vibration impacts associated with the Project.

4.13.1 – ENVIRONMENTAL SETTING

Fundamentals of Environmental Acoustics

Noise is generally defined as unwanted sound and is widely recognized as a form of environmental degradation. Airborne sound is the rapid fluctuation of air pressure above and below atmospheric pressure. The frequency (pitch), amplitude (intensity or loudness), and duration of a sound all contribute to the effect on a listener, or receptor, and whether or not the receptor perceives the sound as "noisy" or annoying.

Pitch is the height or depth of a tone or sound and depends on the frequency of the vibrations by which it is produced. Sound frequency is expressed in terms of cycles per second, or Hertz (Hz). Humans generally hear sounds with frequencies between 20 and 20,000 Hz and perceive higher frequency sounds, or high pitch noise, as louder than low-frequency sound or sounds low in pitch. Sound intensity or loudness is a function of the amplitude of the pressure wave generated by a noise source combined with the reception characteristics of the human ear. Atmospheric factors and obstructions between the noise source and receptor also affect the loudness perceived by the receptor. Sound pressure levels are typically expressed on a logarithmic scale in terms of decibels (dB). A dB is a unit of measurement that indicates the relative amplitude (i.e., intensity or loudness) of a sound, with 0 dB corresponding roughly to the threshold of hearing for the healthy, unimpaired human ear.

Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 dBs represents a ten-fold increase in acoustic energy, while 20 dBs is 100 times more intense, 30 dBs is 1,000 times more intense, and so on. In general, there is a relationship between the subjective noisiness or loudness of a sound and its intensity, with each 10 dB increase in sound level perceived as approximately a doubling of loudness. Due to the logarithmic basis, decibels cannot be directly added or subtracted together using common arithmetic operations:

$$50\ decibels + 50\ decibels\ \neq 100\ decibels$$

Instead, the combined sound level from two or more sources must be combined logarithmically. For example, if one noise source produces a sound power level of 50 dBA, two of the same sources would combine to produce 53 dB as shown below.

$$10 * \ 10\ log\left(10^{\left(\frac{50}{10}\right)} + \ 10^{\left(\frac{50}{10}\right)}\right) = 53\ decibels$$

In general, when one source is 10 dB higher than another source, the quieter source does not add to the sound levels produced by the louder source because the louder source contains ten times more sound energy than the quieter source.

Sound Characterization

Although humans generally can hear sounds with frequencies between 20 and 20,000 Hz, most of the sounds humans experience do not consist of a single frequency, but rather a broad range of frequencies perceived differently by the human ear. In general, humans are most sensitive to the frequency range of 1,000–8,000 Hz and perceive sounds within that range better than sounds of the same amplitude in higher or lower frequencies. Instruments used to measure sound, therefore, include an electrical filter that enables the instrument's detectors to replicate human hearing. This filter, known as the "A-weighting" or "A-weighted sound level," filters low and very high frequencies, giving greater weight to the frequencies of sound to which the human ear is typically most sensitive. Most environmental measurements are reported in dBA, meaning decibels on the A-scale. See Table 4.13-1 for a list common noise sources and their A-weighted noise levels.

Sound levels are usually not steady and vary over time. Therefore, a method for describing either the average character of the sound or the statistical behavior of the variations over a period of time is necessary. The continuous equivalent noise level (L_{eq}) descriptor is used to represent the average character of the sound over a period of time. The L_{eq} represents the level of steady-state noise that would have the same acoustical energy as the time-varying noise measured over a given time period. L_{eq} is useful for evaluating shorter time periods over the course of a day. The most common L_{eq} averaging period is hourly, but L_{eq} can describe any series of noise events over a given time period.

Variable noise levels are the values that are exceeded for a portion of the measured time period. Thus, the L_{01}, L_{10}, L_{50}, and L_{90} descriptors represent the sound levels exceeded 1%, 10%, 50%, and 90% of the time the measurement was performed. The L_{90} value usually corresponds to the background sound level at the measurement location.

When considering environmental noise, it is important to account for the different responses people have to daytime and nighttime noise. In general, during the nighttime, background noise levels are generally quieter than during the daytime but also more noticeable due to the fact that household noise has decreased as people begin to retire and sleep. Noise exposure over the course of an entire day is described by the day/night average sound level, DNL (or L_{dn}), and the community noise equivalent level, or CNEL, descriptors. Both descriptors represent the 24-hour noise exposure in a community or area. For DNL, the 24-hour day is divided into a 15-hour daytime period (7 AM to 10 PM) and a 9-hour nighttime period (10 PM to 7 AM), and a 10 dB "penalty" is added to measure nighttime noise levels when calculating the 24-hour average noise level. For example, a 45 dBA nighttime sound level would contribute as much to the overall day-night average as a 55 dBA daytime sound level. The CNEL descriptor is similar to DNL, except that it includes an additional 5 dBA penalty for noise events that occur during the evening time period (7 PM to 10 PM). The artificial penalties imposed during DNL and CNEL calculations are intended to account for a receptor's increased sensitivity to noise levels during quieter nighttime periods.

Table 4.13-1
Typical Noise Levels

Common Outdoor Activities	Noise Level (dBA)	Common Indoor Activities
	110	Rock Band
Jet flyover at 1,000 feet	105	
	100	
Gas lawn mower at 3 feet	95	
	90	
Diesel truck at 50 feet at 50 mph	85	Food blender at 3 feet
	80	Garbage disposal at 3 feet
Noise urban area, daytime	75	
Gas lawnmower, 100 feet	70	Vacuum cleaner at 10 feet
Commercial area	65	Normal speech at 3 feet
Heavy traffic at 300 feet	60	
	55	Large business office
Quiet urban daytime	50	Dishwasher next room
	45	
Quiet urban nighttime	40	Theater, large conference room
Quiet suburban nighttime	35	
	30	Library
Quite rural nighttime	25	Bedroom at night
	20	
	15	Broadcast/recording studio
	10	
	5	
Typical threshold of human hearing	0	Typical threshold of human hearing

Source: Caltrans 2013a

Sound Propagation

The energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out and travels away from the noise-generating source. The strength of the source is often characterized by its “sound power level.” Sound power level is independent of the distance a receiver is from the source and is a property of the source alone. Knowing the sound power level of an idealized source and its distance from a receiver, the sound pressure level at a specific point (e.g., a property line or a receiver) can be calculated based on geometrical spreading and attenuation (noise reduction) as a result of distance and environmental factors, such as ground cover (asphalt vs. grass or trees), atmospheric absorption, and shielding by terrain or barriers.

For an ideal “point” source of sound, such as mechanical equipment, the energy contained in a sound pressure wave dissipates and is absorbed by the surrounding environment as the sound wave spreads out in a spherical pattern and travels away from the point source. Theoretically, the sound level attenuates, or decreases, by 6 dB with each doubling of distance from the point source. In contrast, a “line” source of sound, such as roadway traffic or a rail line, spreads out in

a cylindrical pattern and theoretically attenuates by 3 dB with each doubling of distance from the line source; however, the sound level at a receptor location can be modified further by additional factors. The first is the presence of a reflecting plane such as the ground. For hard ground, a reflecting plane typically increases A-weighted sound pressure levels by 3 dB. If some of the reflected sound is absorbed by the surface, this increase will be less than 3 dB. Other factors affecting the predicted sound pressure level are often lumped together into a term called "excess attenuation." Excess attenuation is the amount of additional attenuation that occurs beyond simple spherical or cylindrical spreading. For sound propagation outdoors, there is almost always excess attenuation, producing lower levels than what would be predicted by spherical or cylindrical spreading. Some examples include attenuation by sound absorption in air; attenuation by barriers; attenuation by rain, sleet, snow, or fog; attenuation by grass, shrubbery, and trees; and attenuation from shadow zones created by wind and temperature gradients. Under certain meteorological conditions, like fog and low-level clouds, some of these excess attenuation mechanisms are reduced or eliminated due to noise reflection.

Noise Effects

Noise effects on human beings are generally categorized as:

- Subjective effects of annoyance, nuisance, and/or dissatisfaction
- Interference with activities such as speech, sleep, learning, or relaxing
- Physiological effects such as startling and hearing loss

Most environmental noise levels produce subjective or interference effects; physiological effects are usually limited to high noise environments such as industrial manufacturing facilities or airports.

Predicting the subjective and interference effects of noise is difficult due to the wide variation in individual thresholds of annoyance and past experiences with noise; however, an accepted method to determine a person's subjective reaction to a new noise source is to compare it with the existing environment without the noise source, or the "ambient" noise environment. In general, the more a new noise source exceeds the ambient noise level, the more likely it is to be considered annoying and to disturb normal activities.

Under controlled conditions in an acoustical laboratory, the trained, healthy human ear is able to discern 1-dB changes in sound levels when exposed to steady, single-frequency ("pure-tone") signals in the mid-frequency (1,000–8,000 Hz) range. In typical noisy environments, changes in noise of 1 to 2 dB are generally not perceptible. However, it is widely accepted that people are able to begin to detect sound level increases of 3 dB in typical noisy environments. Further, a 5 dB increase is generally perceived as a distinctly noticeable increase, and a 10 dB increase is generally perceived as a doubling of loudness that would almost certainly cause an adverse response from community noise receptors.

Groundborne Vibration and Noise

Vibration is the movement of particles within a medium or object such as the ground or a building. Vibration may be caused by natural phenomena (e.g., earthquakes, volcanic eruptions, sea waves, landslides) or human activity (e.g., explosions, machinery, traffic, trains, construction equipment). Vibration sources are usually characterized as continuous, such as factory machinery, or transient, such as explosions.

As is the case with airborne sound, groundborne vibrations may be described by amplitude and frequency; however, unlike airborne sound, there is no standard way of measuring and reporting amplitude. Vibration amplitudes can be expressed in terms of velocity (inches per second) or discussed in dB units in order to compress the range of numbers required to describe vibration. Vibration impacts to buildings are usually discussed in terms of peak particle velocity (PPV) in inches per second (in/sec). PPV represents the maximum instantaneous positive or negative peak of a vibration signal and is most appropriate for evaluating the potential for building damage. Vibration can impact people, structures, and sensitive equipment. The primary concern related to vibration and people is the potential to annoy those working and residing in the area. Vibration with high enough amplitudes can damage structures (such as crack plaster or destroy windows). Groundborne vibration can also disrupt the use of sensitive medical and scientific instruments, such as electron microscopes.

Common sources of vibration within communities include construction activities and railroads. Groundborne vibration generated by construction projects is usually highest during pile driving, rock blasting, soil compacting, jack hammering, and demolition-related activities. Next to pile driving, grading activity has the greatest potential for vibration impacts if large bulldozers, large trucks, or other heavy equipment are used.

Groundborne noise is noise generated by vibrating building surfaces such as floors, walls, and ceilings that radiate noise inside buildings subjected to an external source of vibration. The vibration level, the acoustic radiation of the vibrating element, and the acoustical absorption of the room are all factors that affect potential groundborne noise generation.

4.13.2 – EXISTING NOISE AND VIBRATION ENVIRONMENT

The City's existing General Plan Noise Element identifies the primary contributors to the city's noise environment as street traffic, freeway traffic, and aircraft overflights.

In addition to the I-10 (which is generally located between 0.1 miles and 0.7 miles north of the city and contains the Metrolink San Bernardino line), the I-710 and SR-60 are located near or adjacent to Monterey Park's western and southern limits, respectively. These major roadways carry more than 100,000 vehicles per day and are a key contributor to ambient noise levels in areas of Monterey Park near these freeways. In addition, many commercial and residential land uses along Monterey Park's Principal and Minor Arterials, such as but not limited to Atlantic Boulevard, Garfield Avenue, Garvey Avenue, Graves Avenue, and Pomona Boulevard, are exposed to noise levels above 65 CNEL; residential neighborhoods are also exposed to traffic noise from Minor Arterials, Collectors, and Local streets.

Air traffic into and out of Los Angeles International Airport, located 25 miles west of Monterey Park, follows an east-west route directly over the middle of the city. Outbound aircraft, in particular, represent an intrusive noise source that impacts residential neighborhoods, three public elementary schools, Monterey Park Hospital on Atlantic Avenue, and several religious institutions in the city.

Other local sources of noise include typical residential neighborhood sounds such as lawnmowers, children at play, and barking dogs.

The General Plan Noise Element notes that industrial and commercial activity in the city occurs largely within enclosed buildings and thus does not generate excessive noise levels.

The existing ambient noise and vibration environment at and near the Planning Area is described in more detail below.

Measured Ambient Noise Levels

The existing ambient noise levels in the Planning Area were monitored in May 2019 (MIG 2019; see Appendix C). Ambient noise levels were measured with three Larson Davis SoundTrack LxT Type 1 sound level meters. Ambient noise measurements were collected in 10-minute intervals. Conditions during the monitoring were generally clear and sunny during the daytime, with a daily high of approximately 70 degrees Fahrenheit, with winds light and variable.

The ambient noise monitoring conducted for this EIR included one long-term (LT) and eight short-term (ST) measurements at locations selected to:

- Provide direct observations of existing noise sources in and in the vicinity of the Planning Area;
- Determine typical ambient noise levels in and in the vicinity of the Planning Area; and
- Evaluate potential project noise levels at nearby sensitive receptors (see "Noise- Sensitive Receptors" below).

The ambient noise monitoring locations are shown on Exhibit 4.13-1 and described below.

- **Location LT-1** was at La Loma Park, in the southeastern portion of the Planning Area. The ambient noise levels measured at location LT-1 are considered representative of 24-hour noise exposure levels in residential areas of the city that consist primarily of Collector and Local streets.
- **Location ST-1** was at the northeast corner of the intersection of East Emerson Avenue and North Baltimore Avenue, in the northern central part of the Planning Area (near the Downtown Perimeter Focus Area). The ambient noise levels measured at location ST-1 are considered representative of background daytime noise levels associated with multi-family residential land uses in the city that are near commercial/office land uses. The Garfield Medical Center is also located in close proximity to ST-1 (within 0.15 miles).
- **Location ST-2** was adjacent to 201 New Avenue, along the western border of the Planning Area (south of the Garvey Avenue Focus Area). The ambient noise levels measured at location ST-2 are considered representative of background daytime noise levels in residential areas near Minor Arterial roadways.
- **Location ST-3** was on Arland Avenue between Celito Drive and Alpaca Street, in the City's sphere of influence. The ambient noise levels measured at ST-3 are considered representative of the background daytime noise levels in residential areas with primarily local roads.
- **Location ST-4** was at the northeast corner of Potrero Grade Drive and Atlas Avenue, in the southern portion of the Planning Area. The ambient noise levels measured at location ST-4 are considered representative of the background daytime noise levels associated with traffic along Potrero Grande Drive and nearby commercial/industrial activities.
- **Location ST-5** was on West 1st Street, between Collegian Avenue and South Atlantic Boulevard, in the southwestern portion of the Planning Area (within the South Atlantic Focus Area). The ambient noise levels measured at location ST-4 are considered

representative of the background daytime noise levels associated with traffic along South Atlantic Boulevard and SR-60.

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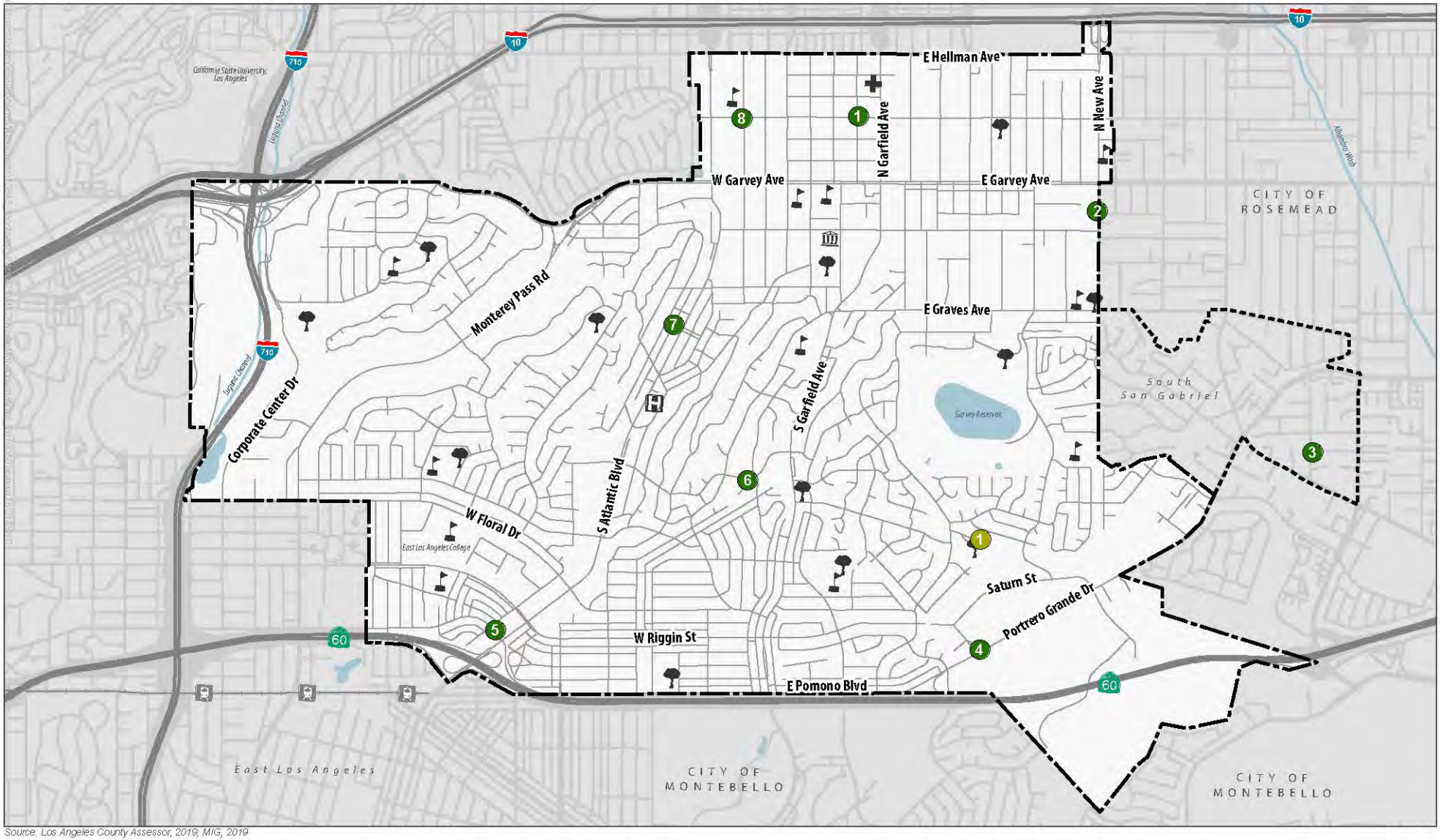

Source: Los Angeles County Assessor, 2019; MIG, 2019

- Noise Monitoring Location (Long Term)
- Noise Monitoring Location (Short Term)

City Features

- City Hall
- Hospital
- Medical
- Park
- School or Learning Center

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations
- Water Courses
- Waterbodies

Mile
0 ¼ ½ 1

Monterey Park 2040

Exhibit 4.13-1 Noise Monitoring Locations

Monterey Park Focused General Plan Update

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- **Location ST-6** was at the southeast corner of Repetto Drive and South McPherrin Avenue, in the center of the Planning Area. The ambient noise levels measured at location ST-6 are considered representative of the background daytime noise levels in residential neighborhoods away from heavily travelled roadways.
- **Location ST-7** was within Cascades Park, near an alley that runs parallel to De La Fuente Street and South Atlantic Boulevard, in the center of the Planning Area. The ambient noise levels measured at location ST-7 are considered representative of the background daytime noise levels along Atlantic Boulevard.
- **Location ST-8** was at the southwest corner of West Emerson Avenue and North Chandler Avenue, in the northeastern portion of the Planning Area (within the North Atlantic Focus Area). The ambient noise levels measured at location ST-8 are considered representative of the background daytime noise levels near Major Arterials and commercial development within the city.

Based on observations made during the ambient noise monitoring, the existing noise environment in the Planning Area consists primarily of transportation noise sources, particularly vehicular traffic on main thoroughfares (e.g., Atlantic Boulevard, Garfield Avenue, Potrero Grande, SR-60) and aircraft overflights (planes and helicopters), and activities associated with residential and commercial land uses throughout the Planning Area (e.g., truck loading, landscaping activities). Table 4.13-2 summarizes the results of the ambient noise monitoring conducted for this EIR.

Table 4.13-1
Existing Ambient Noise Levels (dBA)in the Planning Area

Monitoring Site	Duration	Lmin	Lmax	Leq Range			CNEL
				Daytime (7 AM - 7 PM)	Evening (7 PM - 10 PM)	Nighttime (10 PM - 7 AM)	
LT-1	24 Hours	41.3	78.2	49.5 – 57.4	49.5 – 51.3	45.4 – 54.2	57.7
ST-1	30 Minutes	45.6	80.0	59.6 – 62.2	N/A(A)	N/A(A)	N/A(A)
ST-2	30 Minutes	44.2	85.3	67.6 – 68.1	N/A(A)	N/A(A)	N/A(A)
ST-3	30 Minutes	38.8	73.7	49.5 – 57.3	N/A(A)	N/A(A)	N/A(A)
ST-4	30 Minutes	57.6	85.3	73.5 – 74.2	N/A(A)	N/A(A)	N/A(A)
ST-5	30 Minutes	57.1	86.9	66.6 – 68.6	N/A(A)	N/A(A)	N/A(A)
ST-6	30 Minutes	37.2	72.9	54.9 – 58.2	N/A(A)	N/A(A)	N/A(A)
ST-7	30 Minutes	38.8	73.7	49.5 – 57.3	N/A(A)	N/A(A)	N/A(A)
ST-8	30 Minutes	48.1	82.2	64.1 – 65.3	N/A(A)	N/A(A)	N/A(A)

Source: MIG 2019 (see Appendix C)
(A) Data is not available for these noise metrics because noise data was not collected for the time period in question or the noise metric was not available for use in this table.

As seen in Table 4.13-2, daytime noise levels were generally lowest in lower-density residential areas of the Planning Area (LT-1, ST-3, ST-6), and highest near major roads (ST-2, ST-5, and ST-8). Measured noise levels were highest along arterial roadways such as Atlantic Boulevard (ST-8) and near SR-60 (ST-4). In general, the long-term noise monitoring indicates most lower-density residential areas in the Planning Area that are away from major roadways experience a noise exposure of approximately 57 CNEL, while the short-term noise monitoring indicates noise exposure is likely 5 to 10 dB higher in other parts of the Planning Area.

Existing Traffic Noise Levels

Existing (year 2019) traffic noise levels were computed using the U.S. Department of Transportation Federal Highway Administration's Traffic Noise Model (TNM), Version 2.5. The model uses traffic volume, vehicle mix, vehicle speed, roadway geometry, and other variables to compute 24-hour traffic noise levels at user-defined receptor distances from the roadway center. The TNM modeling conducted for this EIR incorporates worst-case assumptions about motor vehicle traffic and noise levels; specifically, calculations are based on "hard" site conditions and do not incorporate any natural or artificial shielding with the exception of modeling for I-10, I-710, and SR-60, which included shielding associated with the sound barrier wall present on these freeways.

Information on existing average daily traffic volumes was obtained from City traffic speed zone surveys (KOA 2017), the traffic impact study (TIS) prepared for the Project (KOA 2019), and Caltrans traffic count information (for I-10, I-710, and SR-60; Caltrans 2018). Traffic noise levels were estimated on a 24-hour, CNEL exposure basis assuming equal hourly distribution of vehicle traffic. The mix of automobiles (95%), medium (2%) and heavy duty trucks (1%), and motorcycles (2%) assigned to the roadway system was generated using the CARB EMFAC2017 model, which contains vehicle population data by different geographic regions. Vehicles were assumed to travel the higher of either the average recorded speed limit (from City speed surveys) or the posted speed limit on each modeled roadway segment. Existing traffic noise contours are shown in Figure 4.13-2 (Existing Traffic Noise Contours). The distances to the CNEL contours for the roadway are shown in Table 4.13-3. Please refer to Appendix C for detailed information on existing traffic noise modeling assumptions.

The results of the traffic noise modeling indicate that 2019 traffic noise levels within the Planning Area are highest along Atlantic Boulevard, Garfield Avenue, Garvey Avenue, Monterey Pass Road, Potrero Grande Drive, and segments of the I-710 that do not have a barrier. Specifically, the modeling shows:

- Traffic noise levels along Atlantic Boulevard are estimated to be approximately 73 to 74 CNEL at a distance of 100 feet from the center of the roadway. A mix of office, general commercial, and low density residential land uses are present along Atlantic Boulevard. The estimated traffic noise levels exceed the City's recommended acceptable noise exposure levels contained in the existing General Plan for low density residential (65 CNEL) land uses, but not for office and general commercial (75 CNEL) land uses.

- Traffic noise levels along Garfield Avenue are estimated to be between approximately 70 and 73 CNEL at a distance of 100 from the center of this roadway. A mix of office, hotel, and low density and multi-family residential land uses are present along Garfield Avenue. The estimated traffic noise levels generally exceed the City's recommended acceptable outdoor noise levels contained in the existing General Plan for hotel (70 CNEL) and low density residential and multi-family residential (65 CNEL) land uses, but not for office land uses (75 CNEL).

- Traffic noise levels along Garvey Avenue are estimated to be between approximately 68 and 72 CNEL at a distance of 100 feet from the center of this roadway. A mix of office, general commercial, and low density and multi-family residential land uses are present along Garfield Avenue. The estimated traffic noise levels exceed the City's recommended

acceptable outdoor noise levels contained in the existing General Plan for low density and multi-family residential (65 CNEL) land uses, but not office and general commercial land uses (75 CNEL).

- Traffic noise levels along Monterey Pass Road are estimated to be approximately 70 to 71 CNEL at a distance of 100 feet from the center of this roadway. These noise levels do not exceed the recommended acceptable noise exposure levels for industrial (80 CNEL) land uses that are predominantly located along Monterey Pass Road.

- Traffic noise levels along Potrero Grande Drive are estimated to be between 71 and 73 CNEL at a distance of 100 feet from the center of this roadway. A mix of low density residential and office land uses are located along Potrero Grande Drive. The estimated traffic noise levels exceed the City's recommended acceptable noise exposure level for low density residential (65 CNEL) land uses, but not for office land uses (75 CNEL).

Future Baseline Traffic Noise Levels

The TIS prepared for the Project includes an analysis of future traffic conditions that would occur in year 2040 without implementation of the Project. This future baseline scenario assumes traffic would grow in the Planning Area by approximately 1.06% compared to existing 2019 conditions.

The future baseline year 2040 traffic noise levels were computed using TNM, Version 2.5 and the same roadway geometry factors assumed for 2019 traffic noise levels. The future vehicle mix was adjusted to account for changes in the vehicle fleet contained within the California Air Resources Board (CARB) EMFAC2017 model; the mix of vehicles assigned to the roadway system was assumed to be automobiles (94%), medium (2%) and heavy duty trucks (1%), and motorcycles (3%). The distances to the CNEL contours for the roadway are shown in Table 4.13-4. Please refer to Appendix C for detailed information on future baseline traffic noise modeling assumptions. The increase in traffic and change in fleet characteristics generally increased noise levels by approximately 0.3 to 0.7 dBA for all modeled roadway segments.

Other Non-Transportation Noise Sources

Non-transportation sources also contribute to the Planning Area's existing noise environment. Commercial and industrial land uses located throughout the Planning Area (but primarily along key roadways like Atlantic Boulevard and Garvey Avenue), schools, outdoor park and recreation facilities, Monterey Park Hospital, and residential land uses generate noise from daily operations of landscaping equipment, stationary sources such as heating, ventilation, and air conditioning (HVAC) equipment, business deliveries, solid waste pickup services, and other common activities. Such sources are considered a local source of noise that influence only the immediate surroundings.

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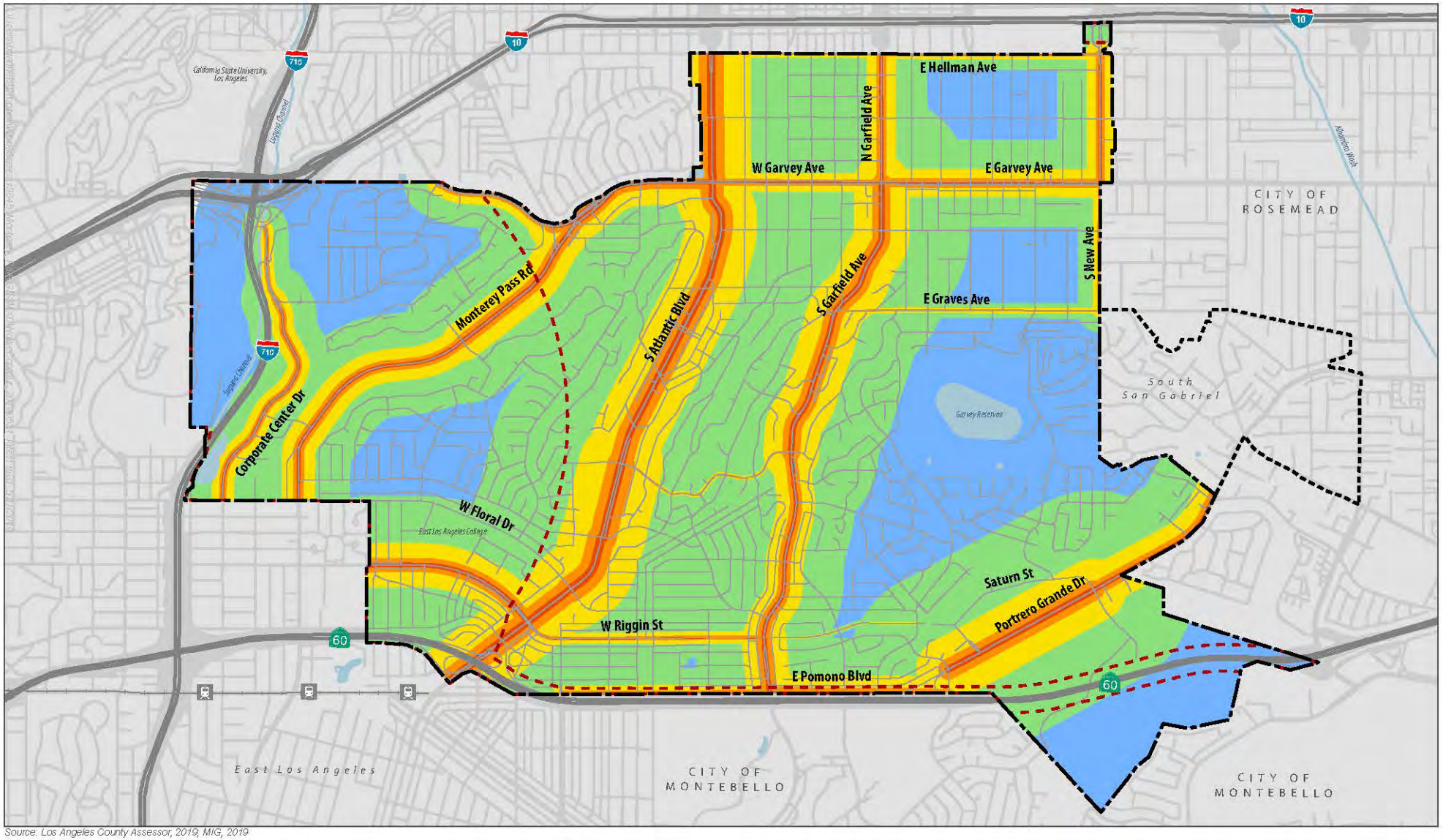

Source: Los Angeles County Assessor, 2019; MIG, 2019

Community Noise Equivalent Levels (CNEL)

- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL
- 65 CNEL (Freeways)

- Monterey Park Boundary
- Sphere of influence Boundary
- Metro Gold Line and Stations
- Water Courses
- Waterbodies

0 ¼ ½ 1 Mile

Monterey Park 2040

Exhibit 4.13-2 Existing 2019 Traffic Noise Contours

Monterey Park Focused General Plan Update

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Table 4.13-3
Existing (2019) Traffic Noise Level Contour Distances

ID	Road	Segment	CNEL at 100 Feet (dBA)[A]	CNEL Contour and Distance from Roadway Center in Feet			
				70 dBA	65 dBA	60 dBA	55 dBA
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	74.0	251	794	2,512	--[B]
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	73.6	229	724	2,291	--[B]
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	74.3	269	851	2,692	--[B]
1D	Atlantic Blvd	Floral Dr to South City Limit	73.7	234	741	2,344	--[B]
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	71.5	141	447	1,413	4,467
3A	Corporate Ctr Dr	Ramona Blvd to Casuda Canyon Dr	66.5	45	141	447	1,413
3B	Corporate Ctr Dr	Casuda Canyon Dr to Floral Drive	68.4	69	219	692	2,188
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	60.7	12	37	117	372
5A	Garfield Ave	Hellman Ave to Garvey Ave	69.7	93	295	933	2,951
5B	Garfield Ave	Garvey Ave to El Repetto Dr	72.5	178	562	1,778	5,623
5C	Garfield Ave	El Repetto Dr to Riggin St	70.8	120	380	1,202	3,802
5D	Garfield Ave	Riggin St to South City Limit	71.5	141	447	1,413	4,467
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	68.4	69	219	692	2,188
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	71.7	148	468	1,479	4,677
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	67.7	59	186	589	1,862
6D	Garvey Ave	Garfield Ave to New Ave	69.5	89	282	891	2,818
7A	Graves Ave	Garfield Ave to East City Limit	61.9	15	49	155	490
8A	Hellman Ave	West City Limit to Garfield Ave	63.8	24	76	240	759
8B	Hellman Ave	Garfield Ave to East City Limit	64.9	31	98	309	977
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	71.1	129	407	1,288	4,074
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	70.2	105	331	1,047	3,311
10A	New Ave	Hellman Ave to Garvey Ave	69.4	87	275	871	2,754
10B	New Ave	Garvey Ave to Graves Ave	66.4	44	138	437	1,380
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67.0	50	158	501	1,585
11B	Pomona Blvd	Garfield Ave to Markland Ave	70.5	112	355	1,122	3,548
12A	Potrero Grande Dr	Markland Dr and Saturn St	73.1	204	646	2,042	6,457
12B	Potrero Grande Dr	Saturn St and East City Limit	71.3	135	427	1,349	4,266
13A	Riggin St	Atlantic Blvd to Findlay Ave	65.3	34	107	339	1,072
13B	Riggin St	Findlay Ave to Garfield Ave	65.9	39	123	389	1,230
13C	Riggin St	Garfield Ave to Fulton St	57.6	6	18	58	182
14	I10	Adjacent to City Limits	71.1	129	407	1,288	4,074
15A	I710 with Barrier	Within / Adjacent to City Limits	65.2	33	105	331	1,047
15B	I710 no Barrier	Within / Adjacent to City Limits	83.4	2,188	6,918	--[B]	--[B]
16A	SR60	Within / Adjacent to City Limits	68.8	76	240	759	2,399

Source: KOA 2019, Caltrans 2018, and MIG 2019 (see Appendix C)

(A) All CNEL values at listed distances are measured from the center of the modeled roadway.

(B) Distances to these contours are more than 1.5 miles and are not presumed to be representative due to effects on propagation at these distances.

Table 4.13-4
Future No Project (2040) Traffic Noise Level Contour Distances

ID	Road	Segment	CNEL at 100 Feet (dBA)[A]	CNEL Contour and Distance from Roadway Center in Feet			
				70 dBA	65 dBA	60 dBA	55 dBA
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	74.3	269	851	2,692	--[B]
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	74	251	794	2,512	--[B]
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	74.6	288	912	2,884	--[B]
1D	Atlantic Blvd	Floral Dr to South City Limit	74	251	794	2,512	--[B]
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	71.9	155	490	1,549	4,898
3A	Corporate Ctr Dr	Ramona Blvd to Casuda Canyon Dr	66.9	49	155	490	1,549
3B	Corporate Ctr Dr	Casuda Canyon Dr to Floral Drive	68.8	76	240	759	2,399
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	61.1	13	41	129	407
5A	Garfield Ave	Hellman Ave to Garvey Ave	70.2	105	331	1,047	3,311
5B	Garfield Ave	Garvey Ave to El Repetto Dr	73.2	209	661	2,089	6,607
5C	Garfield Ave	El Repetto Dr to Riggin St	71.3	135	427	1,349	4,266
5D	Garfield Ave	Riggin St to South City Limit	72	158	501	1,585	5,012
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	68.9	78	245	776	2,455
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	72.1	162	513	1,622	5,129
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	68.2	66	209	661	2,089
6D	Garvey Ave	Garfield Ave to New Ave	70	100	316	1,000	3,162
7A	Graves Ave	Garfield Ave to East City Limit	61.5	14	45	141	447
8A	Hellman Ave	West City Limit to Garfield Ave	64.3	27	85	269	851
8B	Hellman Ave	Garfield Ave to East City Limit	65.3	34	107	339	1,072
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	71.5	141	447	1,413	4,467
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	70.7	117	372	1,175	3,715
10A	New Ave	Hellman Ave to Garvey Ave	69.9	98	309	977	3,090
10B	New Ave	Garvey Ave to Graves Ave	66.8	48	151	479	1,514
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67.5	56	178	562	1,778
11B	Pomona Blvd	Garfield Ave to Markland Ave	71	126	398	1,259	3,981
12A	Potrero Grande Dr	Markland Dr and Saturn St	73.5	224	708	2,239	7,079
12B	Potrero Grande Dr	Saturn St and East City Limit	71.8	151	479	1,514	4,786
13A	Riggin St	Atlantic Blvd to Findlay Ave	65.7	37	117	372	1,175
13B	Riggin St	Findlay Ave to Garfield Ave	66.3	43	135	427	1,349
13C	Riggin St	Garfield Ave to Fulton St	58	6	20	63	200
14	I10	Adjacent to City Limits	71.7	148	468	1,479	4,677
15A	I710 with Barrier	Within / Adjacent to City Limits	65.8	38	120	380	1,202
15B	I710 no Barrier	Within / Adjacent to City Limits	83.9	2,455	7,762	--[B]	--[B]
16A	SR60	Within / Adjacent to City Limits	69.4	87	275	871	2,754

Source: KOA 2019, Caltrans 2018, and MIG 2019 (see Appendix C)

(A) All CNEL values at listed distances are measured from the center of the modeled roadway.

(B) Distances to these contours are more than 1.5 miles and are not presumed to be representative due to effects on propagation at these distances.

Noise-Sensitive Receptors

Noise-sensitive receptors are buildings or areas where unwanted sound or increases in sound may have an adverse effect on people or land uses. Residential areas, motels and hotels, hospitals and health care facilities, school facilities, and parks are examples of noise receptors that could be sensitive to changes in existing environmental noise levels. In general, the noise-sensitive receptors within the Planning Area include, without limitation (see Figure 4-13.1):

- Existing low density, medium density, high density, and mixed use residential receptors within the City.
- Existing schools and education or institutional facilities, such as Monterey Vista Elementary School, Monterey Highlands Elementary School, Macy Intermediate School, and Saint Thomas Aquinas private school.
- Existing overnight/long-term medical care facilities, such as Monterey Park Hospital.
- Existing parks, such as Barnes Park, Cascades Park, Edison Trails Park, and Sierra Vista Park.

The Project allows for an increase development density in Monterey Park and allows for new residential and mixed use residential and commercial opportunities. The Project would also continue the City's existing land use policy to create a vibrant, mixed use downtown and encourage new housing development within mixed use areas along key roadways in the city, including roadways that have high noise levels (above 65 CNEL).

4.13.3 – REGULATORY FRAMEWORK

Federal

Federal Transit Administration (FTA)

No federal regulations apply to noise or vibration from the proposed project, but the FTA's 2018 *Transit Noise and Vibration Impact Assessment Manual* document sets groundborne vibration annoyance criteria for general assessments. The criteria vary by the type of building being subjected to the vibrations, and the overall number of vibration events occurring each day. Category 1 buildings are considered buildings where vibration would interfere with operation, even at levels that are below human detection. These include buildings with sensitive equipment, such as research facilities and recording studios. Category 2 buildings include residential lands and buildings were people sleep, such as hotels and hospitals. Category 3 buildings consist of institutional land uses with primarily daytime uses. The FTA standards vary for "frequent" events (occurring more than 70 times per day, such as a rapid transit project), "occasional" events (occurring between 30 to 70 times per day), and "infrequent" events (occurring less than 30 times per day). The FTA's vibration annoyance criteria are summarized in Table 4.13-5.

Table 4.13-5
FTA Ground-Borne Vibration Impact Criteria for General Assessment

Vibration Land Use Category/Type	Frequent Events	Occasional Events	Infrequent Events
Category 1 – Buildings with sensitive equipment	65 VdB	65 VdB	65 VdB
Category 2 – Buildings where people sleep	72 VdB	75 VdB	80 VdB
Category 3 – Institutional buildings	75 VdB	78 VdB	83 VdB
Source: FTA 2018 Note: VdB = Velocity decibel			

State

California Building Standards Code

The California Building Standards Code is contained in Title 24 of the California Code of Regulations and consists of 11 different parts that sets forth various construction and building requirements. Part 2, California Building Code, Section 1207, Sound Transmission, establishes sound transmission standards for interior walls, partitions, and floor/ceiling assemblies. Specifically, Section 1207.4 establishes that interior noise levels attributable to exterior noise sources shall not exceed 45 dBA DNL or CNEL (as set by the local General Plan) in any habitable room.

California Green Building Standards Code

The California Green Building Standards Code is Part 11 to the California Building Standards Code. Chapter 5, Nonresidential Mandatory Standards, Section 5.507 establishes the following requirements for nonresidential development that may be applicable to the Project.

- Section 5.507.4.1.1 sets forth that buildings exposed to a noise level of 65 dBA Leq (1-hour) during any hour of operation shall have exterior wall and roof-ceiling assemblies exposed to the noise source meeting a composting sound transmission class (STC) rating of at least 45 (or an outdoor indoor transmission class [OITC] of 35), with exterior windows of a minimum STC of 40.
- Section 5.507.4.2 sets forth that wall and roof assemblies for buildings exposed to a 65 dBA Leq pursuant to Section 5.507.4.1.1 shall be constructed to provide an interior noise environment attributable to exterior sources that does not exceed 50 dBA Leq in occupied areas during any hour of operation. This requirement shall be documented by an acoustical analysis documenting interior sound levels prepared by personnel approved by the architect or engineer of record.

Caltrans

The California Department of Transportation's (Caltrans) *Transportation and Construction Vibration Guidance Manual* provides a summary of vibration criteria that have been reported by researchers, organizations, and governmental agencies (Caltrans 2013). Chapters Six and Seven of this manual summarize vibration detection and annoyance criteria from various agencies and provide Caltrans' recommended guidelines and thresholds for evaluating potential vibration

impacts on buildings and humans from transportation and construction projects. These thresholds are summarized in Table 4.13-6 and Table 4.13-7.

Table 4.13-6
Caltrans' Vibration Threshold Criteria for Building Damage

Structural Integrity	Maximum PPV (in/sec)	
	Transient	Continuous
Extremely fragile buildings, ruins, monuments	0.12	0.08
Fragile buildings	0.2	0.1
Historic and some older buildings	0.50	0.25
Older residential structures	0.50	0.30
New residential structures	1.00	0.50
Modern industrial and commercial structures	2.00	0.50
Source: Caltrans 2013b Note: PPV = peak particle velocity		

Table 4.13-7
Caltrans' Vibration Threshold Criteria for Human Response

Human Response	Maximum PPV (in/sec)	
	Transient	Continuous
Barely perceptible	0.035	0.012
Distinctly perceptible	0.24	0.035
Strongly perceptible	0.90	0.10
Severely perceptible	2.00	0.40
Source: Caltrans 2013b Note: PPV = peak particle velocity		

Local

City of Monterey Park General Plan Safety and Community Services Element

The City of Monterey Park's General Plan Safety and Community Services Element includes several noise control programs designed to protect the city's citizens from the adverse effects of uncontrolled noise by controlling noise at its source, as well as attenuating noise between the source and the receiver. The General Plan includes the following noise control programs relevant to the Focused General Plan Update:

- Goal 5: Minimize the impact of point-source noises and ambient noise levels throughout the community.
    - Policy 5.1 - Continue to enforce the noise ordinance to control point-source noise.
    - Policy 5.2 - Incorporate noise impact considerations into the development review process, particularly the relationship of parking and ingress/egress, loading, and refuse collection areas to surrounding residential and other noise-sensitive land uses.

  - Policy 5.3 - Require that new multi-family residential developments incorporate design features and approaches which minimize the intrusion of ambient noise into private and common outdoor spaces.
  - Policy 5.4 - Enforce and revise as necessary city ordinances regulating hours for construction activity.
  - Policy 5.5 - Direct the Police Department to aggressively enforce state motor vehicle code regulations pertaining to vehicle noise.
  - Policy 5.6 - Support efforts of state and federal agencies to reduce motor vehicle noise in newer-model vehicles.
  - Policy 5.7 - Ensure that city operated buses are maintained to minimize noise production.
- Goal 6: Minimize the noise impacts associated with the development of residential uses above or near commercial uses in mixed use developments.
  - Policy 6.1 - Require that mixed use structures be designed to prevent transfer of noise and vibration from the commercial to the residential use.
  - Policy 6.2 - Locate balconies and windows of residential units in mixed use projects away from the primary street and other major noise sources.
- Goal 7: Reduce aircraft noise impacts on Monterey Park residents and businesses.
  - Policy 7.1 - Work with surrounding jurisdictions to impress upon local congresspersons and U.S. senators the need to improve aircraft noise standards and ensure that the impacts created by airports are equally shared throughout the Los Angeles basin.
  - Policy 7.2 - Restrict the establishment of helipads to those areas of the city where overflights of residential neighborhoods can be avoided, except where such operations are needed to support critical medical and emergency response facilities.

Additionally, the City's General Plan Safety and Community Services Element establishes land use compatibility standards shown in Table 4.13-8.

Table 4.13-8
Noise/Land Use Compatibility Guidelines

Land Use Category	CNEL Acceptability			
	Normally Acceptable	**Conditionally Acceptable**	**Normally Unacceptable**	**Clearly Unacceptable**
Residential - Low-Density Single-Family, Duplex, Mobile Homes	50-60	60-65	65-75	75+
Residential - Multi-Family	50-60	60-65	65-75	75+
Commercial - Motels, Hotels, Transient Lodging	50-60	60-70	70-80	80+
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-60	60-70	70-80	80+
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	<50	50-65	N/A	65+
Sports Arenas, Outdoor Spectator Sports	<50	50-70	N/A	70+
Playgrounds, Neighborhood Parks	50-70	N/A	70-75	75+
Golf Courses, Riding Stables, Water Rec., Cemeteries	50-70	N/A	70-80	80+
Office Buildings, Business Commercial, Professional, and Mixed-Use Developments	50-65	65-75	75+	N/A
Industrial, Manufacturing, Utilities, Agriculture	50-70	70-80	85+	N/A
Source: Monterey Park, 2001				

Monterey Park Municipal Code

MPMC Chapter 9.40 (Noise) regulates noise within the City. MPMC Section 9.53.040 sets noise levels for non-transportation noise sources for various land uses. These standards provide restrictions on the amount and duration of noise generated at a property, as measured at the property line of the noise receptor. The MPMC prohibits persons from creating or allowing noise levels exceeding the median ambient noise levels or the allowable noise levels set in the MPMC, whichever is greater. The MPMC sets the following noise levels:

- Residential
    - 7:00 AM – 10:00 PM: 55 dBA L(50)
    - 10:00 PM – 7:00 AM: 50 dBA L(50)
- Commercial
    - 7:00 AM – 10:00 PM: 65 dBA L(50)

  - 10:00 PM – 7:00 AM: 55 dBA L(50)
- Industrial
  - Anytime: 70 dBA L(50)

MPMC Section 9.53.50 sets forth the following permitted increases in noise levels as prescribed in MPMC Section 9.53.040, summarized above:

- 5 dBA increase for no more than 15 minutes per hour
- 10 dBA increase for no more than 5 minutes per hour
- 15 dBA increase for no more than 1 minutes per hour
- 20 dBA increase for less than 1 minute per hour

MPMC Section 9.53.070, construction activity is exempt from noise regulations in the City of Monterey Park as long as it occurs between the hours of 7:00 AM and 7:00 PM Monday through Friday, and the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays, and holidays.

4.13.4 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, Project implementation would have a significant impact related to noise or vibration if it would result in:

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 groundborne vibration or groundborne noise levels; or

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.

For the purposes of this EIR, a substantial permanent increase in ambient noise is defined as: 1) an increase of 5 dBA or more where the ambient noise level would remain normally or conditionally acceptable; 2) An increase of 3 dBA or more that causes the existing ambient noise level to change from normally or conditionally acceptable to normally unacceptable; or 3) an increase of 1 dBA or more that causes the existing ambient noise level to change from normally unacceptable to clearly unacceptable, or where the existing ambient noise levels are already clearly unacceptable.

4.13.5 – IMPACTS AND MITIGATION MEASURES

This section describes potential noise and vibration impacts associated with implementation of the Focused General Plan Update and recommends mitigation measures as needed to reduce significant impacts.

Existing Noise Regulations

Impact NOISE-1 – Would the project result in generation of a substantial temporary 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?

Analysis of Impacts

Project implementation would involve construction that would result in temporary noise generation, primarily from the use of heavy-duty construction equipment.

The Project allows for more mixed use developments and allows for the increase of the overall amount of development (both residential units and non-residential square footage) within the Planning Area. The Project would focus new development in Focus Areas identified during the General Plan Update process (see Chapter 3, Project Description). While low density residential land uses would remain the predominant land use under the Project, key changes in land uses include an emphasis on mixed use development in the northern part of the city (the North Atlantic, Downtown Core, and Garvey Corridor Focus Areas), a transition from light industrial land uses to employment/technology/corporate-based industrial and commercial land uses along Monterey Pass Road and Corporate Center Drive (Corporate Center Drive, Corporate Place, and Monterey Pass Focus Areas), and a transition from general commercial to office land uses along Atlantic Boulevard, near the city's southern limit (South Atlantic Focus Area). Although the Project would focus on new development in certain areas, future individual construction and development projects could occur throughout the Planning Area over the approximately 20-year span of the Focused General Plan Update. These projects could occur on any property (based on land uses allowed by the Land Use Plan) and could affect existing or future land uses, including potentially sensitive residential, commercial, park, or school land uses that may or may not currently be present near future development areas. Thus, this analysis addresses the potential for the Project to result in temporary construction noise impacts, wherever they might occur.

Since individual project-specific information is not available at this time, potential short-term (construction-related) noise impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and retail development. Potential construction source noise and vibration levels were developed based on methodologies, reference noise levels, typical equipment usage, and other operating factors documented and contained in the Federal Highway Administration's (FHWA) Construction Noise Handbook (FHWA 2006), Federal Transit Administration's (FTA) Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans 2013a). Reference levels are noise emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Construction activities associated with future development projects could include: staging, demolition, site preparation (e.g., land clearing), grading, utility trenching, foundation work (e.g., excavation, pouring concrete pads, drilling for piers), material deliveries (requiring travel along Planning Area roads), building construction (e.g., framing, concrete pouring, welding), paving, coating application, and site finishing work. In general, these activities would involve the use of worker vehicles, delivery trucks, dump trucks, and heavy-duty construction equipment such as, but not limited to, backhoes, tractors, loaders, graders, excavators, rollers, cranes, material lifts, generators, and air compressors. Table 4.13-9 presents the noise levels associated with typical

types of construction equipment that could be used in the Planning Area for future individual projects.

Table 4.13-9
Typical Construction Equipment Noise Levels (dBA)

Equipment	Reference Noise Level at 50 Feet (Lmax)(A)	Percent Usage Factor(B)	Predicted Noise Levels (Leq) at Distance(C)					
			50 Feet	100 Feet	200 Feet	300 Feet	400 Feet	500 Feet
Bulldozer	85	40	81	75	71	67	64	62
Backhoe	80	40	76	70	66	62	59	57
Compact Roller	80	20	73	67	63	59	56	54
Concrete Mixer	85	40	81	75	71	67	64	62
Crane	85	16	77	71	67	63	60	58
Excavator	85	40	81	75	71	67	64	62
Generator	82	50	79	73	69	65	62	60
Pneumatic tools	85	50	82	76	72	68	65	63
Scraper	85	40	82	76	72	68	64	62
Delivery Truck	85	40	81	75	71	67	64	62
Vibratory Roller	80	20	73	67	63	59	56	54

Sources: Caltrans 2013a and FHWA 2010

(A) L_{max} noise levels based on manufacturer's specifications.

(B) Usage factor refers to the amount of time the equipment produces noise over the time period.

(C) Estimate does not account for any atmospheric or ground attenuation factors. Calculated noise levels based on Caltrans, 2009: L_{eq} (hourly) = L_{max} at 50 feet – 20log (D/50) + 10log (UF), where: L_{max} = reference L_{max} from manufacturer or other source; D = distance of interest; UF = usage fraction or fraction of time period of interest equipment is in use.

Demolition, site preparation, and grading phases typically result in the highest temporary noise levels due to the use of heavy-duty equipment such as bulldozers, excavators, graders, loaders, scrapers, and trucks. As shown in Table 4.13-9, the worst-case Leq and Lmax noise levels associated with the operation of, for example, a bulldozer, excavator, or scraper, are predicted to be approximately 82 and 85 dBA, respectively, at a distance of 50 feet from the equipment operating area. At an active construction site, it is not uncommon for two or more pieces of construction equipment to operate at the same time and in close proximity. The concurrent operation of two or more pieces of construction equipment would result in noise levels of approximately 85 to 88 dBA at a distance of 50 feet from equipment operating areas[1].

The magnitude of each individual future project's temporary and periodic increase in ambient noise levels would be dependent upon a number of project-specific factors that are not known at this time, including: the amount and type of equipment being used; the distance between the area where equipment is being operated and the location of the specific land use or receptor where noise levels are being evaluated; the time of day construction activities are occurring; the presence or absence of any walls, buildings, or other barriers that may absorb or reflect sound

[1] As shown in Table 4.13-9, a single bulldozer provides a sound level of 81 dBA Leq at a distance of 50 feet; when two identical sound levels are combined, the noise level increases to 84 dBA Leq and when three identical sound levels are combined, the noise level increases to 86 dBA Leq. These estimates assume no shielding or other noise control measures are in place at or near the work areas.

waves; the total duration of the construction activities; and the existing ambient noise levels near construction areas. For example, a noise level of 88 dBA Lmax would be similar to typical Lmax levels measured throughout the Planning Area (see Appendix XYZ), but sustained Leq levels of 85 dBA would be approximately 28 dBA above ambient conditions in most low to medium density residential areas in the Planning Area (e.g., LT-1, ST-3, ST-6; see Table 4.13-2), to 17 to 18 dBA above ambient conditions in most commercial and industrial areas in Planning Area (e.g., ST-2 and ST-5; see Table 4.13-2). Typically, sustained construction noise levels of 80 to 85 dBA or higher would require the implementation of construction noise control practices such as staging area restrictions (e.g., siting staging areas away from sensitive receptors), equipment controls (e.g., covered engines and use of electrical hook-ups instead of generators), and/or the installation of temporary noise barriers of sufficient height, size (length or width), and density to achieve targeted noise reductions.

The City's existing General Plan Safety and Community Services Element protects Monterey Park residents from excessive construction noise levels that could disturb and disrupt human activities and affect the physical and psychological health of individuals. Specifically, Goals 5 and 6 focus on minimizing impacts of point-noise sources, ambient noise levels throughout the community, and minimizing impacts of noise associated with commercial land uses to residential developments. Furthermore, MPMC Section 9.53.40, establishes the maximum permissible noise levels that may intrude into adjacent property lines, and Section 9.53.70 limits the hours of construction activity to 7:00 AM and 7:00 PM Monday through Friday, and the hours of 9:00 AM and 6:00 PM on Saturdays, Sundays, and holidays.

The MPMC does not have specific, numeric noise standards (e.g., 90 dB, Leq) for construction noise. Although the General Plan sets forth a requirement to assess and minimize noise levels into the development review process, it does not specifically establish a requirement for project proponents to minimize potential construction noise levels (e.g., through the use of best management practices or noise control measures such as sound barriers). While all projects in the city would be subject to the permissible construction hours established by theMPMC, it is possible that some discretionary and non-discretionary construction activities could result in temporary increases in noise levels above ambient conditions of 10 to 30 dBs or more during permissible time frames, which would be perceived by noise-sensitive land uses as doubling or quadrupling of noise volume, respectively. This situation is most likely to occur in areas where the Project would permit increased development density and a mix of land uses (e.g., North Atlantic, Downtown Core, and Garvey Corridor Focus Areas).

Level of Significance Before Mitigation

Potential temporary construction-related noise increases of more than 10 dBA above ambient conditions during permissible construction hours would be a potentially significant impact.

Mitigation Measures

Mitigation Measure NOISE-1. To ensure that future development projects implement appropriate construction noise controls, the City will require development projects that are subject to discretionary review and that are located near (i.e., within 200 feet) of noise-sensitive land uses (e.g., residential, school, or long term medical care facilities) to assess potential construction noise levels and minimize substantial adverse impacts by implementing feasible construction noise control measures that reduce construction noise levels at sensitive receptor locations. Such measures may include, without limitation: 1) construction management techniques (e.g., providing advance notice of construction activities to nearby noise-sensitive receptors, siting staging areas

away from noise-sensitive land uses, phasing activities to take advantage of shielding/attenuation provided by topographic features or buildings, monitoring construction); 2) construction equipment controls (e.g., ensuring equipment has mufflers, use of electric hook-ups instead of generators); 3) use of temporary sound barriers (equipment enclosures, berms, walls, blankets, or other devices) when necessary; 4) preparation of a plan, procedures, or other mechanism to receive track, respond, and resolve construction noise complaints, including designation of an on-site appointee to handle such complaints, and report back to the City Manager, or designee; and 4) monitoring of actual construction noise levels to verify any need for noise controls.

Level of Significance After Mitigation

Although specific construction activities and noise levels associated with future development projects are not known at this time, Mitigation Measure NOISE-1 would require the implementation of feasible construction noise control measures when development occurs near noise-sensitive land uses and, therefore, would render potential construction noise impacts from future development projects a **less than significant impact with mitigation.**

Impact NOISE-2 – Would the project result in generation of a substantial 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?

Analysis of Impacts

Project implementation could have the potential to change the existing amounts and types of land uses within the Planning Area. These potential land use changes could increase the number of residents and employees. This possible increase in population and employment could lead to increased vehicle traffic on the local roadway system, which could result in traffic-related noise levels that pose land use compatibility issues or result in a substantial permanent increase in traffic-related noise levels throughout the Planning Area.

Project implementation could also involve increases in stationary noise and other sources of noise within the Planning Area. These potential effects are evaluated below.

Increases in Traffic Noise Levels

Although the Focused General Plan Update in itself does not authorize any specific development project or increase in existing vehicular traffic levels, the City contracted with a professional transportation engineering firm (KOA) to prepare estimates of the potential total net increase in trips resulting from the land use changes associated with potential Project growth (KOA 2019; see Chapter 4.17, Transportation, and Appendix D). The vehicle trip estimates prepared for the Project provide a sufficient level of detail to generally evaluate the potential future increases in traffic-related noise levels associated with Project growth.

Future development could be exposed to incompatible traffic noise levels. In addition, existing development within the Planning Area may also be exposed to increases in traffic noise as a result of potential land use changes resulting from the Project. Residential development, schools, libraries, hospitals, convalescent homes, and places of worship are considered the most noise-sensitive land uses with regards to community noise. High density and mixed-use residential, commercial, and industrial developments are less noise-sensitive because uses are primarily indoors, and typically noise exposure can be reduced through design and material choices (e.g.,

outdoor activity areas are located in courtyards surrounded by structures, materials with greater insulation are used).

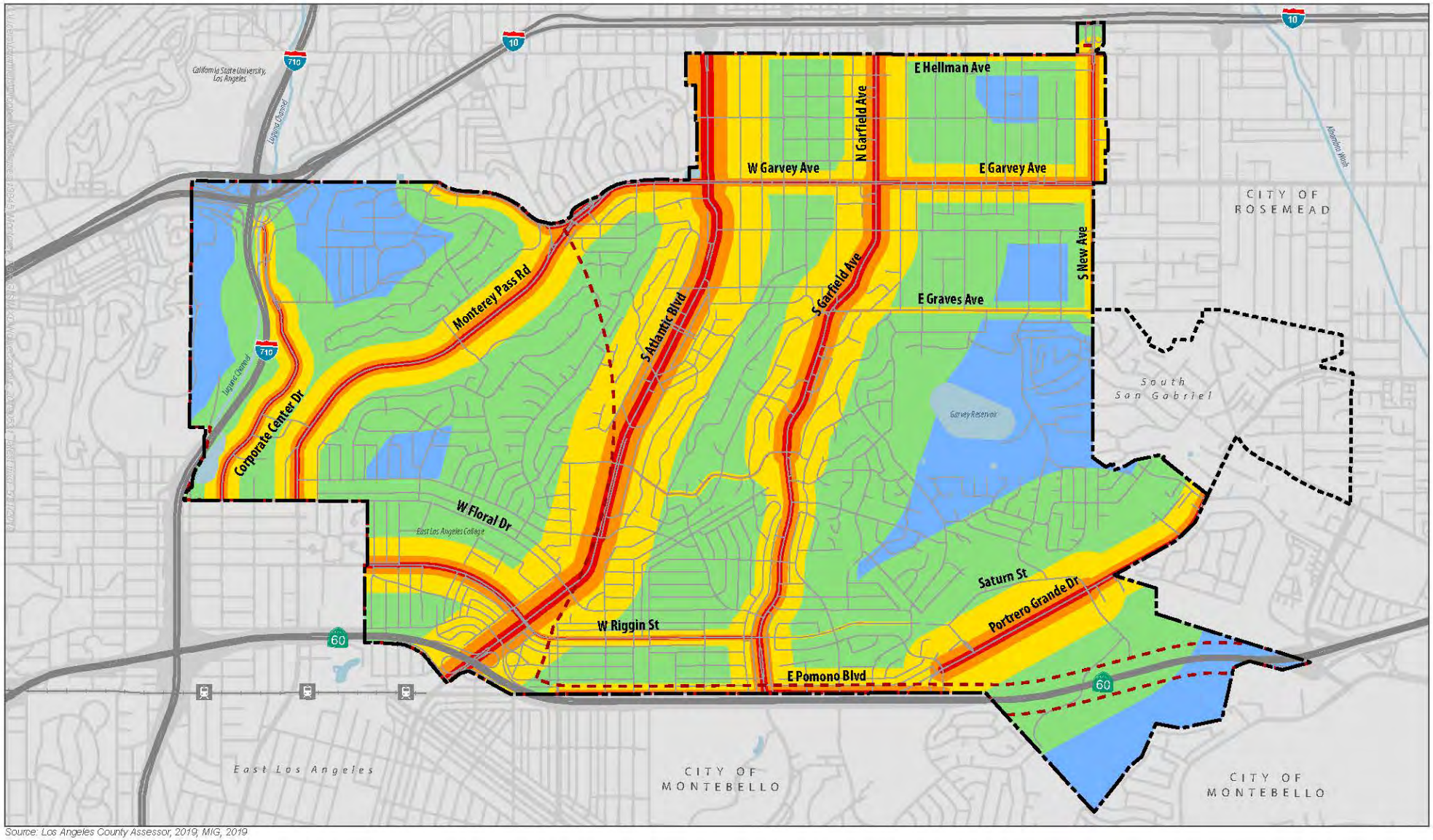
Future 2040 traffic noise levels with the Project were computed using the same methodology (TNM Version 2.5) and data sources used to calculate existing 2019 and future baseline 2040 traffic noise levels (see Section 4.13.2), except that Project traffic levels were obtained from the TIS prepared for the Project and entered into the traffic model. In addition, the 2040 mix of automobiles (94%), medium (2%) and heavy duty trucks (2%), and motorcycles (3%) assigned to the roadway system was generated using CARB's EMFAC2017 model. Future traffic noise contours are shown in Figure 4.13-3 (Project 2040 Transportation Noise Contours). The distances to the modeled CNEL contours for the roadway are shown in Table 4.13-10. In addition, Table 4.13-11 summarizes the net change in average daily traffic (ADT) and traffic noise levels (at a distance of 100 feet) that would occur with implementation of the Project. Refer to Appendix C for detailed existing and future traffic noise modeling results.

The results of the traffic noise modeling indicate that existing traffic noise levels within the Planning Area would continue to be highest along major travel corridors such as Atlantic Boulevard, Garfield Avenue, Garvey Avenue, Monterey Pass Road, and Potrero Grande Drive. Specifically, the modeling shows:

- Traffic noise levels along all segments of Atlantic Boulevard could increase by no more than 2 dBA.[2] For all segments, including segments with low density residential land uses, traffic noise levels area estimated to increase to levels above 75 CNEL. In addition:
    - Traffic noise levels along the segment of Atlantic Boulevard from Hellman Avenue to Garvey Avenue (within the North Atlantic Focus Area) are estimated to increase from approximately 74 to 76 CNEL at a distance of 100 feet from the center of this roadway segment. This noise level would exceed the City's conditionally acceptable noise level for commercial, office, business, professional, and mixed use land uses (75 CNEL). Although the increase in traffic noise levels would be below the level that is normally discernible by the typical human (3 dB), noise levels would change from conditionally acceptable to normally unacceptable for these land uses.
    - Traffic noise levels along the segment of Atlantic Boulevard from El Repetto Drive to Floral Drive would increase by 1.1 dBA and change noise exposure levels for the adjacent low density residential land uses along this segment of Atlantic Drive from normally unacceptable to clearly unacceptable (greater than 75 CNEL).
    - Traffic noise levels along the segment of Atlantic Boulevard from Floral Drive to the south city limit (within the South Atlantic Focus Area) would increase by approximately 1 dBA and would remain within the conditionally acceptable noise level for commercial, office, business, professional, and mixed use land uses (75 CNEL).
- Traffic noise levels along all segments of Corporate Center Drive (within the Corporate Center and Corporate Place Focus Areas) could increase by approximately 1.5 to 2.0 dBA but remain within the conditionally acceptable noise level for commercial, office, business, professional, and mixed use land uses (75 CNEL).

[2] For the purposes of this noise analysis and consistent with the California Environmental Quality Act (CEQA), all Project 2040 increases in noise are compared against existing 2019 noise levels. This provides a conservative approach (i.e., likely to overestimate the Project impact) because traffic noise increases are expected to occur in the Planning Area over time even without the Project.

- Traffic noise levels along all segments of Garfield Avenue are estimated to increase by approximately 1.3 to 3.4 dBA to levels above 72 CNEL.
    - Traffic noise levels along the segment of Garfield Avenue from Hellman Avenue to Garvey Avenue (within the Downtown Core Focus Area) could increase by 3.4 dBA but remain within the conditionally acceptable noise level for commercial, office, business, professional, and mixed use land uses (75 CNEL).
- Traffic noise levels along all segments of Garvey Avenue are estimated to increase to levels between approximately 72 and 76 CNEL. In addition:
    - Traffic noise levels along the segment of Garvey from Fremont Avenue to Atlantic Boulevard (within the Monterey Pass Focus Area) are estimated to increase by approximately 1 dBA and remain within the conditionally acceptable noise level for light industrial land uses (80 CNEL) as well as commercial, office, business, professional, and mixed use land uses.
    - Traffic noise levels along the segment of Garvey from Atlantic Boulevard to New Avenue (within the North Atlantic, Downtown Core, and Garvey Corridor Focus Areas) could increase by approximately 1 to 1.4 dBA and remain within the conditionally acceptable noise level for commercial, office, business, professional, and mixed use land uses (75 CNEL).
- Traffic noise levels would increase by approximately 1 to 1.5 dBA along other roadway segments where existing low, medium, and high density residential land uses are already exposed to normally unacceptable noise levels (i.e., noise levels greater than 65 CNEL), including:
    - Cesar Chavez Avenue Boulevard between the west city Limit and Atlantic Boulevard
    - New Avenue between Hellman Avenue and Graves Avenue
    - Riggin Street between Atlantic Boulevard and Garfield Avenue



Source: Los Angeles County Assessor, 2019; MIG, 2019

Community Noise Equivalent Levels (CNEL)

- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL
- 65 CNEL (Freeways)

- Monterey Park Boundary
- Sphere of Influence Boundary
- Metro Gold Line and Stations
- Water Courses
- Waterbodies

0 ¼ ½ 1 Mile

Monterey Park 2040

Exhibit 4.13-3 Future 2040 Traffic Noise Contours

Monterey Park Focused General Plan Update

MIG

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Table 4.13-10
Future Project (2040) Traffic Noise Level Contour Distances

ID	Road	Segment	CNEL at 100 Feet (dBA)[A]	CNEL Contour and Distance from Roadway Center in Feet			
				70 dBA	65 dBA	60 dBA	55 dBA
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	76	398	1,259	3,981	--[B]
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	75.4	347	1,096	3,467	--[B]
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	75.4	347	1,096	3,467	--[B]
1D	Atlantic Blvd	Floral Dr to South City Limit	75	316	1,000	3,162	--[B]
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	72.5	178	562	1,778	5,623
3A	Corporate Ctr Dr	Ramona Blvd to Casuda Canyon Dr	68	63	200	631	1,995
3B	Corporate Ctr Dr	Casuda Canyon Dr to Floral Drive	70.4	110	347	1,096	3,467
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	62	16	50	158	501
5A	Garfield Ave	Hellman Ave to Garvey Ave	73.1	204	646	2,042	6,457
5B	Garfield Ave	Garvey Ave to El Repetto Dr	74.3	269	851	2,692	8,511
5C	Garfield Ave	El Repetto Dr to Riggin St	72	158	501	1,585	5,012
5D	Garfield Ave	Riggin St to South City Limit	73.1	204	646	2,042	6,457
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	69.2	83	263	832	2,630
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	72.9	195	617	1,950	6,166
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	68.8	76	240	759	2,399
6D	Garvey Ave	Garfield Ave to New Ave	70.9	123	389	1,230	3,890
7A	Graves Ave	Garfield Ave to East City Limit	62.5	18	56	178	562
8A	Hellman Ave	West City Limit to Garfield Ave	65.2	33	105	331	1,047
8B	Hellman Ave	Garfield Ave to East City Limit	66.3	43	135	427	1,349
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	72.4	174	550	1,738	5,495
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	71.5	141	447	1,413	4,467
10A	New Ave	Hellman Ave to Garvey Ave	70.5	112	355	1,122	3,548
10B	New Ave	Garvey Ave to Graves Ave	67.1	51	162	513	1,622
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67.8	60	191	603	1,905
11B	Pomona Blvd	Garfield Ave to Markland Ave	72.1	162	513	1,622	5,129
12A	Potrero Grande Dr	Markland Dr and Saturn St	74	251	794	2,512	7,943
12B	Potrero Grande Dr	Saturn St and East City Limit	72	158	501	1,585	5,012
13A	Riggin St	Atlantic Blvd to Findlay Ave	66.7	47	148	468	1,479
13B	Riggin St	Findlay Ave to Garfield Ave	67.3	54	170	537	1,698
13C	Riggin St	Garfield Ave to Fulton St	59	8	25	79	251
14	I10	Adjacent to City Limits	71.7	148	468	1,479	4,677
15A	I710 with Barrier	Within / Adjacent to City Limits	65.9	39	123	389	1,230
15B	I710 no Barrier	Within / Adjacent to City Limits	84	2,512	7,943	--[B]	--[B]
16A	SR60	Within / Adjacent to City Limits	69.5	89	282	891	2,818

Source: KOA 2019, Caltrans 2018, and MIG 2019 (see Appendix C)

(A) All CNEL values at listed distances are measured from the center of the modeled roadway.
(B) Distances to these contours are more than 1.5 miles and are not presumed to be representative due to effects on propagation at these distances.

Table 4.13-11
Net Change in ADT and Traffic Noise Levels

ID	Road	Segment	Existing		Future		Net Change	
			ADT	CNEL(A)	ADT	CNEL(A)	ADT	CNEL(A)
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	33,571	74	52,974	*76*(B)	19,403	2
1B	Atlantic Blvd	Garvey Ave to El Repetto	27,550	73.6	40,196	*75.4*(B)	12,646	1.8
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	31,414	74.3	40,196	*75.4*(B)	8,782	***1.1***(C)
1D	Atlantic Blvd	Floral Dr to South City Limit	31,137	73.7	41,324	*75*(B)	10,187	1.3
2A	Cesar Chavez Ave	West Limit to Atlantic Blvd	17,683	71.5	21,432	*72.5*(B)	3,749	1
3A	Corporate Ctr Dr	Ramona Blvd to Casuda	5,640	66.5	7,768	68	2,128	1.5
3B	Corporate Ctr Dr	Casuda Cny Dr to Floral Dr	7,879	68.4	12,032	70.4	4,153	2
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	1,706	60.7	2,264	62	558	1.3
5A	Garfield Ave	Hellman Ave to Garvey Ave	26,150	69.7	55,245	73.1(B)	29,095	3.4
5B	Garfield Ave	Garvey Ave to El Repetto	26,436	72.5	36,011	74.3	9,575	1.8
5C	Garfield Ave	El Repetto Dr to Riggin St	25,161	70.8	31,496	72	6,335	1.2
5D	Garfield Ave	Riggin St to South Limit	24,207	71.5	33,387	73.1	9,180	1.6
6A	Garvey Ave	Casuda Cny Dr to Fremont	11,257	68.4	12,768	69.2	1,511	0.8
6B	Garvey Ave	Fremont Ave to Atlantic	22,067	71.7	27,875	72.9	5,808	1.2
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	20,473	67.7	25,311	68.8	4,838	1.1
6D	Garvey Ave	Garfield Ave to New Ave	24,765	69.5	32,866	*70.9*(B)	8,101	1.4
7A	Graves Ave	Garfield Ave to East Limit	5,554	61.9	7,371	62.5	1,817	0.6
8A	Hellman Ave	West Limit to Garfield Ave	9,003	63.8	11,948	*65.2*(B)	2,945	1.4
8B	Hellman Ave	Garfield Ave to East Limit	9,867	64.9	13,095	*66.3*(B)	3,228	1.4
9A	Monterey Pass Rd	Garvey Ave to Vagabond	17,882	71.1	23,192	72.4	5,310	1.3
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	16,829	70.2	21,532	71.5	4,703	1.3
10A	New Ave	Hellman Ave to Garvey Ave	18,495	69.4	22,574	*70.5*(B)	4,079	1.1
10B	New Ave	Garvey Ave to Graves Ave	10,294	66.4	11,558	*67.1*(B)	1,264	0.7
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	8,073	67	9,261	67.8	1,188	0.8
11B	Pomona Blvd	Garfield Ave to Markland	20,477	70.5	28,120	*72.1*(B)	7,643	1.6
12A	Potrero Grande Dr	Markland Dr and Saturn St	21,057	73.1	24,963	*74*	3,906	0.9
12B	Potrero Grande Dr	Saturn St and East Limit	14,030	71.3	15,764	72	1,734	0.7
13A	Riggin St	Atlantic Blvd to Findlay Ave	10,095	65.3	13,397	*66.7*(B)	3,302	1.4
13B	Riggin St	Findlay Ave to Garfield Ave	10,925	65.9	14,499	*67.3*(B)	3,574	1.4
13C	Riggin St	Garfield Ave to Fulton St	4,396	57.6	5,834	59	1,438	1.4
14	I10	Adjacent to City Limits	212,000	71.1	228,680	71.7	16,680	0.6
15A	I710 with Barrier	Within / Adj. to City Limits	127,000	65.2	138,436	65.9	11,436	0.7
15B	I710 no Barrier	Within / Adj. to City Limits	127,000	83.4	138,436	84	11,436	0.6
16A	SR60	Within / Adj. to City Limits	246,500	68.8	265,309	69.5	18,809	0.7

Source: MIG 2019 (See Appendix C).

(A) All CNEL values are presented at a distance of 100 feet from the center of the modeled roadway.

(B) *Italicized* text indicates future ambient noise levels at residential receptor locations (at a distance of 100 feet from the roadway center) would either change (i.e., from normally acceptable to conditionally acceptable) or continue to be normally unacceptable (or worse) but would not increase ambient noise levels by more than 3.0 dBA. See Section 4.13.4, Significance Thresholds.

(C) ***Bold and italicized*** text indicates a net increase of 5.0 dBA or more where noise levels remain below normally acceptable levels, or a net increase of 3.0 dBA or more where noise levels change from normally or conditionally acceptable to normally unacceptable, or a net increase of 1.0 dBA or more where noise levels change from normally unacceptable to clearly unacceptable. These increases are considered a potentially significant impact. See Section 4.13.4, Significance Thresholds.

As shown in Table 4.13-11, traffic noise levels within the Planning Area could increase. In general, traffic noise levels could increase by less than 3 dBA along all roadway segments, with the exception of Garfield Avenue, between Hellman Avenue and Garvey Avenue; however, estimated noise levels along this roadway segment would remain conditionally acceptable. Although estimated noise levels would cause noise exposure along certain roadway segments to change from conditionally acceptable levels to conditionally unacceptable levels, the total increase in noise levels would be less than 3 dBA and would, therefore, not likely be discernible to the typical noise-sensitive receptor.

Pursuant to the State noise standards, California Building Code, Section 1207.4, new residential structures would be required to be constructed such that interior noise levels do not exceed an hourly Leq value of 45 dBA. Standard construction techniques and materials are commonly accepted to provide a minimum exterior to interior noise attenuation (i.e., reduction) of 22–25 dBA with all windows and doors closed (HUD 2009a and 2009b).[3] These interior noise reductions would be adequate for some developments occurring under the Project. New residential and mixed use developments within the North Atlantic, Downtown Core, and Garvey Corridor Focus Areas are likely to require additional noise attenuation design features since traffic noise levels along these roadways are estimated to exceed 70 CNEL under existing and future conditions. Adherence to the State's mandatory noise standards would ensure residential and mixed use structures within the Planning Area meet or exceed the 45 dBA Leq standard.

Furthermore, the City's General Plan includes goals and policies that serve to minimize the impact of ambient noise levels throughout the City. For example, General Plan Safety and Community Services Element Policy 5.2 requires the City to incorporate noise impact considerations into the development review process, ensuring City standards are addressed during project design and development.

Although City policies and State standards require noise to be addressed for new development, existing development could be exposed to increased noise levels that result in a change in terms of compatibility (i.e., from normally acceptable to conditionally acceptable), and as shown in Table 4.13-11, *traffic-related noise levels would increase by more than 1 dB along Atlantic Boulevard between El Repetto and Floral Drive, resulting in clearly unacceptable noise levels at adjacent low density residential land uses. Therefore, the City is incorporating Mitigation Measure NOISE-2 into the Project to reduce potential noise levels along Atlantic Boulevard.*

Increases in Stationary and Other Sources of Noise

Stationary and other sources of noise in the Planning Area include those associated with typical activities associated with different types of land use. These sources could include, but are not limited to, landscape and building maintenance activities, stationary mechanical equipment (e.g., pumps, generators, HVAC units), garbage collection activities, commercial and industrial activities, and other stationary and area sources such as people's voices, amplified music, and public address systems.

[3] The U.S. Department of Housing and Urban Development (HUD) Noise Guidebook and supplement (2009a, 2009b) includes information on noise attenuation provided by building materials and different construction techniques. As a reference, a standard exterior wall consisting of 5/8-inch siding, wall sheathing, fiberglass insulation, two by four wall studs on 16-inch centers, and 1/2-inch gypsum wall board with single strength windows provides approximately 35 dBs of attenuation between exterior and interior noise levels. This reduction may be slightly lower (2-3 dBs) for traffic noise due to the specific frequencies associated with traffic noise. Increasing window space may also decrease attenuation, with a reduction of 10 dBs possible if windows occupy 30% of the exterior wall façade.

Noise generated by residential or commercial uses is generally short-term and intermittent. Industrial uses may generate noise on a more continual basis due to the types of their activities. The Project could provide for increases in residential and commercial development within the Planning Area, and could also provide for mixed use development in which residential and commercial uses are integrated into a single development project. These types of developments tend to have higher noise levels associated with the mix of land uses contained within them. Future planned development could also result in new stationary and area sources as well as exposure of new sensitive land uses to existing stationary and area sources.

The City's existing General Plan includes goals and policies that minimize the impact of ambient noise levels throughout the City. For example, General Plan Safety and Community Services Element Policy 5.2 requires the City to incorporate noise impact considerations into the development review process, ensuring City standards are addressed during project design and development. Policy 5.3 specifically requires new multi-family residential developments to incorporate design features to minimize intrusion of ambient noise into private and common outdoor spaces. Goal 6, Policy 6.1 requires mixed use structures to be designed to prevent the transfer of noise from commercial areas to residential use areas, while Policy 6.2 would require balconies and windows of residential units contained within a mixed use development to be located away from the primary adjacent street and other major noise sources.

The City's existing General Plan policies would protect residents from excessive stationary noise sources and ensure new land uses meet the MPMC's noise standards through evaluation and design considerations. Thus, stationary and other sources of noise would be controlled by the General Plan goals and policies, and the MPMC, which limit allowable noise levels at adjacent properties. Therefore, future stationary noise sources would comply with City standards and would not expose people to a substantial permanent increase in noise levels.

Level of Significance Before Mitigation

The increase in traffic noise levels along Atlantic Boulevard resulting in clearly unacceptable low density residential noise exposure levels is considered a potentially significant impact.

The City's existing General Plan policies and MPMC requirements would protect residents from excessive stationary noise sources and ensure new land uses meet the MPMC's noise standards. Therefore, potential growth under the Project would not expose people to a substantial permanent increase in noise levels from stationary and other non-transportation sources of noise. This impact would be less than significant.

Mitigation Measures

Mitigation Measure NOISE-2. The City should periodically (at least every five years), conduct ambient noise monitoring or site-specific modeling to determine the 24-hour CNEL at the low density residential land uses along Atlantic Boulevard, between El Repetto Drive and Floral Drive. The purposes of the monitoring or modeling is to determine if CNEL values are approaching the clearly unacceptable noise level limit of 75 CNEL for low density residential land uses. When measured or modeled noise levels associated with traffic noise reach 75 CNEL, as measured at the project property line for the low density residential land uses closest to Atlantic Boulevard, the City will evaluate the benefits, costs, and logistical feasibility (e.g., permits, right of way considerations, aesthetic considerations) of installing a noise barrier capable of reducing noise exposure levels to conditionally acceptable levels (at minimum). If such a barrier is found to be feasible and reasonable pursuant to Caltrans or Federal Highway Administration barrier

acceptance criteria, the City may proceed with constructing a barrier capable of achieving the barrier's noise reduction goal.

Level of Significance After Mitigation

The application of the policies and objectives outlined in the City's current General Plan and Focused General Plan Update would reduce the amount of future vehicle trips on Planning Area roadways; however, the potential level of reduction is uncertain at this time and would be contingent on the characteristics of each individual future development project. In addition, a noise barrier may or may not be feasible to install along Atlantic Boulevard, given cost and logistical variables. Since a reduction in vehicle trips cannot be guaranteed, and future noise levels would increase by 1 dB or more and/or potentially expose noise-sensitive low density residential land uses on Atlantic Boulevard between El Repetto Drive and Floral Drive to clearly unacceptable noise levels, this impact would remain ***significant and unavoidable***.

Groundborne Vibration and Noise Levels

Impact NOISE-3– Would the project result in generation of excessive groundborne noise levels?

Analysis of Impacts

Construction activities have the potential to result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and activities involved. Vibration generated by construction equipment spreads through the ground and diminishes with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, result in low rumbling sounds and detectable vibrations at moderate levels, and at high levels can cause sleep disturbance in places where people normally sleep or annoyance in buildings that are primarily used for daytime functions and sleeping (e.g., a hospital). Ground vibration can also potentially damage the foundations and exteriors of existing structures even if it does not result in a negative human response. Pile drivers and other pieces of high-impact construction equipment are generally the primary cause of construction-related vibration impacts. The use of such equipment is generally limited to sites where there are extensive layers of very hard materials (e.g., compacted soils, bedrock) that must be loosened or penetrated to achieve grading and foundation design requirements. The need for such methods is usually determined through site-specific geotechnical investigations that identify the subsurface materials within the grading envelope, along with foundation design recommendations and the construction methods needed to safely permit development of a site.

Construction equipment and activities are categorized by the nature of the vibration they produce. Equipment or activities typical of continuous vibration include excavation equipment, static compaction equipment, vibratory pile drivers, and pile-extraction equipment. Equipment or activities typical of transient (single-impact) or low-rate repeated impact vibration include impact pile drivers, and crack-and-seat equipment. Pile driving and blasting activities produce the highest levels of ground vibration and can result in structural damage to existing buildings.

Since individual project-specific information is not available at this time, potential short-term construction-related vibration impacts can only be evaluated based on the typical construction activities associated with residential, commercial, and industrial development. Potential construction source vibration levels were developed based on methodologies, reference noise levels, and typical equipment usage and other operating factors documented and contained in

the FHWA's Construction Noise Handbook (FHWA, 2006), FTA's Transit Noise and Vibration Impact Assessment document (FTA 2018), and Caltrans' Transportation and Construction Vibration Guidance Manual (Caltrans, 2013b). Reference levels are vibration emissions for specific equipment or activity types that are well-documented and for which their usage is common practice in the field of acoustics.

Future development as a result of the Project could occur in primarily urban settings where land is already disturbed and, therefore, is not likely to require blasting, which is typically used to remove unwanted rock or earth. Standard construction equipment (e.g., bulldozers, trucks, jackhammers) generally does not cause vibration that could cause structural or cosmetic damage but may be felt by nearby receptors. Table 4.13-12 presents the typical types of equipment that could be used for future development activities in the Planning Area.

Table 4.13-12
Groundborne Vibration and Noise from Typical Construction Equipment

Equipment	Peak Particle Velocity (in/sec) (A)			Velocity Decibels (VdB) (B)		
	25 feet	50 feet	100 feet	25 feet	50 feet	100 feet
Small bulldozer	0.003	0.001	0.001	58	49	40
Jackhammer	0.035	0.016	0.008	79	70	61
Rock Breaker	0.059	0.028	0.013	83	74	65
Loaded truck	0.076	0.035	0.017	86	77	68
Auger Drill Rig	0.089	0.042	0.019	87	78	69
Large bulldozer	0.089	0.042	0.019	87	78	69
Vibratory Roller	0.210	0.098	0.046	94	85	76
Impact Pile Driver (upper range)	1.518	0.708	0.330	112	103	94
Impact Pile Driver (typical)	0.644	0.300	0.140	104	95	86
Sonic Pile Driver (upper range)	0.734	0.42	0.160	105	96	87
Sonic Pile Driver (typical)	0.170	0.079	0.037	93	84	75

Sources: Caltrans 2013b and FTA 2018

(A) Estimated PPV calculated as: PPV(D)=PPV(ref)*(25/D)^1.1 where PPV(D)= Estimated PPV at distance; PPVref= Reference PPV at 25 ft; D= Distance from equipment to receiver; and n= ground attenuation rate (1.1 for dense compacted hard soils).

(B) Estimated Lv calculated as: Lv(D)=Lv(25 feet)-30Log(D/25) where Lv(D)= estimated velocity level in decibels at distance, Lv(25 feet)= RMS velocity amplitude at 25 ft; and D= distance from equipment to receiver.

As shown in Table 4.13-12, specific vibration levels associated with typical construction equipment are highly dependent on the type of equipment used. Vibration levels dissipate rapidly with distance, such that even maximum impact pile driving activities would result in vibration levels below Caltrans' recommended 0.5 PPV threshold for transient vibration-induced damage in historic, older buildings at a distance 100 feet; all other activities would be below Caltrans' threshold for transient vibration-induced damage in historic, older buildings at a distance of 25 feet. For human responses, maximum impact pile driving activities would result in groundborne

vibration and noise levels below Caltrans' threshold for a distinctly perceptible response (0.24 PPV) and the FTA's vibration standard for infrequent events at residential lands (80 VdB) at a distance of approximately 150 feet and 300 feet, respectively. All other activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses.

Level of Significance Before Mitigation

Typical construction activities may be barely to distinctly perceptible when occurring within approximately 150 feet of sensitive land uses. Most construction equipment does not operate in the same location for prolonged periods of time. Therefore, even if construction equipment were to operate near a building where receptors may feel vibration, it would only be for a temporary amount of time and would not be considered excessive. This impact is considered less than significant.

Mitigation Measures

None required.

Excessive Noise Levels within Airport Vicinity

Impact NOISE-4 – 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, would the project expose people residing or working in the project area to excessive noise levels?

Analysis of Impacts

The closest airport to the Planning Area is the San Gabriel Valley Airport, located approximately four miles northeast of the Planning Area. This public airport has one runway and does not generate substantial airport-related noise in the Planning Area.

Noise from overhead flights was observed during the ambient noise monitoring conducted for the Project, and the City's General Plan indicates outbound flights from Los Angeles International Airport (LAX) are known to fly over the middle of the city. LAX is located approximately 14 miles southwest of the Planning Area. This intermittent aircraft related noise is not considered excessive. The Project would not result in a substantial number of new residential units below flight paths; rather, new units would be congregated in mixed used developments in the northern part of the city.

The City's General Plan establishes the City's overall goal and intent to reduce aircraft noise impacts on Monterey Park residents and businesses by working with surrounding jurisdictions to improve aircraft noise standards and restricting helipad locations. The implementation of these General Plan policies would ensure potential airport and heliport noise would not be excessive within the Planning Area.

There are no private airstrips located in the Planning Area.

Level of Significance Before Mitigation

The Project is not located within the vicinity of a private air strip or an airport land use plan and would not expose people residing or working in the Planning Area to excessive airport-related noise levels. This impact would be less than significant.

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to noise or vibration?

Analysis of Impacts

Project implementation would result in construction noise and vibration as individual development projects are constructed over time. Each individual development would be subject to City regulations and policies regarding construction noise and vibration (See Impacts NOISE-1 and NOISE-3), as well as Mitigation Measure NOISE-1 contained in this EIR. These policies and measures establish the overall goal and intent of the City to protect residents from excessive construction noise and vibration, to require the appropriate evaluation of construction noise and vibration impacts at sensitive receptor locations, and to implement feasible construction noise and vibration control measures when development occurs near noise-sensitive land uses. Therefore, construction noise would not make a cumulatively considerable contribution to a significant cumulative construction noise impact.

Once constructed, development projects would contribute to the potential permanent increases in noise levels evaluated under Impact NOISE-2. The long-term increases in traffic in the Planning Area would result in a cumulatively considerable increase in noise levels along Atlantic Avenue between El Repetto Drive and Floral Drive to clearly unacceptable levels.

As discussed under Impact NOISE-2, each individual development project would be subject to City regulations and policies that limit and control non-transportation noise generation and exposure from these noise sources, and that render potential cumulative increases in noise levels from non-transportation noise sources to a less than significant level.

Level of Significance Before Mitigation

The long-term increases in traffic in the Planning Area would result in a cumulatively considerable increase in noise exposure to clearly unacceptable levels along Atlantic Avenue between El Repetto Drive and Floral Drive. This is considered a potentially significant impact.

Mitigation Measures

See Mitigation Measure NOISE-2.

Level of Significance After Mitigation

The potential effectiveness of Mitigation Measure NOISE-2 is uncertain at this time. Since a reduction in vehicle trips cannot be certain and the installation of noise barrier is not guaranteed and may not be feasible, future noise levels would increase by 1 dB or more and/or potentially expose noise-sensitive low density residential land uses on Atlantic Boulevard between El Repetto Drive and Floral Drive to clearly unacceptable noise levels. This impact would remain ***significant and unavoidable***.

4.13.6 REFERENCES

California Department of Transportation (Caltrans)
2013a Technical Noise Supplement to the Traffic Analysis Protocol. Sacramento, CA. September 2013.
2013b *Transportation and Construction Vibration Guidance Manual*. Prepared by the California Department of Transportation: Division of Environmental Analysis Environmental Engineering – Hazardous Waste, Air, Noise, Paleontology Office. Report No. CT-HWANP-RT-13-069.25.3. Sacramento, CA. September 2013.

KOA
2019 City of Monterey Park General Plan Update Transportation Impact Study. May 2019.

MIG
2019. Monterey Park Focused General Plan Update Ambient Noise Monitoring Data. May 2019.
U.S. Federal Highway Administration (FHWA)
2010 "Construction Noise Handbook, Chapter 9 Construction Equipment Noise Levels and Ranges." *U.S. Department of Transportation FHWA*. August 24, 2017. Accessed April 1, 2018 at: http://www.fhwa.dot.gov/environment/noise/construction_noise/handbook/handbook09.cfm

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2018 *Transit Noise and Vibration Impact Assessment Manual*. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. Washington, DC. September 2018.

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4.14 – Population and Housing

This EIR chapter describes population and housing impacts associated with implementation of the Monterey Park Focused General Plan Update.

4.14.1 – ENVIRONMENTAL SETTING

Monterey Park is a diverse community in the West San Gabriel Valley. With a population of 60,269 in 2010, the City experienced relatively flat growth in the prior decade, particularly during the economic downturn that began in 2007. However, regional growth pressures and regional growth policies focused on providing opportunities for new housing in urban Los Angeles County communities like Monterey Park.

Population

The City estimates that the 2019 population of the City is 64,240 residents and the population of the City's Sphere of Influence is 4,648 residents.[1] The California Department of Finance estimates that the January 2019 population for Los Angeles County was 10,253,716 residents (California Department of Finance, 2019).

The Southern California Association of Governments (SCAG) develops socioeconomic estimates and growth projections including population, households, and employment. These estimates and projections provide the analytical foundation for SCAG's transportation planning and other programs. The growth forecast included in the 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) for Los Angeles County and the City of Monterey Park are included in Table 4.14-1. The City's current population estimate (2019) exceeds the 2035 population forecast identified in the 2016-2040 RTP/SCS by 140 persons.

Table 4.14-1
Population Forecasts included in the 2016-2040 RTP/SCS

	2020	2035	2040	Growth Between 2020 - 2040
County of Los Angeles	10,326,200	11,145,100	11,514,800	+1,188,600
City of Monterey Park	62,600	64,100	65,000	+2,400
Source: 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.				

[1] The 2019 population and housing estimates for the Planning Area are derived from a variety of informational sources including: the California Department of Finance, Demographic Research Unit, Population and Housing Estimates, January 2018; Urban Footprint and CoreLogic 2019 parcel attribute data; and MIG, 2019. It should be noted that, to provide a conservative analysis, an occupancy rate was not applied to the existing and future population estimates. The California Department of Finance estimates a 4.4 percent vacancy rate (95.6 occupancy rate) for 2018.

Housing

The City estimates there are 20,965 dwelling units within the City; these include 12,219 single-family units and 8,746 multi-family units.[2] The City's Sphere of Influence includes 1,517 units; these include 1,269 single-family units and 248 multi-family units.[3] According to the California Department of Finance, as of January 2019 there were approximately 3,568,898 housing units within Los Angeles County (California Department of Finance, 2019). As noted above, SCAG develops socioeconomic estimates and growth projections including population, households, and employment. Table 4.14-2 shows the anticipated growth in households for both Los Angeles County and the City of Monterey Park. It should be noted that the City's existing housing supply (2019) exceeds SCAG's 2020 forecast for housing units by 165 dwellings.

Table 4.14-2
Household Forecasts included in the 2016-2040 RTP/SCS

	2020	2035	2040	Growth between 2020 - 2040
County of Los Angeles	3,493,700	3,809,300	3,946,600	+452,900
City of Monterey Park	20,800	21,300	21,500	+700
Source: 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction.				

4.14.2 – REGULATORY FRAMEWORK

Federal

2010-2015 HUD Consolidated Plan

The Consolidated Plan is a five-year plan that must be prepared by jurisdictions entitled to receive federal housing funds. As an entitlement jurisdiction, Monterey Park has prepared a Consolidated Plan to identify the overall housing and community development needs, and outline a strategy to address those needs over a five-year period from 2015 to 2020. This Plan satisfies the Department of Housing and Urban Development's (HUD) statutory requirements for the Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) programs.

State

2016-2040 Regional Transportation Plan/Sustainable Communities Strategy

The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016-2040 RTP/SCS) is a long-term vision of how the region will address regional transportation and land use challenges and opportunities. The 2016-2040 RTP/SCS identifies goals, which are intended to help carry out the vision for improved mobility, a strong economy and sustainability. The guiding policies for the 2016 RTP/SCS are intended to help focus future investments on the best-performing projects and strategies to preserve, maintain and optimize the performance of the existing transportation system.

[2] Ibid.
[3] Ibid.

Regional Housing Needs Allocation

State Housing Element law requires the California Department of Housing and Community Development, in consultation with the local regional planning agency, Southern California Association of Governments (SCAG), to periodically create a plan that summarizes regional housing needs for both existing conditions, as well as for an eight-year planning period. This plan, known as the Regional Housing Needs Assessment (RHNA), allocates regional housing needs by income level among member jurisdictions. SCAG has determined the City's housing needs for the period 2013-2021 to be: 205 units for Very Low Income; 123 units for Low Income; 137 units for Moderate Income; and 350 units for Above Moderate Income.

The City notes that during SCAG's process of developing the RHNA for the region, the City petitioned to have its allocation reduced since the data used to develop the RHNA overestimated Monterey Park's population by approximately 5,000 residents, which meant that erroneous growth rates were incorporated into the calculations. The City was unsuccessful in its effort to have the RHNA reduced.

Local

City of Monterey Park General Plan – Housing Element

The Housing Element is one of the seven mandatory elements of the General Plan; it specifies ways in which the housing needs of existing and future resident populations can be met. It must be updated every four or eight years, consistent with State Housing Element laws; this Housing Element covers a period extending from January 2014 through September 30, 2021. The Housing Element establishes the City's priorities for allocating resources on housing programs. While housing policies do not commit the City to directly producing new housing units consistent with regional housing goals, the Element shows how Monterey Park will accommodate the desires of property owners and the development community to provide housing for residents of all income ranges and needs. Goals and policies included in the Housing Element are listed below:

- Goal 1: Conserve and improve existing affordable housing in Monterey Park.
    - Policy 1.1: Encourage the rehabilitation of substandard residential properties by homeowners and landlords.
    - Policy 1.2: Promote investment of public and private resources to reverse neighborhood deterioration trends where they may occur.
    - Policy 1.3: Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households.
    - Policy 1.4: Coordinate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes as long-term affordable housing.
    - Policy 1.5: Work to preserve existing affordable low-income housing in the City that is considered at risk of converting to non-low-income use.
    - Policy 1.6: Pursue initiatives that allow for increased home ownership of single family residences, townhomes, and condominiums.
- Goal 2: Remove or reduce governmental constraints on affordable housing development.
    - Policy 2.1: Continue efforts to streamline administrative procedures for granting approvals and permits. Review residential development standards, regulations,

ordinances, review procedures and permitting fees related to the development of housing. Adjust, as appropriate, those that are determined to be a constraint to the development of housing.

- Policy 2.2: Encourage the use of density bonuses and provide other regulatory concessions to facilitate affordable housing development.
- Policy 2.3: Provide appropriate standards in the Zoning Code to allow and facilitate the development of housing for lower-income and special needs persons.

- Goal 3: Provide adequate housing by location, type of unit, and price to meet existing and future needs of City residents.
  - Policy 3.1: Encourage a wide range of housing types, prices, and ownership forms.
  - Policy 3.2: Assist private developers in identifying and preparing vacant land suitable for lower-income and senior citizen housing developments.
  - Policy 3.3: Provide adequate and accessible community facilities and services to residential neighborhoods.
  - Policy 3.4: Implement the Land Use Element, and facilitate development of mixed-use residential projects in areas designated for mixed-use near the Central Business District, and along North Atlantic Boulevard, East Garvey Avenue, and Pomona Boulevard.
  - Policy 3.5: Continue to encourage second units in single-family residential areas and residential units within mixed-use developments.
- Goal 4: Assist in the provision of housing that meets the needs of all economic segments of the community.
  - Policy 4.1: Encourage greater development and utilization of federal, State, and local programs to ensure adequate funding of housing programs.
  - Policy 4.2: Promote the development of new housing units designed for the elderly and disabled persons to be in close proximity to public transportation and community services.
  - Policy 4.3: Encourage the design of residential developments that are secure, safe, and environmentally sensitive. Support the use of cost-saving and energy-conserving construction techniques.
  - Policy 4.4: Support favorable home purchasing options for lower- and moderate-income households.
  - Policy 4.5: Continue to support rental assistance for very low-income households who are overpaying for housing.
- Goal 5: Promote equal housing opportunities for all residents.
  - Policy 5.1 Prohibit discrimination in the sale or rental of housing with regard to race, ethnic background, religion, handicap, income, sex, age, and household composition.
  - Policy 5.2 Provide fair housing services to Monterey Park residents, and ensure that residents are aware of their rights and responsibilities regarding fair housing.

- Policy 5.3 Support housing construction or alterations that meet the needs of residents with special needs such as the elderly, disabled, and families with children.

4.14.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the project would have a significant impact related to population and housing if it would:

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); or

b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

4.14.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to population growth and recommends mitigation measures, as needed.

Population Growth

Impact POP-1 – Would the Project 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)?

Analysis of Impacts

The Focused General Plan Update anticipates a population increase of approximately 11,693 residents within the Planning Area between 2019 and 2040. All new development is anticipated to occur within already developed Focus Areas within the city. While site-specific development infrastructure improvements may be required to serve new development, no significant infrastructure improvements or extension of roads are proposed. The Focused General Plan Update would not indirectly induce substantial unplanned population growth through road or infrastructure extensions.

Implementation of the project would result in a 17 percent population increase within the Planning Area over the next 20 years. This population increase within the Planning Area (11,693 residents) is more growth than the 2016-2040 RTP/SCS anticipates for the City of Monterey Park between 2020 and 2040 (2,400 residents); however, the City's estimated current population exceeds the 2016-2040 RTP/SCS 2035 population forecast for the City. For a conservative analysis, an occupancy rate was not applied to the City's calculation of existing and future estimated population numbers. The California Department of Finance does use a 4.4 percent vacancy rate (95.6 occupancy rate) for 2018, so while the Project would increase population beyond what the 2016-2040 RTP/SCS forecasts, the 2016-2040 RTP/SCS has different occupancy assumptions than what was used by the City, plus the 2016-2040 RTP/SCS does not reflect current population levels identified by the City.

The 2016-2040 RTP/SCS does anticipate significant population and housing growth within the Los Angeles County region – an increase of approximately 1,188,600 residents and 452,900

households by 2040. Implementation of the Focused General Plan Update would result in the addition of planned housing units, which would help to meet the anticipated regional housing demand. Implementation of the Project would not result in substantial unplanned population growth within an area.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Housing Displacement

Impact POP-2 – Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

Analysis of Impacts

The Focused General Plan Update anticipates an increase in residents due directly to an increase in housing units. Over the next 20 years, the projected increase in the number of housing units within the Planning Area is 3,816 units, an approximately 17 percent increase from the existing 22,482 units to 26,298 units. The City anticipates that these units would be multi-family units located within focus areas identified within the General Plan; the City anticipates a small decrease in single-family units.

The Housing Element includes many policies related to the preservation of existing housing stock, including:

- Policy 1.1: Encourage the rehabilitation of substandard residential properties by homeowners and landlords.
- Policy 1.2: Promote investment of public and private resources to reverse neighborhood deterioration trends where they may occur.
- Policy 1.3: Continue to provide rehabilitation and home improvement assistance to low- and moderate-income households.
- Policy 1.4: Coordinate with non-profit housing providers in the acquisition and rehabilitation of older apartment complexes as long-term affordable housing.
- Policy 1.5: Work to preserve existing affordable low-income housing in the City that is considered at risk of converting to non-low-income use.
- Policy 3.5: Continue to encourage second units in single-family residential areas and residential units within mixed-use developments.

The projected increase in total units within the Planning Area (3,816 units) would be anticipated to offset potential impacts related to the limited amount of potential displacement of housing units or people that may result from implementation of the project.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to population and housing?

Analysis of Impacts

The 2016-2040 RTP/SCS anticipates significant population and housing growth within Los Angeles County region – an increase of approximately 1,188,600 residents and 452,900 households by 2040. Implementation of the project would result in an increase in residential dwelling units within the county. New development associated with implementation of the Focused General Plan Update would occur within already developed areas of the City. As development would be located within urban areas of the City, it is possible that some displacement of people or existing housing could occur; however, the projected increase in total units within the Planning Area (3,816 units) would be anticipated to offset potential impacts related to the limited amount of potential displacement of housing units by providing a net increase in housing units. Implementation of the project would not cause a substantial adverse cumulative impact with respect to population and housing.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation is required.

Level of Significance After Mitigation

Less than significant

4.14.5 REFERENCES

California Department of Finance, 2019. *California Tops 39.9 Million Residents at New Year Per New State Demographic Report*, May 1. (http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/documents/E-1_2019PressRelease.pdf accessed May 17, 2019)

California Department of Finance, 2019. *E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2019 with 2010 Census Benchmark*. (http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ accessed May 17, 2019).

City of Monterey Park, Development Services Department, 2013. *City of Monterey Park, 2014-2021 Housing Element,* August.

Southern California Association of Governments, 2016. *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,* April; 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction (http://www.scag.ca.gov/Documents/2016_2040RTPSCS_FinalGrowthForecastbyJurisdiction.pdf accessed May 17, 2019).

Southern California Association of Governments, 2016. *The 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy,* April.

Southern California Association of Governments, 2012. *5th Cycle Regional Housing Needs Assessment Final Allocation Plan, 1/1/2014 – 10/1/2021,* August 29. (http://www.scag.ca.gov/Documents/5thCyclePFinalRHNAplan.pdf, accessed May 17, 2019.)

4.15 – Public Services

This EIR chapter addresses impacts to public services allowed by the City of Monterey Park Focused General Plan Update (Project). Issues of interest are public services impacts identified by the CEQA Guidelines: whether the Project will result in substantial adverse physical impacts associated with the provision of public services and public service facilities, which could cause significant environmental impacts.

4.15.1 – ENVIRONMENTAL SETTING

In this section, the existing conditions, as they relate to fire protection, police protection, schools, parks and library services.

Fire Protection

Fire services are provided in the Planning Area by the Monterey Park Fire Department (City of Monterey Park, 2019a); the department has three stations. Station 61, Department headquarters, (350 W. Newmark Ave.) has one Quint (an apparatus that serves both as an engine and ladder truck), and an engine and a rescue ambulance. Station 62 (2001 S. Garfield Ave.) has one engine and an ambulance; Station 63 (704 Monterey Pass Road) has one engine. According to the City of Monterey Park GPU Existing Conditions Atlas (2019b), response times range from 8-14 minutes with an average of 10 minutes. The City requires new residential and non-residential developments to pay fire services development impact fees.

Police Protection

Police services within the Planning Area are provided by the Monterey Park Police Department. The Police Department is located at 320 W. Newmark Ave (City of Monterey Park, 2019a). According to a Police Department representative, the Department has 75 sworn officers and about 45 non-sworn staff. The Police Department confirms it meets the response time goals:

- Priority 1 calls (life threatening situation): 4.5 minutes.
- Priority 2 calls (includes trespassing or disturbance): 5.75 minutes
- Priority 3 calls (no threat to life or property): 9 minutes
- Priority 4 calls (routine calls): 5 minutes, 50 seconds

While the Department does not have formal staff ratio goals, it would like to have a one officer per 1,000 residents. The Department representative reported that the Police Department facilities are inadequate, in terms of size, for both existing needs and future needs due to population growth anticipated under the Project. The City requires new residential and non-residential developments to pay development impact fees to off-set incremental demand growth for police services.

Schools

The Monterey Park Planning Area is served by four different school districts. All four school districts require the payment of developmental impact fees. The following describes the schools

located within or serving the Planning Area and their 2018-2019 school year enrollment. (California Department of Education DataQuest website, 2019);

The Alhambra Unified School District operates four elementary schools in the north and western portion of the Planning Area:

- Brightwood Elementary School, K-8, 928 students
- Monterey Highlands Elementary School, K-5, 1025 students
- Repetto Elementary School, K-8, 825 students
- Ynez Elementary School, K-8, 810 students

Mark Keppel High School, 9-12, 2,257 students, is located in Alhambra but serves Monterey Park residents who live within the District's boundary; this also includes students who live within the Garvey School District boundary.

The Garvey School District operates two K-5 elementary schools in the northeastern portion of the Planning Area:

- Hillcrest Elementary, 383 students
- Monterey Vista Elementary School, 523 students

The Los Angeles Unified School District (LAUSD) operates one elementary school, Robert Hill Lane Elementary School, K-6, 381 students located in southwestern portion of the Planning Area. There are four schools, within LAUSD, that serve middle school aged students within three miles of the Planning Area:

- Belvedere Middle School, 972 students
- Brooklyn Avenue Elementary (K-8), 577 students
- Griffith Middle School STEAM Magnet, 1519 students
- El Sereno Middle School, 1,118 students

Monterey Park residents living within the LAUSD boundary attend Garfield High School, 9-12, 2,569 students, in East Los Angeles.

The Montebello Unified School District, located in the southern portion of the Planning Area, operates Bella Vista Elementary School, K-5, 531 students and Macy Intermediate School, 6-8, 795 students. Monterey Park residents attend Schurr High School (2,723 students) in Montebello.

East Los Angeles College (ELAC), a Los Angeles Community College District community college, is located in the southwestern portion of the City. With an enrollment of approximately 35,000, ELAC is the largest campus in the Los Angeles Community College District.

Parks

Parks and Monterey Park Golf Course comprise 3.8% of the Planning Area. Monterey Park parks are managed by the Department of Public Works (City of Monterey Park, 2019a). They include the following:

- Barnes Park (11 acres)
- Bella Vista Park (4 acres)
- Cascades Park (1 acre)
- Edison Trails Park (12 acres)
- Garvey Ranch Park (18 acres)
- George Elder Park (13 acres)
- Highlands Park (7 acres)
- La Loma Park (7 acres)
- Pine Tree Park (<0.5 acres)
- Sequoia Park (1 acre)
- Sierra Vista Park (3 acres)
- Sunnyslopes Park (4 acres)
- Metropolitan Water District Conservation Park (2 acres)
- Monterey Park Golf Course (47 acres)

The City requires new residential and non-residential developments to pay development impact fees to pay for parks. The City implements the Quimby Act, a provision of state law allows a city to require the dedication of land, payment of an in-lieu fee, or a combination of both, for park and recreational facilities as a condition of approving a residential subdivision.

Library Services

Monterey Park is served by the Monterey Park Bruggemeyer Library, located at 318 S Ramona Ave. According to the Strategic Plan 2015-2018 (Monterey Park Library n.d.), the library is overseen by the Library Board of Trustees which is appointed by the City Council. The library was last expanded in 2006. The City requires new residential developments to pay development impact fees for library services.

4.15.2 – REGULATORY FRAMEWORK

The following summarizes regulations as they relate to public services in the Planning Area.

Federal

No federal regulations are applicable to the Planning Area's public services as they relate to CEQA.

State

California Fire Code (Title 24, Part 9, California Code of Regulations)

The California Fire Code incorporates the International Fire Code with necessary California amendments. This Code prescribes regulations consistent with nationally recognized good practices for the safeguarding, to a reasonable degree, of life and property from the hazards of fire explosion. It also addresses dangerous conditions arising from the storage, handling, and use of hazardous materials and devices; conditions hazardous to life or property in the use or occupancy of buildings or premises; and provisions to assist emergency response personnel.

California Health and Safety Code (Sections 13000 et seq.)

This Code establishes State fire regulations, including regulations for building standards (also set forth in the California Building Code), fire protection and notification systems, fire protection devices such as extinguishers and smoke alarms, high-rise building and childcare facility standards, and fire suppression training.

Education Code Section 17620

Education Code Section 17620 allows school districts to assess fees on new residential and commercial construction within their respective boundaries. These fees can be collected without special City or County approval, to fund the construction of new school facilities necessitated by the impact of residential and commercial development activity. In addition, these fees can also be used to fund the reconstruction of school facilities or reopening schools to accommodate development-related enrollment growth. Fees are collected immediately before the time of the issuance of a building permit by the City or the County.

Leroy F. Green School Facilities Act (1998)

Government Code Section 65995 (The Leroy F. Green School Facilities Act of 1998) sets base limits and additional provisions for school districts to levy development impact fees and to help fund expanded facilities to house new pupils that may be generated by the development project. Sections 65996(a) and (b) state that such fees collected by school districts provide full and complete school facilities mitigation under CEQA. These fees may be adjusted by the District over time as conditions change.

State Public Park Preservation Act (Public Resources Code Section 5400 – 5409)

The State Public Park Preservation Act is the primary instrument for protecting and preserving parkland in California. Under the act cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures a no net loss of parkland and facilities.

Quimby Act (1975)

The Quimby Act allows cities and counties to adopt park dedication standards/ordinances requiring residential subdivisions to set aside land, donate conservation easements, or pay in lieu fees towards parkland.

Local

City of Monterey Park General Plan

General Plan *Land Use and Urban Design Element* policies related to public services are listed below:

Citywide Goals and Policies

- Goal 3: Distinctive, complete residential neighborhoods that enhance the quality of life and promote a healthy community
    - Policy 3.5: Improvement Prioritization. Prioritize siting new public facilities and public spaces using creative use of land and streets and facilitate new infrastructure improvements within a disadvantaged neighborhood.
- Goal 5: A community that is equitable and inclusive
    - Policy 5.1: Equitable Access. Expand equitable access to community resources that improve quality of life; community resources include cultural and natural amenities, health care services, education, commercial services, parks and recreation, and healthy foods.

Public Facilities Goals and Policies

- Goal 28: State-of-the-art community facilities that support established programs, accommodate future needs, and are accessible to all community members
    - Policy 28.1: Functional and Flexible. Maintain multi-functional, flexible, and complementary space at Monterey Park's community buildings and spaces.
    - Policy 28.2: Maximize Use. Maximize public facility use by sharing with nonprofit organizations, school districts, and community organizations.
    - Policy 28.3: New Facilities. Locate new community facilities in neighborhoods and centers where they will serve populations of the greatest needs. Look for opportunities to create joint-use community space at facilities owned by private organizations such as faith-based groups, service groups, and hospitals.
    - Policy 28.4: Library. Maintain a state-of-the art library collection in an attractive and inviting facility capable of accommodating users of all ages and abilities.

Open Space Goals and Policies

- Goal 30: Unique new open spaces to complement the City's established and well-used park and trails systems
    - Policy 30.1 Trails System. Create and maintain a system of trails, sidewalks, linear parks, and other connections that provide residents of all abilities with opportunities to exercise, enjoy nature, and access recreation facilities within a five-minute walk from home. Activate and encourage discovery along urban trails.
    - Policy 30.2 Green Space. Consider the development of new park land or green space through the repurposing of excess street right-of-way.

- Policy 30.3 Gardens. Pursue the use of Edison Trails Park for community gardens and urban agriculture.
- Policy 30.4 Public Spaces. Develop guidelines for commercial and mixed-use development projects to incorporate accessible plazas, paseos, and other public spaces into project design.
- Policy 30.5 Community Gathering Spaces. Design, construct, and program community gathering spaces, plazas, and an outdoor stage/amphitheater in the Downtown Core, Garvey Corridor, North Atlantic, and South Atlantic focus areas.
- Policy 30.6 Parkland. Require parkland dedications and/or provision of usable onsite public space for significant development projects involving new residential construction.
- Policy 30.7 Surplus Land. Consider the acquisition of surplus land owned by public agencies for future open space.
- Policy 30.9 Recreational Space. Enhance street corridors, parkways, and public property between buildings to serve as green space and functional recreation space (e.g., community gardens, parklets, play spaces, public seating).

City of Monterey Park Development Impact Fees

The City of Monterey Park requires new developments (both residential and non-residential) to pay fees for the cost of providing public services to serve the new developments. Specifically, the City requires fees to pay for police, fire, parks, and library.

4.15.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, a significant impact related to public services occurs if the project would result:

a) 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.

4.15.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to the provision of public services, which could result from the implementation of the project.

Impact PS-1 – Would the project 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

Analysis of Impacts

Implementation of the proposed Focused General Plan Update would not directly or immediately create the need for any new or expanded fire protection facilities because the project does not authorize any specific development project or construction activities. However, the projected new development for the Project's 2040 time projection would result in population and employment increases, thus may result in a potential increase in demand for fire services.

If a fire facility is to be expanded or constructed, the fire facility would undergo a development review process and be subject to environmental review pursuant to CEQA. The environmental review would address site-specific CEQA-related issues and, specifically, physical changes resulting from fire station expansion, construction of new fire stations, or trenching needed for fire flow and water supply. Mitigation would be identified, if necessary, to reduce impacts related to fire and emergency service facilities expansion or new construction, as mandated by CEQA and implemented by the City through its review procedures. Additionally, any developments in the City are required to pay developmental impact fees for fire services; these fees would be used to pay for any new or expanded fire services in the Planning Area and will offset the potential incremental demand for services resulting from Project Implementation.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

II. Police Protection

Analysis of Impacts

Implementation of the land uses provided for by the Project could result in an increase of an estimated 11,693 residents and 2,730 employees within the Planning Area. As such, additional police protection services and possibly new or expanded facilities may occur. The Project does not address new police facilities. If a facility were to be built in the future, as a result of population and employment growth, it would need to comply with existing environmental regulations. An analysis of the impacts associated with a police protection facility expansion or construction is too speculative because the facility's size, design, and location are not known. Regardless, the facility would be subject to a development review process and environmental review pursuant to CEQA. Environmental review would identify site-specific conditions and physical changes resulting from police station expansion and construction of new stations.

Mitigation would be identified, as necessary, to reduce impacts related to police service facilities expansion or new construction, as mandated by CEQA and implemented by the City through its local environmental review procedures. Additionally, developments in the City are required to pay developmental impact fees for police protection services; these fees would be used to pay for any new or expanded police protection services in the Planning Area and will offset the incremental demand for services resulting from Project Implementation.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

III. Schools

Analysis of Impacts

Implementation of the land uses provided for by the Project could result in additional students within the Planning Area. New homes would be occupied by a variety of households, including those with school-aged children. The population growth could result in the need for expanding existing schools or building new schools. Any required expansion or construction of school facilities would be subject to environmental review pursuant to State law and CEQA. Environmental review would identify site-specific conditions and physical changes resulting from school expansion or construction. Consistent with the Leroy F. Green School Facilities Act, the collection of fees by school districts is sufficient in mitigating for any potential impacts to school facilities resulting from long-term growth in the community.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

IV. Parks

Analysis of Impacts

Implementation of the land uses provided for by the Project could result in an increase park demand. While the Project does not explicitly include the construction of new parklands and related facilities, the Project has policies addressing maintaining, and improving parks, open spaces, and other recreation facilities:

- Policy 30.1 Trails System.
- Policy 30.2 Green Space.
- Policy 30.3 Gardens.
- Policy 30.4 Public Spaces.

- o Policy 30.5 Community Gathering Spaces.
- o Policy 30.6 Parkland.
- o Policy 30.7 Surplus Land.
- o Policy 30.9 Recreational Space.

In addition, any new or expanded parks or recreation facilities that are proposed due to population growth would be subject to CEQA review as a part of local review and permitting. Also, new developments, both residential and non-residential, are required to pay developmental impact fees directly related to new park facilities and will offset the incremental demand for services resulting from Project implementation.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

V. Library Services

Analysis of Impacts

Implementation of the land uses provided for by the Project could result in an increase in population and employees, which could result in increased library services. The Project provides policy regarding the maintenance and improvement of library facilities. As discussed above for other public services, any new proposed library facility would be subject to environmental review under CEQA. Environmental review would identify site-specific conditions and physical changes resulting from library expansion or construction. New residential and non-residential developments within the City of Monterey Park are required to pay developmental impact fees for libraries; this will offset the incremental demand for library services.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to public services?

Analysis of Impacts

Implementation of the proposed Project may result in a population increase of 11,693 residents and 2,730 employees by 2040. This may create an overall increase in public services' demand.

In addition, the Project provides policies encouraging the maintenance, improvement, and expansion of public services to maintain standards and to meet additional demand over the approximately 20-year term of the Project. As such, environmental impacts may occur when new facilities are constructed, or existing facilities are expanded. However, these projects would be subject to environmental review, as required by CEQA, at the time they were proposed. The environmental review would address environmental impacts, if any, with various mitigation measures. In addition, incremental demand for services and related expanded or new facilities will be offset by the payment of development impact fees for new construction.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

4.15.5 REFERENCES

California Department of Education (2019). DataQuest website. Sacramento, CA. Accessed May 17, 2019: https://dq.cde.ca.gov/dataquest/

City of Monterey Park (2019a). City of Monterey Park website. Accessed May 16, 2019: https://www.montereypark.ca.gov

City of Monterey Park (2019b). General Plan Update Existing Conditions Atlas.

City of Monterey Park Library (n.d.). Strategic Plan. Accessed May 16, 2019: https://www.montereypark.ca.gov/DocumentCenter/View/5175/Strategic-Plan-2015?bidId=

City of Monterey Park Police Department (2019). Email communication from Captain Steven Coday.

4.16 – Recreation

This EIR chapter addresses recreation impacts associated with the Monterey Park Focused General Plan Update. This section describes existing recreational facilities identifies associated regulatory requirements and evaluates potential adverse impacts on recreational facilities as a result of Project implementation.

4.16.1 – ENVIRONMENTAL SETTING

The City currently has twelve parks and a golf course (see Table 4.16-1). A review of the City's Parks and Recreation Department website (City of Monterey Park, 2019a) and the Monterey Park Development Impact Fee Calculation and Nexus Report (City of Monterey Park, 2016) show that the City contains approximately 129.8 acres of City-owned open space across 13 parks (82.80 acres) and one golf course (47 acres). The parks and open spaces provide residents, families, and visitors a place for recreational opportunities such as picnicking, playing sports, and walking, and also provide youths with after-school programs and activities. Table 4.16-1 lists parks and open spaces within Monterey Park, and Exhibit 4.16-1 locates them on a map.

Table 4.16-1
City of Monterey Park Existing Recreation Facilities

Facility Name	Acreage*	Location
Barnes Park	12.4	350 S. McPherrin Avenue
Bella Vista Park	4.0	400 W. Pomona Boulevard
Cascades Park	1.26	El Portal Place
Edison Trails Park	2.25	1600 S. Garfield Avenue
Garvey Ranch Park	21.66	781 S. Orange Avenue
George Elder Park	12.85	1950 Wilcox Avenue
Highlands Park	5.5	Monterey Highlands Elementary School
La Loma Park	8.05	1950 Fulton Avenue
Beth Ryan Park	0.3	400 Emerson Avenue
Pinetree Park	0.5	2167 Arriba Drive
Sequoia Park	7.17	750 Ridgecrest Street
Sierra Vista Park	3.0	311 N. Rural Drive
Sunnyslope Park	3.86	Brightwood Elementary School
Monterey Park Golf Course	47	3600 W. Ramona Boulevard

Source: City of Monterey Park, 2019
* Rounded to the nearest whole number.

As shown in Table 4.16-1, parks (including the golf course) make up about 3.8 percent of the acreage in the Planning Area. City parks located in the Planning Area are managed by the Department of Public Works (City of Monterey Park, 2019b) In 2016, the City performed an inventory of the City's existing parks at the time and identified the ratio of park land per resident allowable under Quimby Act (§66477 of the Government Code) for residential developments involving the subdivision of land and the Mitigation Fee Act (§66000 of the Government Code) for the construction of residential developments not involving the subdivision of land. The existing per capita standard is then utilized to calculate the park dedication requirement for future residential development. As shown in the report, the City currently possesses a modicum standard of 1.334 acres of owned park land per 1,000 residents (82.80 acres ÷ [62,063 residents ÷ 1,000], rounded). The 1.334 acres per 1,000 residents standard is lower than the threshold

benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to dedication of parks and triple what most cities have as a target standard. The City requires new residential and non-residential developments to pay development impact fees for parks.

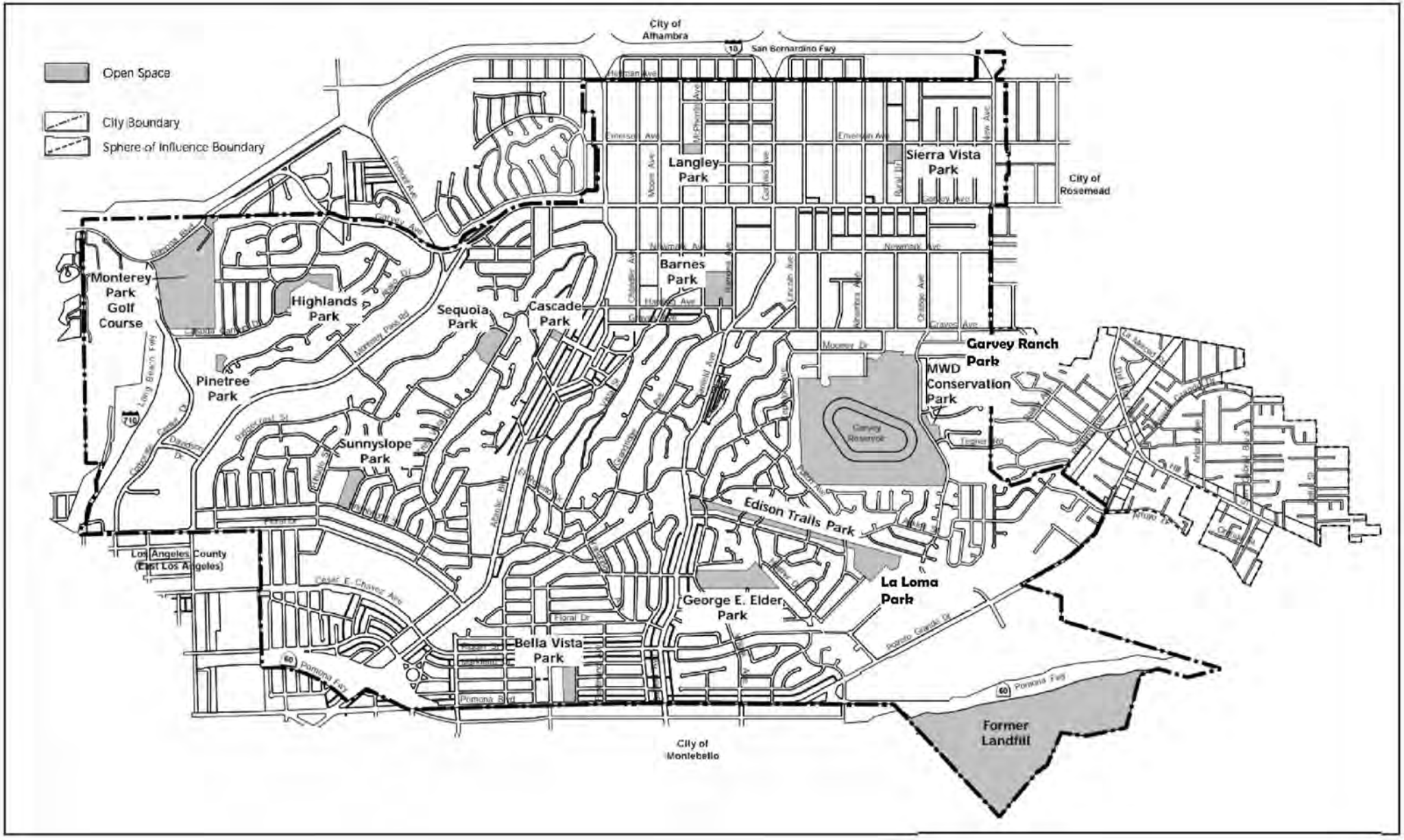

Exhibit 4.16-1 Parks and Open Space Facilities

Monterey Park Focused General Pl an Update

Monterey Park, California

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4.16.2 – REGULATORY FRAMEWORK

Federal

No federal regulations are applicable to the proposed project.

State

Quimby Act

Government Code Section 66477, referred to as the Quimby Act, permits local jurisdictions to require the dedication of land and/or the payment of in-lieu fees solely for park and recreation purposes. The required dedication and/or fees are based upon the residential density, parkland cost, and other factors. Land dedication and fees collected pursuant to the Quimby Act may be used for acquisition, improvement, and expansion of park, playground, and recreational facilities or the development of public school grounds.

Allowable Park Standard

Under §66477 of the Government Code, the City may charge new residential development based on a standard of 3.0 acres per 1,000 residents even if the City does not presently possess a ratio of 3.0 acres per 1,000 for the existing population. The Government Code also enables a city to charge development based on a standard higher than 3.0 acres (to a maximum of 5.0 acres) if the municipality can demonstrate that it currently exceeds the minimum benchmark ratio of 3.0 acres per 1,000 residents. Most cities adopt the 3.0 acres standard. The maximum standard, for Quimby Act application, is capped at 5.0 acres per 1,000 residents.

The law states that "if the amount of existing neighborhood and community park area ... exceeds the [3 acres of park area per 1,000 person] limit ... the legislative body may adopt the calculated amount as a higher standard not to exceed 5 acres per 1 ,000 persons" (California Government Code, Title 7, Division 2, Section 66447 (b)). Park fees may be required by the City provided that the City meets certain conditions including:

- The amount and location of land to be dedicated or the fees to be paid shall bear a reasonable relationship to the use of the park by the future inhabitants of the subdivision.

- The legislative body has adopted a General Plan containing a recreational element, and the park and recreational facilities are in accordance with definite principles and standards contained therein.

- The city ... shall develop a schedule specifying how, when, and where it will use the land or fees, or both, to develop park or recreational facilities ... Any fees collected under the ordinance shall be committed within five years after the payment of such fees.

The City, with its 1.334 acres per 1,000 residents *de facto* standard falls short Quimby minimum of 3.0 acres per 1,000 residents and far short of the Quimby allowable maximum cap of 5.0 acres per 1,000 residents (Government Code §66447 (a) (2) could be used in the remainder of the Chapter for park *construction.* Most public agencies use the 3.0 acres per 1 ,000 resident standard at the lower end of the Quimby calculation.

Local

City of Monterey Park General Plan Resources Element

Since Monterey Park is a built-out urban community, the City offers few "natural" resources such as forests, wildlife habitat, or agricultural land. The Resources Element, therefore, directs policy toward preserving those resources important in the urban environment of Monterey Park and critical to preserving this city's heritage for future generations. This includes City parks and other improved open space areas. The following goals and policies of the City of Monterey Park General Plan Resources Element pertain to parks and recreation and, therefore, are applicable to the parks and recreation analysis of the Focused General Plan Update:

Goal 1.0 – Optimize use of established public parks, and provide park facilities that meet the needs of the City's population.

- Policy 1.1 – On a regular basis, assess usage of park facilities, and identify physical changes needed to accommodate anticipated use patterns.
- Policy 1.2 – Preserve existing park space.
- Policy 1.3 – Continue to work cooperatively with the school districts to maintain and expand playground use through joint-use agreements.
- Policy 1.4 – Work with East Los Angeles Community College to make the College's recreation facilities available to Monterey Park residents.

Goal 2.0 – Create additional passive recreation opportunities in the City to further enhance the quality of life in all areas of the community.

- Policy 2.2 – Encourage future commercial development to incorporate public squares, plazas, or similar spaces.
- Policy 2.3 – Incorporate pocket parks, parkways, and similar recreation spaces into residential neighborhoods.
- Policy 2.4 – Incorporate into the development review process a means for new development to contribute to existing recreational facilities and/or to address maintenance and staffing needs.
- Policy 2.5 – Provide for the expansion of the city library and other community services as needed to benefit all Monterey Park residents.

Quimby Act and Parks Development Impact Fees

The City has an adopted regulations requiring new development to pay for park land and equipment (Monterey Park Municipal Code Chapters 3.110 and 12.10).

Planned Park Improvements

In addition to adding park improvements to the current 82.80 park acres, the City could acquire an additional 11.3 park acres, and develop these new parks to serve the additional 3,781 residents anticipated at General Plan build-out to merely maintain the existing 1.334 acres per 1,000 residents. Without adding 11.3 acre of parkland, the standard would drop to 1.258 at General Plan build-out. It should be noted that the Quimby Act does allow for the use of receipts raised by

the adoption of a Quimby Act park Impact Fee to be used for rehabilitation of existing park configurations (City of Monterey Park, 2016).

4.16.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Focused General Plan Update would have a significant impact related to recreation if it would:

a) 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; or

b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment.

4.16.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to recreation which could result from implementation of the Project, and recommends mitigation measures as needed to reduce significant impacts.

Local and Regional Recreational Facilities

Impact REC-1 – 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?

Analysis of Impacts

The City of Monterey Park currently possesses a modicum standard of 1.334 acres of owned park land per 1,000 residents. The Project could result in increased population and a subsequent increase in demand for parks. The Project does not explicitly include the construction of new parkland and related facilities. However, any new or expanded parks that are proposed due to population growth associated with the Project would be subject to CEQA review as a part of local review and permitting. Additionally, new developments, both residential and non-residential, are required to pay developmental impact fees directly related to new park facilities, which would help offset the incremental demand for services resulting from Project Implementation.

Planning Area residents, employees, and visitors could also use nearby parks and recreation facilities. As shown in Table 4.16-1, the City currently has approximately 129.8 acres of City-owned open space. The 2016 standard of 1.334 acres per 1,000 residents is lower than the threshold benchmark of 3.0 acres per 1,000 persons contained in Section 66477 of the California Government Code relating to dedication of parks and triple what most cities have as a target standard. Moreover, using 2019 population estimates, the City's parkland-to-resident ratio is now approximately 2.11 acres per 1,000 residents (Department of Finance, 2018).[1] The City's General Plan Resources Element does not include an adopted parkland-to-resident ratio. However, the City's ratios for both 2000 and 2019 are considered below the National Park and Recreation

[1] The Department of Finance estimates the City had a population of approximately 61,828 people as of January 1, 2019.
61,828 ÷ 1,000 = 61.828
130.5 acres of open space ÷ 61.828 = 2.11 acres per 1,000 residents

Association's (NRPA) guideline of 2.5 to 4.0 acres of parkland for every 1,000 residents (NRPA, 2019). While the City does not meet the NRPA standard for parkland, implementation of the Project is not expected to reduce the existing ratio of 2.11 acres per 1,000 residents. The Focused General Plan Update allows for up to 3,816 new dwelling units, up to 11,693 new residents, and up to 1,264,092 additional square feet of non-residential building area. All new residential development resulting from the Project would be subject to development impact fees and, for residential tentative tract maps, the City's Quimby Ordinance. These three parks funding mechanisms would offset the incremental increase in demand for park facilities from implementation of the Project.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Expansion of Recreational Facilities

Impact REC-2 – 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?

Analysis of Impacts

As described directly above, the Project does not explicitly include the construction of new parkland and related facilities. However, any new or expanded parks that are proposed due to population growth associated with the Project would be subject to CEQA review as a part of local review and permitting. All new residential development resulting from the Project would be subject to development impact fees and, for residential tentative tract maps, the City's Quimby Ordinance. Even though the City of Monterey Park is in a "moderate" need category for parkland, the project is not expected to reduce the existing ratio of 2.11 acres per 1,000 residents. The impact would be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to Recreation?

Analysis of Impacts

Development of other residential projects in the Planning Area could increase the usage of parks and recreational facilities in Monterey Park and the surrounding area, potentially causing the

need for additional parks and recreational facilities due to the population increase. Any new or expanded parks that are proposed due to population growth associated with the Project would be subject to CEQA review as a part of local review and permitting. Also, new development would be subject to development impact fees, the citywide facilities CFD and, for residential tentative maps, the City's park and recreation mitigation fee regulations. These three parks funding mechanisms would help offset the incremental increase in demand for park facilities from implementation of the Project. Potential cumulative impacts on recreational facilities would be less than significant.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

4.16.5 REFERENCES

City of Monterey Park. *Development Impact Fee Calculation and Nexus Report for the City of Monterey Park, CA.* February 3, 2016.

City of Monterey Park (2019a). City of Monterey Park website. Accessed May 2019. https://www.montereypark.ca.gov

City of Monterey Park (2019b). *City of Monterey Park General Plan*: *Resources Element*. 2000.

National Recreation and Park Association. *2019 NRPA Agency Performance Review: Park and Recreation Agency Performance Benchmarks*. 2019.

State of California Department of Finance. E-1 Population Estimates for Cities, Counties, and the State – January 1, 2018 and 2019. Accessed May 2019. http://www.dof.ca.gov/Forecasting/Demographics/Estimates/e-1/

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4.17 Transportation

This EIR chapter addresses transportation impacts associated with the Monterey Park Focused General Plan Update including issues identified by the CEQA Guidelines, such as: the Project's consistency with circulation programs and policies, the potential for design hazards, the adequacy of emergency access. A traffic impact study (TIS), completed by KOA, informs this EIR chapter and is included as Appendix D. The tables and graphics in this chapter are from the KOA report.

4.17.1 ENVIRONMENTAL SETTING

The Planning Area includes a mix of residential, commercial, industrial, institutional, and open space uses, and is surrounded by well-established neighborhoods.

Existing Roadway System

The Planning Area's local roadway system is comprised of Principal Arterials, Minor Arterials, Collectors Streets, and Local Roads. The key roadways' characteristics within the study area[1] are provided in Table 4.17-1. Exhibit 4.17-1 shows the City's existing roadway classifications.

Study Area Intersections and Roadways

A total of 30 intersections and 15 roadway segments are included in the study area, as illustrated in Exhibit 4.17-2 and listed below.

Intersections

1. Atlantic Boulevard & Hellman Avenue
2. Garfield Avenue & Hellman Avenue
3. New Avenue & Hellman Avenue
4. Atlantic Boulevard & Emerson Avenue
5. Garfield Avenue & Emerson Avenue
6. Atlantic Boulevard & Garvey Avenue
7. Garfield Avenue & Garvey Avenue
8. New Avenue & Garvey Avenue
9. Corporate Center Drive & Ramona Boulevard
10. I-10 EB Off-Ramp & Ramona Boulevard
11. Corporate Center Drive & I-710 NB Off-Ramp
12. Fremont Avenue & Monterey Pass Road
13. Garfield Avenue & Newmark Avenue
14. Atlantic Boulevard & Brightwood Street
15. I-710 NB On-Ramp/Ford Boulevard & Floral Drive

[1] In the context of transportation engineering, "study area" refers to the physical boundaries of the transportation analysis (e.g., the area covered by the collection of intersections and roadway segments evaluated for the Project). The term is not synonymous with "Planning Area." Therefore, for the purposes of this EIR chapter, the term "study area" is retained when distinguished from "Planning Area."

Table 4.17-1
Existing Roadway Description

Segment	Classification	# Lanes NB / EB	# Lanes SB / WB	Median Type	General Land Use	Posted Speed Limit
NORTH-SOUTH ROADWAYS						
Corporate Center Drive						
Ramona Drive - Monterey Park Golf Club driveway	Secondary	2	2	DY	Commercial/Industrial	40
Monterey Park Golf Club driveway - Casuda Canyon Dr	Secondary	2	2	RM	Commercial	40
Casuda Canyon Dr - Floral Dr	Secondary	2	2	2WLTL	Office	35
Monterey Pass Road						
Garvey Ave - Newmark Ave	Minor	2	-	-	Residential	40
Newmark Ave - Vagabond Dr	Minor	2	2	2WLTL	Industrial	40
Vagabond Dr - Floral Dr	Secondary	2	2	2WLTL	Commercial/Industrial	40
Atlantic Boulevard						
Hellman Ave - Emerson Ave	Primary	2	2	DY	Commercial	30
Emerson Ave - Sevilla St	Primary	2	2	2WLTL	Commercial	30
Sevilla St - Floral Dr	Primary	2	2	2WLTL	Commercial/Residential	40
Floral Dr - CA-60 EB Off-Ramp	Primary	3	3	RM	Commercial	35
Garfield Avenue						
Hellman Ave - Newmark Ave	Primary	2	2	DY	Commercial	30
Newmark Ave - Riggin St	Primary	2	2	2WLTL	Residential	40
Riggin St - Pomona Blvd	Primary	2	2	RM	Commercial	35
New Avenue						
I-10 - Hellman Ave	Secondary	2	2	RM	-	35
Hellman Ave - Garvey Ave	Secondary	2	2	DY	Residential	35
Garvey Ave - Graves Ave	Secondary	1	1	SBY	Residential	25*
EAST - WEST ROADWAYS						
Hellman Avenue						
Hathaway Ave - Atlantic Blvd	Secondary	1	1	SBY	Residential	25*
Atlantic Blvd - New Ave	Secondary	1	1	DY	Residential	35
Ramona Boulevard						
Ameron Wy - Monterey Park Golf Club driveway	Secondary	2	2	DY	Commercial/Office	35
Garvey Avenue						
Casuda Canyon Dr - Monterey Pass Rd	Secondary	2	2	RM	Residential	40
Monterey Pass Rd - Dequine Ave	Primary	2	2	RM	Commercial	35
Graves Avenue						
Garfield Ave - Russell Ave	Secondary	1	1	DY	Residential	30
Russell Ave - New Ave	Secondary	1	1	SBY	Residential	25*
Floral Drive						
I-710 - Ford Blvd	Secondary	1	1	DY	-	35
Ford Blvd - Corporate Center Dr	Secondary	2	1	DY	Office/Residential	35
Corporate Center Dr - Ridgecrest St	Secondary	2	2	DY	Commercial	35
Ridgecrest St - Atlantic Blvd	Secondary	1	1	DY	Residential/School	40
Atlantic Square - Garfield Ave	Minor	1	1	SBY	Residential	25*
Avenida Cesar Chavez/Riggin Street						
Vancouver St - Collegian Ave	Primary	2	2	DY	Commercial/Residential	35
Collegian Ave - Atlantic Blvd	Primary	2	2	RM	Commercial	35
Atlantic Blvd - Gerhart Ave	Primary	2	2	DY	Commercial/Residential	35
Gerhart Ave - Ferdinand Ave	Primary	1	1	2WLTL	Residential	35
Ferdinand Ave - Garfield Ave	Primary	1	1	SBY	Residential	35
Garfield Ave - End of Street	Minor	1	1	SBY	Residential	25*
Pomona Boulevard/Potrero Grande Drive						
CA-60 - Hendricks Ave	Primary	-	2	-	Residential	40
Hendricks Ave - Potrero Grande Dr	Secondary	-	3	-	Commercial/Residential	40
Markland Dr - East City Limit	Primary	2	2	2WLTL	Office/Residential	45

Notes: DY - Double Yellow, SBY - Single Broken Yellow, 2WLTL - 2-Way Left Turn Lane, RM - Raised Median, NPAT - No Parking Anytime, NSAT - No

** Speed not posted. Prima facia residential speed of 25mph applies.*

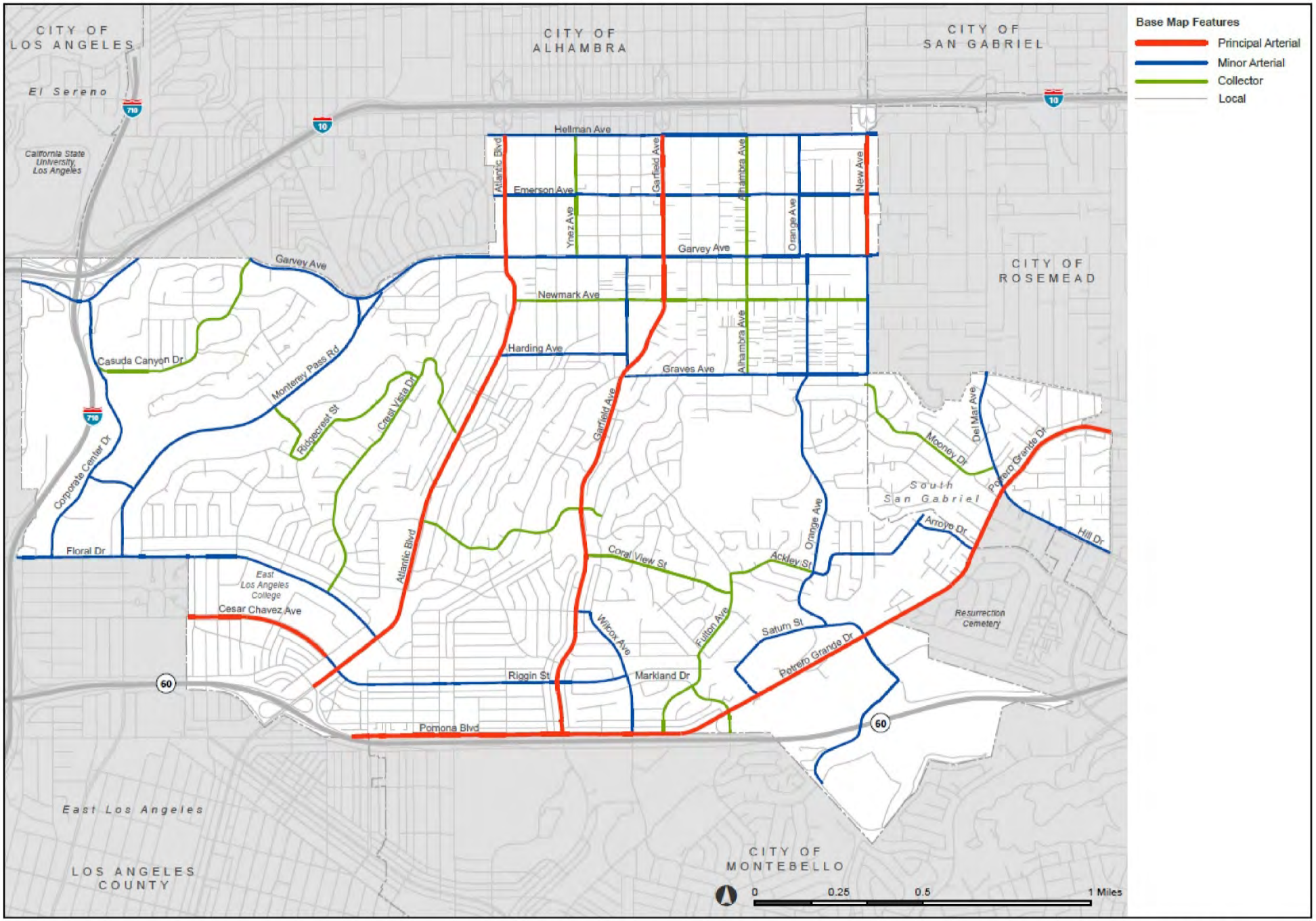

Exhibit 4.17-1 Roadway Classifications

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16. Corporate Center Drive/McConnell Avenue & Floral Drive
17. Monterey Pass Road/Mednik Avenue & Floral Drive
18. Atlantic Boulevard & Floral Drive
19. Bleakwood Avenue & Avenida Cesar Chavez
20. Collegian Avenue & Avenida Cesar Chavez
21. Atlantic Boulevard & Avenida Cesar Chavez
22. Atlantic Boulevard & 1st Street/SR-60 WB Off-Ramp
23. Atlantic Boulevard & SR-60 EB Off-Ramp
24. Garfield Avenue & Riggin Street
25. Garfield Avenue & Pomona Boulevard
26. Garfield Avenue & Via Campo
27. Wilcox Avenue & Pomona Boulevard
28. Markland Drive & Potrero Grande Drive/SR-60 WB Off-Ramp
29. Atlas Avenue & Potrero Grande Drive (unsignalized)
30. Saturn Street/Market Place Drive & Potrero Grande Drive

Roadway Segments

A. Atlantic Boulevard between Hellman Avenue & Garvey Avenue
B. Garfield Avenue between Hellman Avenue & Garvey Avenue
C. New Avenue between Hellman Avenue & Garvey Avenue
D. Garvey Avenue between Fremont Avenue & Atlantic Boulevard
E. Garvey Avenue between Atlantic Boulevard & Garfield Avenue
F. Monterey Pass Road between Garvey Avenue & Vagabond Drive
G. Corporate Center Drive between Floral Drive & Casuda Canyon Drive
H. Atlantic Boulevard between Garvey Avenue & Floral Drive
I. Garfield Avenue between Garvey Avenue & El Repetto Drive
J. Garfield Avenue between El Repetto Drive & Riggin Street
K. Cesar Chavez Avenue between Vancouver Avenue & Atlantic Boulevard
L. Atlantic Boulevard between Floral Drive & 1st Street
M. Garfield Avenue between Riggin Street & Pomona Boulevard
N. Pomona Boulevard between Garfield Avenue & Gerhart Avenue
O. Potrero Grande Drive between Markland Drive & Saturn Street/Market Place Drive

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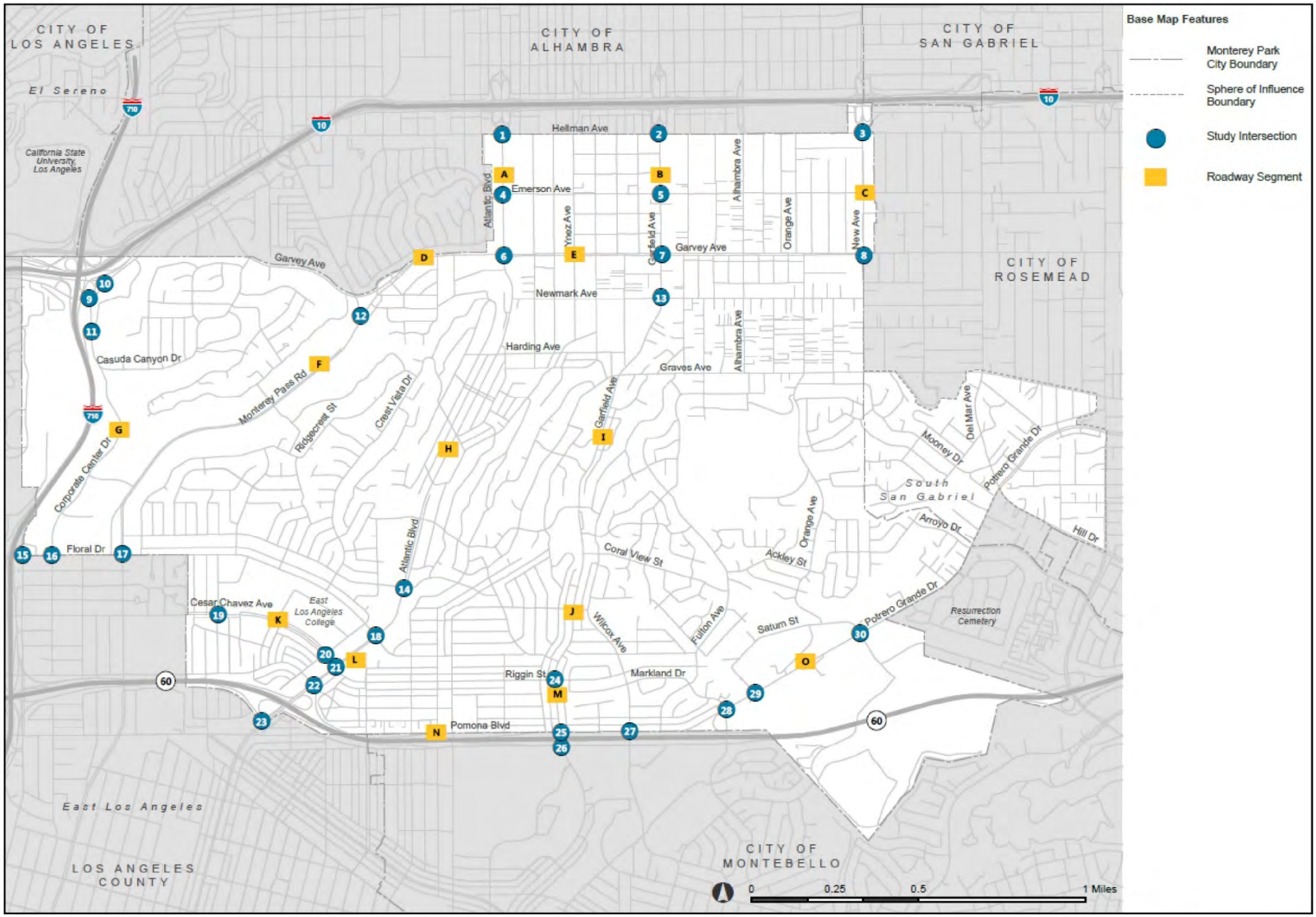

Exhibit 4.17-2 Study Area with Analyzed Intersections and Roadway Segments

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Existing Transit Service

The study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Monterey Park, and City of Montebello. Table 4.17-2 summarizes the study area transit services. The existing transit routes are illustrated on Exhibit 4.17-3.

Table 4.17-2
Existing Transit Service

Agency	Line	To	From	Via	Peak Period Freqeuncy (minutes)
Monterey Park	1	Hellman Avenue & Alhambra Avenue	Monterey Park City Hall	Garfield Avenue, 1st Street, Atlantic Boulevard, Emerson Avenue	40
Monterey Park	2	Garfield Avenue & Elmgage	Monterey Park City Hall	Garfield Avenue, Riggin Street, Floral Drive, Brightwood Avenue, Atlantic Boulevard	40
Monterey Park	3	Emerson Avenue & Rural Drive	Monterey Park City Hall	Garvey Avenue, Emerson Avenue, Orange Avenue, Fulton Avenue, Graves Ave	40
Monterey Park	4	Garvey Avenue & Atlantic Boulevard	Monterey Park City Hall	Garvey Avenue, Monterey Pass Road, Corporate Center Drive, Casuda Canyon Drive, Emerson Avenue, Hellman Avenue	40
Monterey Park	5	Potrero Grande Drive & Saturn Street	California State University Los Angeles	Corporate Center Drive, Floral Drive, Riggin Street, Saturn Street, Potrero Grande Drive	30
Monterey Park	Link	900 Corporate Center Drive	California State University Los Angeles	Corporate Center Drive	30
Metro	68	Montebello	Los Angeles	Spring Street, Cesar Chavez Avenue, Riggin Street, Main Street	15
Metro	70	El Monte Station	Los Angeles	Olive Street, Cesar Chavez Avenue, Ramona Boulevard, Garvey Avenue	12
Metro	106	L.A. County + USC Medical Center	East L.A. College Transit Center	1st Street, Indiana Station, Soto Street, Whittier Boulevard, Boyle Avenue, State Street	50
Metro	176	Montebello	Highland Park	Pasadena Avenue, Garfield Avenue, Main Street, Mission Drive, Tyler Avenue, Rush Street, Paramount Boulevard	40
Metro	258	Paramount	Altadena	Lake Avenue, Fremont Avenue, Monterey Pass Road, Eastern Avenue	40
Metro	260	Compton	Altadena	Fair Oaks Avenue, Atlantic Boulevard, Artesia Boulevard	15
Metro	762	Compton	Pasadena	Fair Oaks Avenue, Atlantic Boulevard, Artesia Boulevard	30
Metro	770	El Monte Station	Downtown Los Angeles	Garvey Avenue, Cesar E. Chavez Avenue, Grand Avenue, Olive Avenue	15
Metro	Gold	Azusa	East Los Angeles	Monrovia, Pasadena, Highland Park, Montecito Heights, Union Station, Boyle Heights	7
Montebello	10	East L.A. College	Whittwood Mall, Whittier	Whittier Boulevard, Atlantic Boulevard	11
Montebello	20	Las Tunas, San Gabriel	Telegraph Road, Montebello	Greenwood Avenue, Montebello Boulevard, San Gabriel Boulevard	20
Montebello	30	South Gate	San Marino	Garfield Avenue	40
Montebello	70	The Shops at Montebello	Montebello	Mines Avenue, Wilcox Avenue , Potrero Grande Drive, Hill Drive, Paramount Boulevard	40
Los Angeles County	City Terrace/East L.A. College	East L.A. College	City Terrace	Cesar Chavez Avenue, Gage Avenue, Eastern Avenue, Floral Drive. Atlantic Boulevard	60
Metrolink	San Bernardino	San Bernardino	Downtown Los Angeles	Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park, El Monte, Cal State L.A.	22

Source: City of Monterey Park Spirit Bus; City of Montebello; Los Angeles County; Los Angeles County Metropolitan Transportation Authority (Metro) 2019; Metrolink

Existing Bikeways

Caltrans developed statewide standards and definitions for the planning, design, and implementation of bicycle facilities, as summarized below. The “Class” numbering standard is being partially phased out, as the name of the facility type becomes more commonplace.

Class I (Bicycle Path) – A bicycle path is a facility designed exclusively for the use of bicycles. The paths are physically separated from motor vehicle traffic by a physical barrier or landscaped area. Bicycle paths are more often used for recreation and are generally provided along river channels, former railroad rights-of-way, and similar recreation-oriented features.

Class II (Bicycle Lane) – A bicycle lane is a facility where a portion of the paved roadway area is marked as a lane for use by bicycles only. The lane is identified by signage along the street that denotes "Bike Lane," pavement markings, and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways, intersections, or on-street parking.

Class III (Bicycle Route) – A bicycle route is a bicycle way designated within a public right-of-way. The purpose of the bicycle route is to encourage a sharing of the roadway between vehicles and bicycles. The routes are identified by signage along the street that denotes "Bike Route." No other pavement markings are employed with bicycle routes.

A "bicycle boulevard" is an enhanced bicycle route. The purpose of a bicycle boulevard is to more visibly denote the sharing of a roadway by vehicles and bicycles. The boulevards are typically identified by signage along the street that depicts a bicycle with text that denotes "Share the Road" and also by roadway striping that shows a bicycle with chevrons/arrows denoting a shared lane. Some bicycle boulevards denote the lane sharing with a color-shaded lane, or color-shading at conflict points such as intersections and driveways. The shared-lane markings are called "sharrows." Traffic calming measures along the corridor, and enhanced directional signage, are often included on bicycle boulevards.

Class IV (Separated Bicycle Lane) – This is a newer facility designation. These are often called cycle tracks. With this treatment, a bicycle lane is located between the sidewalk and either on-street parking or a travel lane and separated by a curb, median, or other barrier. The benefits are similar to a bicycle path. Separated bicycle lanes often require special treatments at intersections, depending on the setback from the travel lane and visibility issues.

The Monterey Park's bicycle facilities, shown on Exhibit 4.17-4, are:

<u>Bike Lanes</u>

- N. Alhambra Avenue, between north city limit and Newmark Avenue
- W. Riggin Street, between Gerhart Avenue and Ferdinand Avenue

<u>Sharrowed Bicycle Boulevards</u>

- W. Riggin Street, between Atlantic Boulevard and Gerhart Avenue
- W. Riggin Street, between Ferdinand Avenue and Wilcox Avenue
- Gerhart Avenue, between W. Riggin Street and south city limit

The routes of these bikeways are illustrated below.

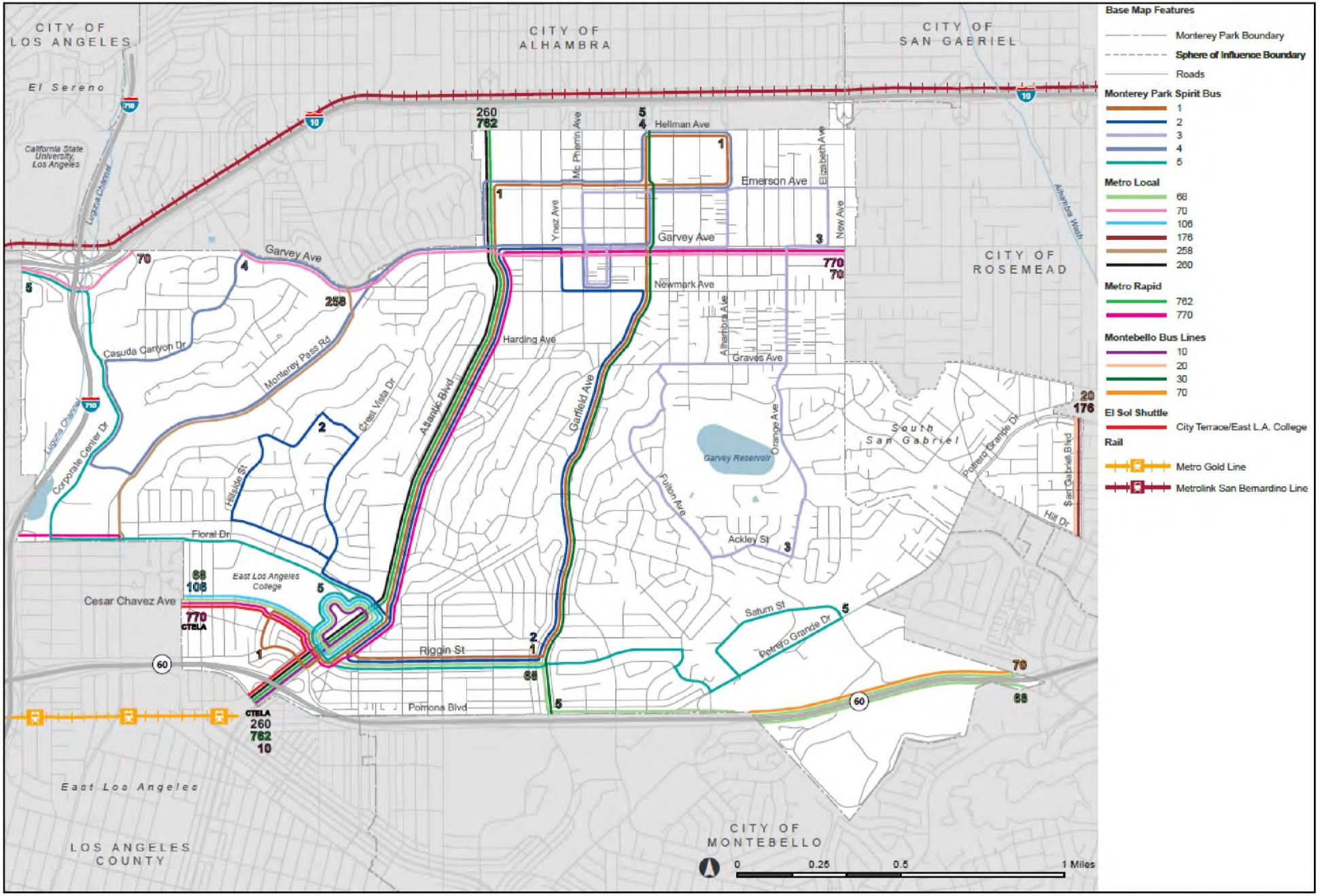

Exhibit 4.17-3 Existing Public Transportation Network

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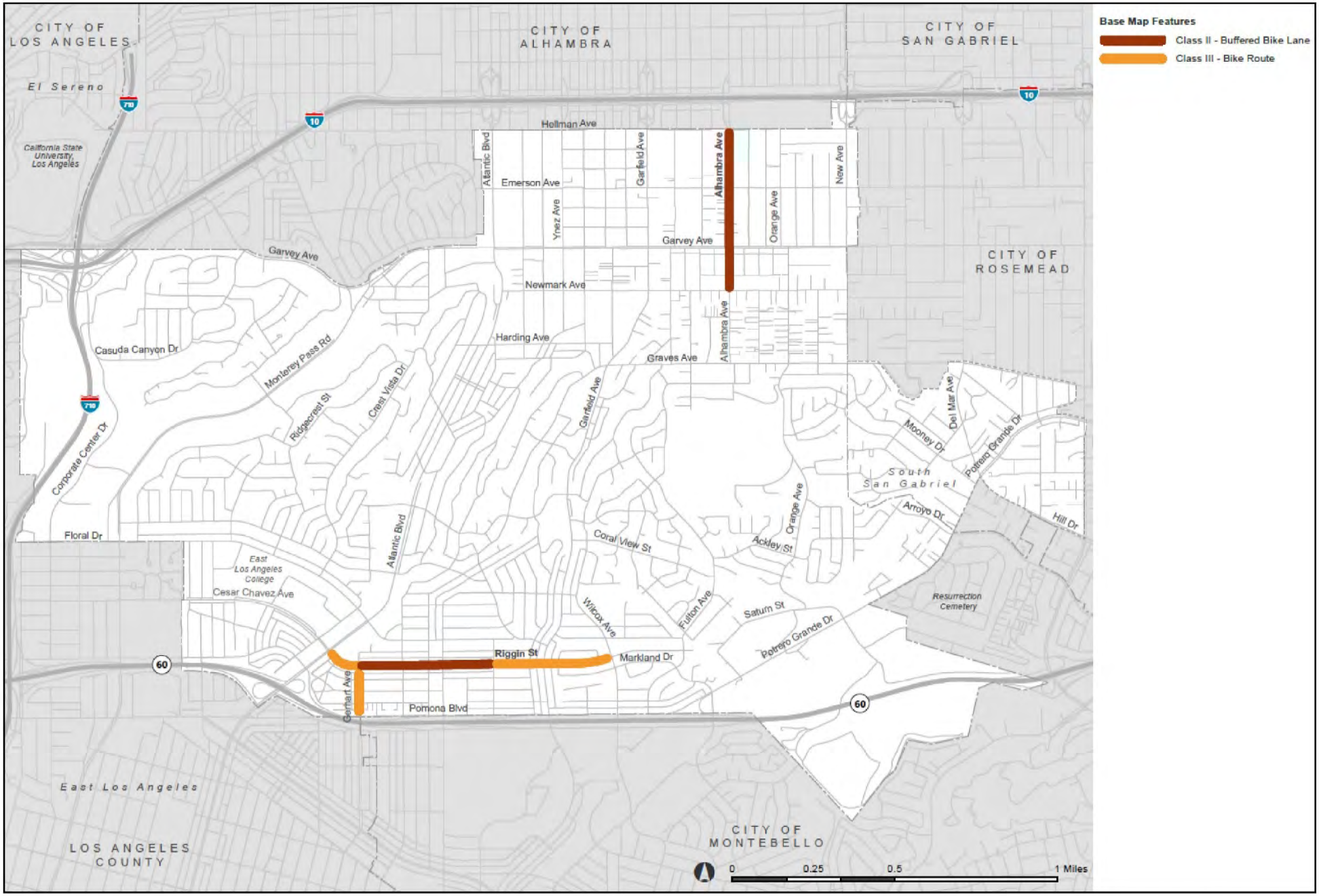

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Exhibit 4.17-4 Existing Bicycle Facilities

Monterey Park General Plan Land Use Element Update

Monterey Park, California

Traffic Analysis Scenarios

Traffic impacts were analyzed at the study intersections for the weekday a.m. and p.m. peak hours. These periods were analyzed due to typical commuting patterns in the area. The Project TIS analysis includes three scenarios:

- Existing Conditions
- Future (2040) without General Plan Update (without Project) Conditions
- Future (2040) with General Plan Update (with Project) Conditions

Project impacts were analyzed based on the incremental, cumulative traffic impacts of all the Project's proposed land use intensity/use changes. Growth rates and the cumulative development assumptions for "future without Project" conditions are discussed in Section 4.17.4 (Impacts and Mitigation Measures).

Existing Traffic Conditions

This section describes the 2019 operating conditions in the study area in terms of roadway facilities, transit service, and traffic.

Existing Intersection Level of Service

Volume-to-capacity ratios (the volume of traffic compared to the capacity of the roadway to accommodate traffic) and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hour. LOS is a system for labeling traffic operations. LOS A generally indicating free-flow traffic; LOS F indicates a traffic jam. The calculations are based on the intersection lane configurations and the 2019 traffic volumes. Table 4.17-3 summarizes the intersection capacity utilization and LOS values for existing traffic conditions.

As shown below, 24 of the 30 study intersections currently operate at acceptable LOS C or better during the weekday a.m. and p.m. peak hour. The following intersections operate at LOS D or worse during either the a.m. or p.m. peak hours:

- Atlantic Boulevard & Hellman Avenue (p.m. peak hour)
- Garfield Avenue & Hellman Avenue (a.m. and p.m. peak hours)
- New Avenue & Hellman Avenue (a.m. peak hour)
- I-10 Eastbound Off-Ramp & Ramona Boulevard (p.m. peak hour)
- Garfield Avenue & Riggin Street (a.m. peak hour)

Table 4.17-3
Existing Intersections Level of Service

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	0.769	C	0.827	D
2	Garfield Avenue & Hellman Avenue	0.875	D	0.847	D
3	New Avenue & Hellman Avenue	0.852	D	0.765	C
4	Atlantic Boulevard & Emerson Avenue	0.555	A	0.586	A
5	Garfield Avenue & Emerson Avenue	0.620	B	0.628	B
6	Atlantic Boulevard & Garvey Avenue	0.670	B	0.722	C
7	Garfield Avenue & Garvey Avenue	0.704	C	0.760	C
8	New Avenue & Garvey Avenue	0.639	B	0.682	B
9	Corporate Center Drive & Ramona Boulevard	0.642	B	0.561	A
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.436	A	0.884	D
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.466	A	0.399	A
12	Fremont Avenue & Monterey Pass Road	0.699	B	0.739	C
13	Garfield Avenue & Newmark Avenue	0.635	B	0.725	C
14	Atlantic Boulevard & Brightwood Street	0.577	A	0.721	C
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.655	B	0.752	C
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.586	A	0.669	B
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.630	B	0.709	C
18	Atlantic Boulevard & Floral Drive/Driveway	0.567	A	0.638	B
19	Bleakwood Avenue & Avenida Cesar Chavez	0.405	A	0.394	A
20	Collegian Avenue & Avenida Cesar Chavez	0.538	A	0.549	A
21	Atlantic Boulevard & Avenida Cesar Chavez	0.627	B	0.746	C
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.751	C	0.709	C
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.666	B	0.633	B
24	Garfield Avenue & Riggin Street	0.817	D	0.800	C
25	Garfield Avenue & Pomona Boulevard	0.775	C	0.688	B
26	Garfield Avenue & Via Campo	0.688	B	0.760	C
27	Wilcox Avenue & Pomona Boulevard	0.568	A	0.608	B
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.608	B	0.793	C
29	Atlas Avenue & Potrero Grande Drive *	11.6	B	14.3	B
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.423	A	0.627	B

Existing Roadway Segment Level of Service

Daily traffic counts were collected at the analyzed roadway segments. The LOS value for each segment was calculated to determine daily traffic operations. This existing conditions analysis is based on year 2019 conditions. Table 4.17-4 provides the weekday LOS values for the study roadway segments, based on the defined daily roadway capacity (“daily volume” of vehicles).

Table 4.17-4
Roadway Segment Daily Operations – Existing Conditions

ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	33,571	0.839	D
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	26,150	0.654	B
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	18,495	0.617	B
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	22,069	0.552	A
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	20,473	0.512	A
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	17,882	0.596	A
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	7,879	0.263	A
H	Atlantic Boulevard	Garvey Avenue	Flora Drive	4	40,000	27,550	0.689	B
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	26,436	0.661	B
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	25,161	0.629	B
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	17,683	0.442	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	31,137	0.519	A
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	24,207	0.605	B
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	8,073	0.359	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Driv	4	40,000	21,057	0.526	A

As shown above, the Atlantic Boulevard, between Hellman Avenue and Garvey Avenue roadway segment operates at LOS D.

Existing Traffic Volumes

Traffic counts for the 30 study intersections were conducted during weekday peak periods on April 11, 2019. Daily roadway segment traffic counts were collected for 24 hours, also on April 11, 2019. These traffic counts were used to determine existing traffic conditions. 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. Existing daily roadway traffic volumes are shown on Exhibit 4.17-5.

Airports

The closest airport to Monterey Park is El Monte (San Gabriel Valley) Airport, located approximately five miles northeast of the City. The airport, which has one runway, is operated by the American Airports Corporation.

4.17.2 REGULATORY FRAMEWORK

Federal

No federal agencies or regulations directly apply to the Project transportation impacts.

State

State of California Department of Transportation (Caltrans)

The State of California Department of Transportation (Caltrans) implements State planning priorities in all plans, programs, and activities. Caltrans has the responsibility to coordinate and consult with local jurisdictions when proposed local land use planning and development may impact State highway facilities. Pursuant to Public Resources Code § 21092.4 , for projects of statewide, regional, or area-wide significance, the lead agency must consult with transportation planning agencies and public agencies that have transportation facilities which could be affected by a project. The City of Monterey Park Focused General Plan Update is subject to Caltrans review.

Local

Southern California Association of Governments (SCAG)

The Southern California Association of Governments (SCAG) leads the development of the Regional Transportation Plan (RTP), which presents the vision for transportation throughout most of Southern California, including Los Angeles County. Senate Bill 375 (SB 375) was passed to reduce greenhouse gas emissions from both automobiles and light trucks through integrated transportation, land use, housing, and environmental planning. Under SB 375, SCAG is tasked with developing a Sustainable Communities Strategy (SCS). The SCS, as a component of the RTP, provides a plan for meeting emissions reduction targets set forth by the California Air Resources Board. The 2016 RTP/SCS identifies priorities for transportation planning within the Southern California region, sets goals and policies, and identifies performance measures for transportation improvements to ensure that future projects are consistent with other planning goals for the region. The Regional Transportation Improvement Plan (RTIP), also prepared by SCAG based on the RTP, lists all of the regional, funded/programmed improvements within the next seven years. In order to qualify for CEQA streamlining benefits under SB 375, a project must be consistent with the RTP/SCS.

County of Los Angeles Congestion Management Program (CMP) (Government Code § 65088, *et seq*.)

Proposition 111 created the Congestion Management Program (CMP) in 1990 to address concerns related to increased traffic and congestion. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. A countywide approach has been established by the Los Angeles

County Metropolitan Transportation Authority (Metro), the local CMP agency, designating a highway network that includes all State highways and principal arterials within the County of Los Angeles. The LOS at each CMP monitoring station is supervised by local jurisdictions in order to implement the statutory requirements of the CMP. If LOS standards deteriorate, then local jurisdictions must prepare a deficiency plan to meet conformance standards outlined by the countywide plan. Individual cities within Los Angeles County are responsible for implementing the CMP.

The City of Monterey Park requires traffic impact studies to meet the County of Los Angeles guidelines. These guidelines use a standardized volume to capacity (V/C) ratio method to determine the intersection LOS. The City's threshold for identifying an impact is 0.8. If this

threshold is exceeded due to traffic expected from a project, that project is required to make improvements to the intersection in order to attain an acceptable LOS. Criteria for significant impacts can be found in the Los Angeles County Metropolitan Transportation Authority 2010 Congestion Management Program. The program defines a significant impact when the proposed project "…increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02), causing LOS F (V/C > 1.00)." In the case of an area already with LOS F "…a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C ≥ 0.02)."

Monterey Park Bike Master Plan

The City of Monterey Park partnered with BikeSGV, Baldwin Park, San Gabriel, El Monte, and South El Monte to develop the San Gabriel Valley Bicycle Master Plan, adopted in 2014. The plan guides the creation and maintenance of a comprehensive bicycle network for the next 20 years, and guides bicycling promotion, education, and supportive policies. The majority of the Monterey Park's bikeway network consists of the bike paths along the San Gabriel River and Rio Hondo. The plan proposes a variety of enhancements to the network, such as shared-use paths, bike lanes, and signed bike routes. The adoption of the Bicycle Master Plan allows Monterey Park and the partner cities to be highly competitive when applying for State and federal grants to implement priority bicycle projects and programs.

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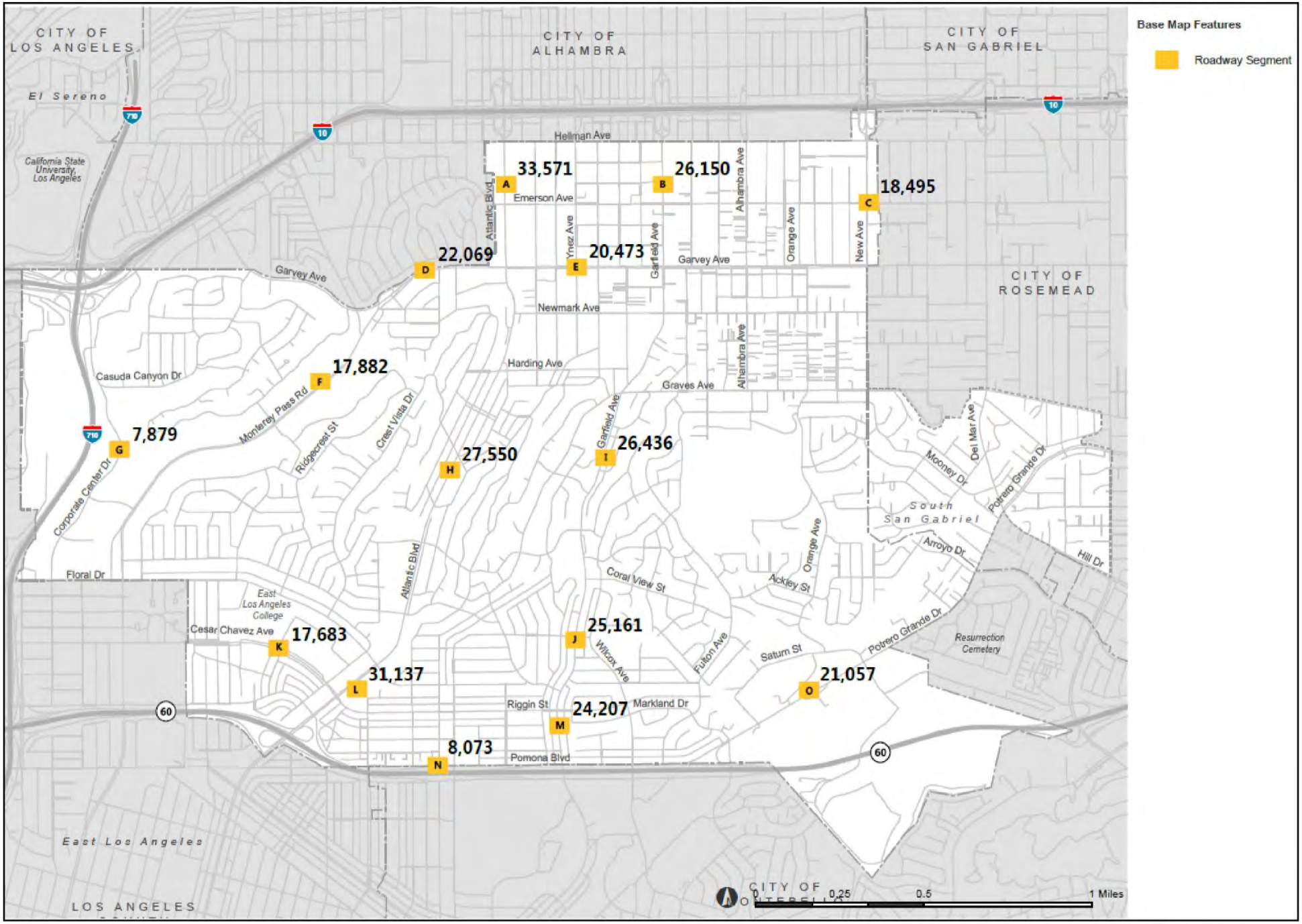

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Exhibit 4.17-5 Existing Daily Roadway Traffic Volumes

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4.17.3 SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Focused General Plan Update would have a significant impact related to transportation if it would:

a) Conflict with program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities;
b) 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); or
d) Result in inadequate emergency access.

See Section 4.17.4 (Impacts and Mitigation Measures, "Analysis of General Plan Update Traffic Impacts and Mitigation Measures"), below, for a detailed description of the City's specific significance thresholds.

4.17.4 IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to transportation which could result from implementation of the Project and recommends mitigation measures as needed to reduce significant impacts. The Project is a focused update to the General Plan consisting solely of revisions to the Land Use and Urban Design Element, last comprehensively updated in 2001.

Traffic forecasting for a general plan takes into account the type and density of future land uses within the analyzed area, and the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the major roadways and intersections. Under the Focused General Plan Update, residential growth would be focused in areas designated by the current City Housing Element update, and new commercial and office development would be focused in areas designated by the proposed Land Use Plan (see Chapter 3, Project Description).

Analysis Methodology

The Project TIS was based on the City of Monterey Park Traffic Impact Study Guidelines (2006). The Traffic Study Guidelines provide information on traffic analysis format, analysis methodology, and thresholds of significance. Key tasks undertaken for the TIS included: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the Project land uses, 4) assignment of Project-generated trips to the study area roadway system, and 5) evaluation of the impacts of cumulative traffic at the study intersections.

Project Trip Generation and Distribution

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation, 10th Edition,* published by the Institute of Transportation Engineers (ITE). Under the Focused General Plan Update, the residential land use growth would be focused in areas designated by the current City Housing Element update, and new commercial and office development would be focused in areas designated by the proposed Land Use Plan (see Chapter 3, Project Description). Proposed land use changes were analyzed by geographically defined traffic analysis zone (TAZ). A TAZ is defined by one or more census blocks from the United States Census. The study area analysis zones are based on these TAZs but customized to analyze smaller segments of the study area.

Future Without-General Plan ("Without Project") Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 0.29 percent per year, which results in an overall 21-year growth of approximately 6 percent, was reviewed and approved by City engineering staff. The growth rate was based on the Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program's anticipated growth for the Regional Statistical Area (RSA) that encompasses Monterey Park. The levels of service at the study intersections for "future without Project" conditions are discussed in further detail below.

Future With-General Plan ("With Project") Conditions

Based on the "future without Project" volumes plus traffic from the land uses allowed by the Project, the "future with Project" traffic volume conditions were determined and analyzed. The levels of service for this scenario are discussed in further detail below.

Level of Service Methodology

The City of Monterey Park has designated the Intersection Capacity Utilization (ICU) methodology as the desired analysis tool. The concept of roadway level of service (LOS) under the ICU is calculated as the volume of vehicles that passes through the facility divided by the capacity of that facility. A facility is "at capacity" (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes, signal phasing, and approach lane configurations on each leg of the intersection.

For the stop-controlled ("Stop" sign) study intersections, LOS values were calculated using the unsignalized intersection analysis methodology defined by the Highway Capacity Manual (HCM). For this methodology, conditions are based upon intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free-flow through traffic. This methodology is applicable to unsignalized and partially controlled intersections on major streets where there is potential for crossing difficulty from the minor approaches due to heavy traffic volumes on the major approaches.

LOS 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 4.17-5 defines the level of service criteria applied to the study intersections.

Table 4.17-5
Intersection Level of Service Definitions

LEVEL OF SERVICE	DEFINITION	SIGNALIZED Volume to Capacity Ratio	UNSIGNALIZED Delay per Vehicle (seconds)
A	Excellent operation. Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00-0.600	<10
B	Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.601-0.700	>10 and <15
C	Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.701-0.800	>15 and <25
D	Fair operation. Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.801-0.900	>25 and <35
E	Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.901-1.000	>35 and <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.	Over 1.000	>50

Source: Highway Capacity Manual, Special Report 209, Transportation Researach Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 2012, 1982

Significant Project Traffic Impacts

In general, traffic impacts are identified if a project would result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below an acceptable LOS and project traffic would cause a further decline below the threshold. As defined by the City of Monterey Park's traffic study guidelines, significant impacts of a proposed project on a facility must be mitigated to a level of insignificance, where feasible. The transportation implications of the Focused General Plan Update are discussed below.

Existing Circulation System Plans, Ordinances, and Policies

Impact TRANS-1 – Would the project conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?

Analysis of Impacts

Project Traffic

This section describes the traffic that could be generated by the Project in a three-step process: trip generation, trip distribution, and trip assignment. Project-related traffic impacts were determined by comparing the intersection LOS without and with the Project. Significant adverse

traffic impacts were identified based on the City of Monterey Park's criteria for significant adverse project impacts, as described above.

Focused General Plan Update Land Use

Trip generation for the Project's allowed land uses was analyzed and impacts were examined. Generally, traffic forecasting for a General Plan takes into account the type and density of allowed land uses within the analyzed area, and the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the major roadways and intersections.

Under the Focused General Plan Update, residential land use growth would be focused in areas designated by the current City Housing Element update, and new commercial and office development would be focused in areas designated by the proposed Land Use Plan (see Chapter 3, Project Description).

Future traffic potentially generated under the proposed Land Use Plan would occur primarily near the identified Focus Areas. The incremental (net) development increase/decrease by traffic analysis zone (TAZ) was derived by calculating net new trips based on new development intensities and trip generation rates. The traffic analysis was based on the following allowed increases under the Project:

- Multi-Family Residential Units: +3,836 units
- General Commercial: +619,932 square feet
- General Office: +883,902 square feet
- Hotel Rooms: +607 rooms
- College Students: +3,697 students

The Focused General Plan Update anticipates that there will be a reduction in single-family residential units (by 20 units) and light industrial facilities (by 239,742 square feet) throughout the Planning Area. Exhibit 4.17-6 shows the TAZs overlain on the proposed Land Use Plan.

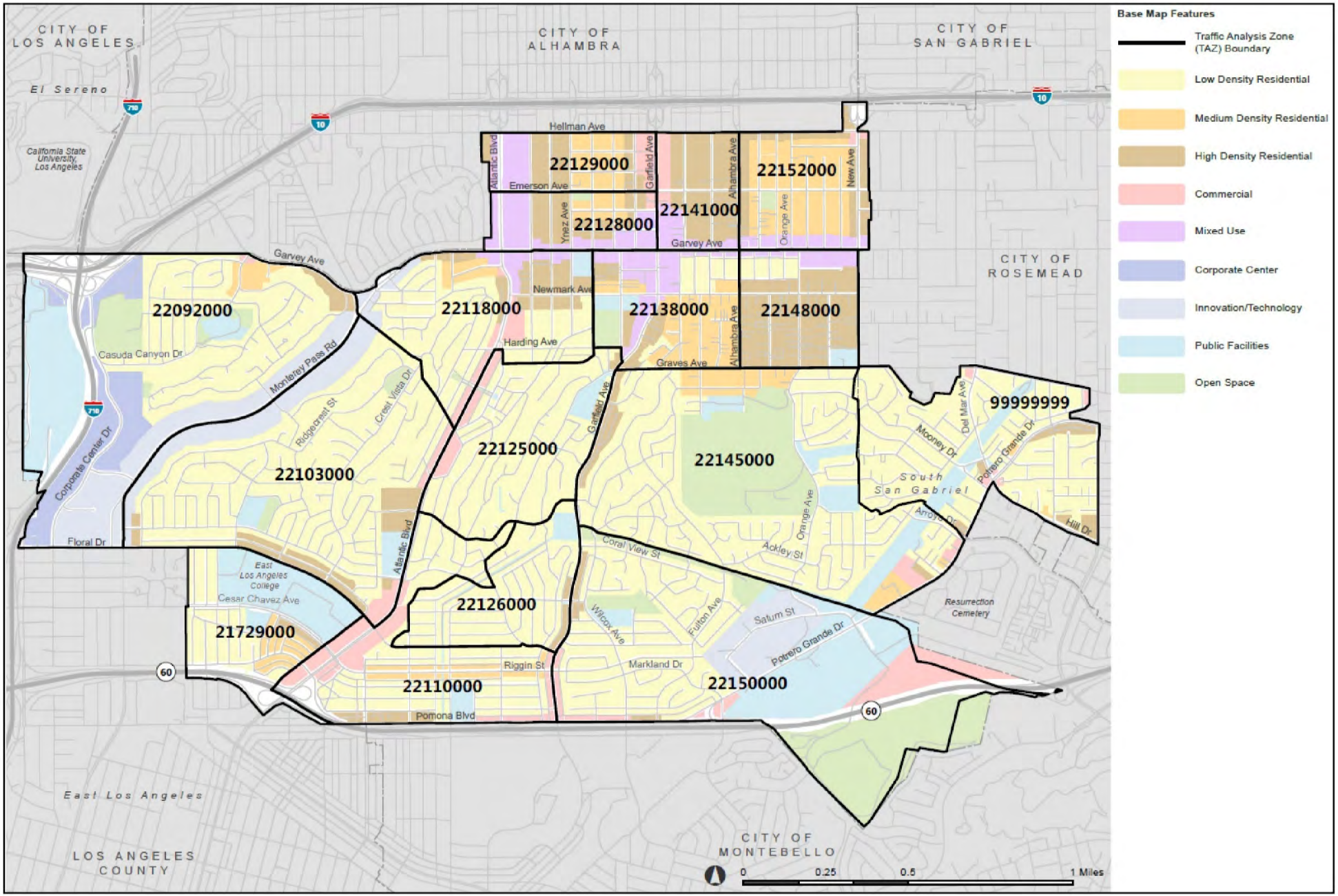

Exhibit 4.17-6 Traffic Analysis Zones and General Plan Land Use

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Project Trip Generation

The Project's trip generation was calculated using nationally accepted trip rates defined by *Trip Generation (10th edition)*, published by the Institute of Transportation Engineers (ITE), as shown in Table 4.17-6. The Land Use Plan was divided into the 16 TAZs. No internal trip capture credits (e.g., walking to a restaurant from the office during lunch hour) were taken to adjust the trip generation (a conservative approach). Pass-by trip credits (e.g., stopping at a store on the drive home from work) were taken for three TAZs that had exclusively commercial uses. Transit credits were also taken for sections of the TAZs adjacent to high-quality transit lines (such as Metro Rapid lines) or transit centers (such as the one near East Los Angeles Community College).

Table 4.17-6
Trip Generation Rates

Land Use	ITE Code	Units	Daily Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Employment/Technology (Industrial)	110	KSF	4.96	88%	12%	0.7	13%	87%	0.63
Low Density Residential (Single-Family)	210	DU	9.44	25%	75%	0.74	63%	37%	0.99
Medium Density Residential (Multi-Family)	220	DU	7.32	23%	77%	0.46	63%	37%	0.56
Hotel/Motel	310	ROOMS	8.36	59%	41%	0.47	51%	49%	0.6
Office	710	KSF	9.74	83%	17%	0.37	20%	80%	0.4
Commercial	820	KSF	37.75	62%	38%	0.94	48%	52%	3.81
Public Facilities and Utilities (College)	540	Students	1.15	81%	19%	0.11	56%	44%	0.11

DU: Dwelling Units; KSF: 1,000 square-feet of floor area

Table 4.17-7 shows the net total vehicle trips that would be generated by the Project.

Table 4.17-7
Project Trip Generation by Traffic Analysis Zones (TAZs)

	TOTAL RESIDENTIAL USES							TOTAL NON-RESIDENTIAL USES						
	DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
TAZ	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
22129000	4,779	69	231	300	230	135	365	33,446	516	316	832	1,620	1,756	3,376
22141000	3,303	47	160	207	159	94	253	10,896	168	104	272	528	571	1,099
22152000	4,063	58	198	256	196	115	311	0	0	0	0	0	0	0
22128000	3,882	56	188	244	187	110	297	686	23	16	39	25	24	49
22092000	81	1	4	5	4	2	6	14,876	598	166	764	236	607	843
22118000	1,228	18	59	77	59	35	94	1,534	24	14	38	75	79	154
22138000	7,322	106	354	460	353	207	560	1,045	35	24	59	38	37	75
22148000	3,224	46	156	202	155	92	247	0	0	0	0	0	0	0
22103000	0	0	0	0	0	0	0	1,504	48	9	57	13	49	62
22125000	0	0	0	0	0	0	0	10,651	164	101	265	516	558	1,074
22145000	403	6	19	25	19	12	31	1,135	18	10	28	55	60	115
99999999	1,510	30	88	118	100	58	158	376	6	3	9	18	20	38
22126000	7	0	0	0	0	1	1	0	0	0	0	0	0	0
22150000	0	0	0	0	0	0	0	8,673	134	82	216	420	455	875
21729000	114	2	5	7	6	3	9	3,614	280	66	346	774	609	1,383
22110000	385	6	18	24	19	10	29	6,834	106	64	170	331	359	690
Total	**30,301**	**445**	**1,480**	**1,925**	**1,487**	**874**	**2,361**	**95,270**	**2,120**	**975**	**3,095**	**4,649**	**5,184**	**9,833**

Implementation of the Focused General Plan Update may generate125,571 net new weekday daily trips, including 5,020 vehicle trips during the weekday a.m. peak hour (2,565 inbound trips and 2,455 outbound trips), and 12,194 vehicle trips during the weekday p.m. peak hour (6,136 inbound trips and 6,058 outbound trips).

Project Trip Distribution

Trip distribution is the process of assigning the directions from which traffic will travel through roadways and intersections. Trip distribution is dependent upon land use characteristics, local roadway network, and the general location of other land uses to which anticipated traffic would originate or terminate. Trips were distributed to the study area based on directional distribution percentages from the local RSA, defined by the Metro regional planning model for the CMP. The local area roadway network and routes to and from area freeway interchanges were also considered.

Exhibit 4.17-7 illustrates the trip distribution percentages that were used for Project traffic.

Project Trip Assignment

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. Exhibit 4.17-8 illustrates the Project daily traffic volumes along the study roadway segments.

Future Without General Plan Update Conditions

This section provides an analysis of future traffic conditions in the study area with background growth added, but without Project traffic. The General Plan Update buildout horizon is 2040, which defines the future analysis year.

Ambient Growth

In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 0.29 percent per year, which results in an overall 21-year growth of approximately 6 percent, was reviewed and approved by City engineering staff. The growth rate was based on the Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program's anticipated growth for the Regional Statistical Area (RSA) that encompasses Monterey Park (RSA #25).

Future Without General Plan Update Intersection Level of Service (LOS)

Table 4.17-8 summarizes intersection operations under Future without General Plan Update Conditions. In the table, "ICU" stands for "Intersection Capacity Utilization," which is a traffic engineering tool for transposing V/C ratios into LOS.

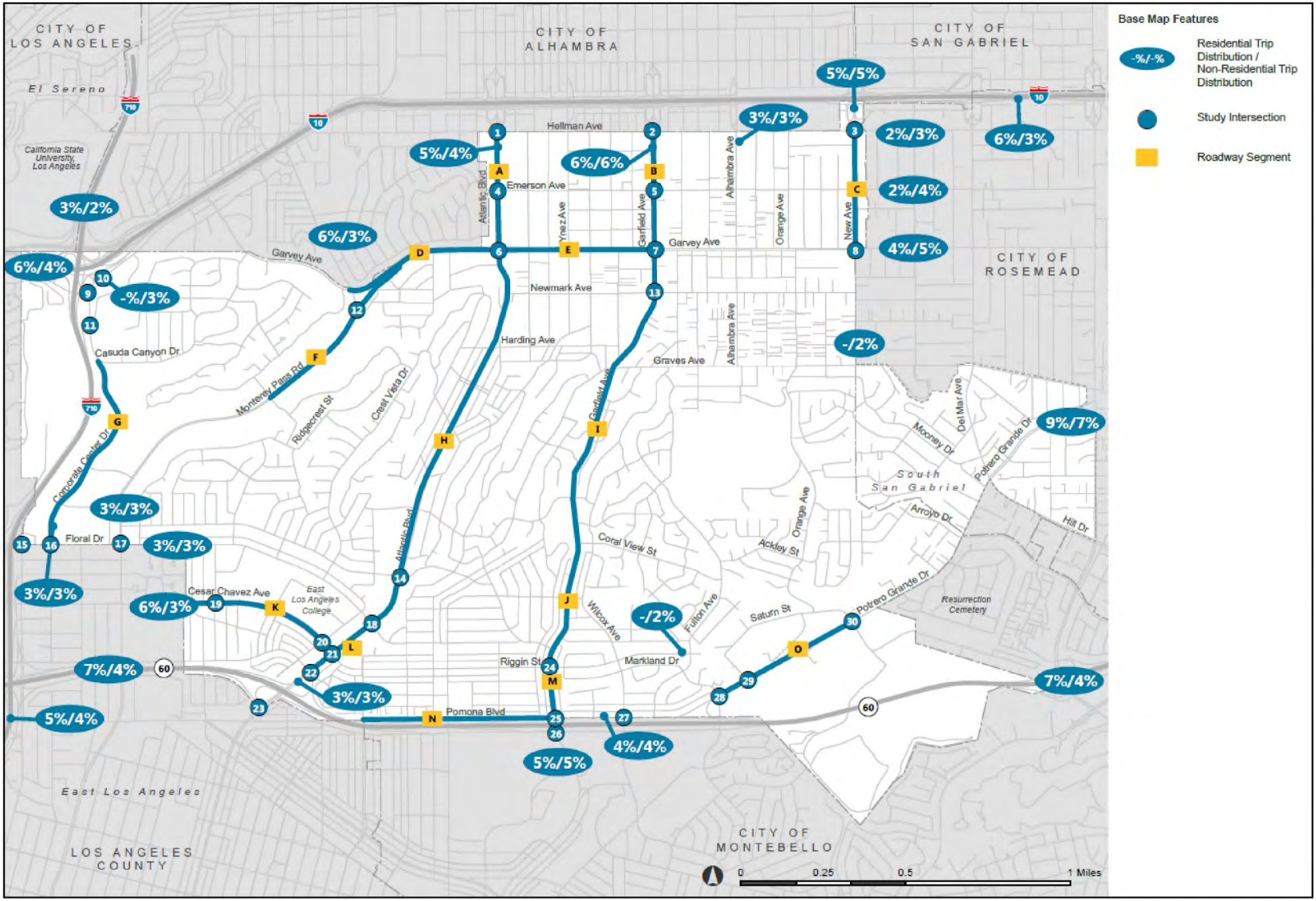

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Exhibit 4.17-7 Trip Distribution

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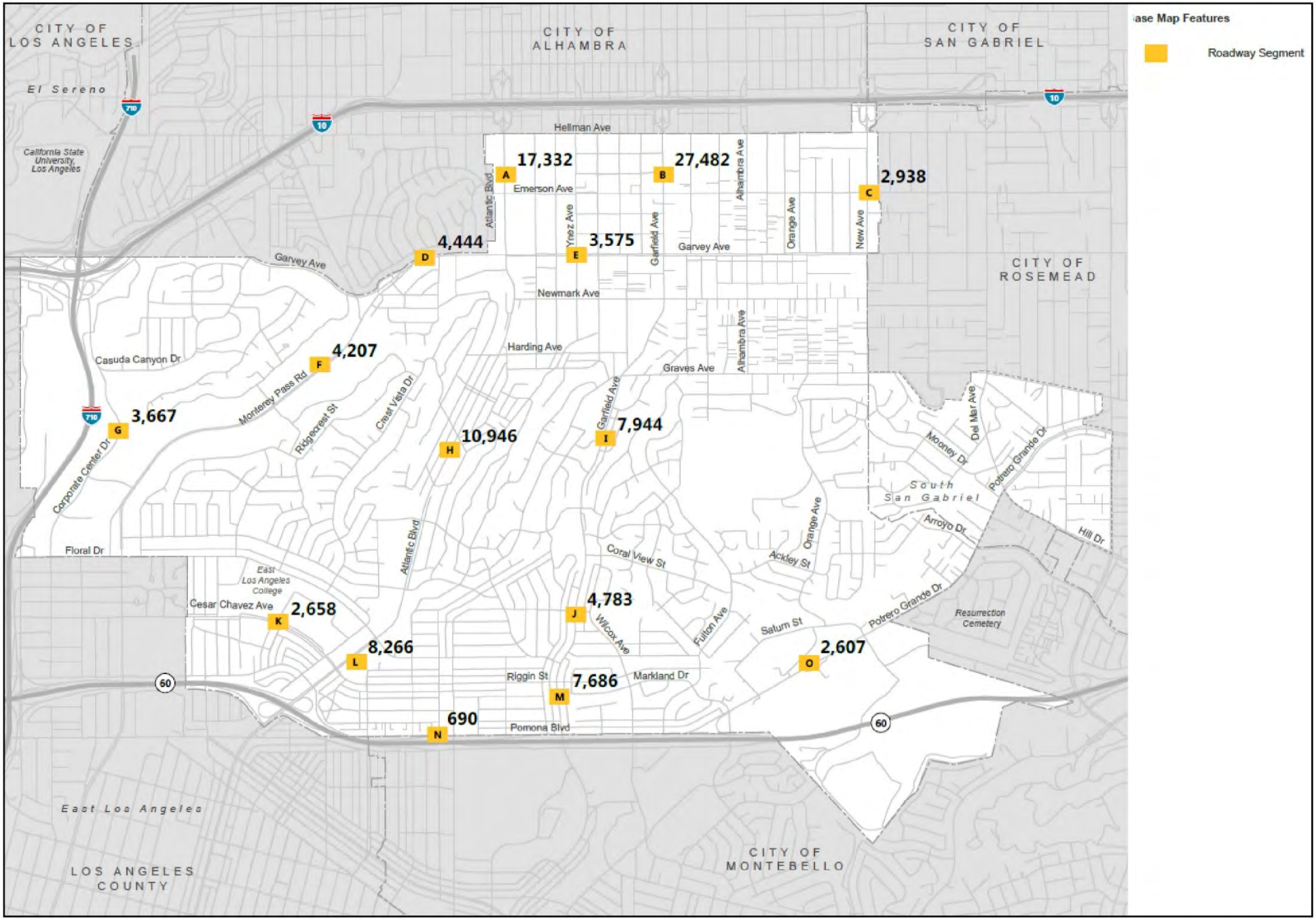

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Exhibit 4.17-8 General Plan Daily Roadway Traffic Volumes

Monterey Park General Plan Land Use Element Update

Monterey Park, California

Table 4.17-8
Intersection Performance – Future Without General Plan Update Conditions

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	0.810	D	0.872	D
2	Garfield Avenue & Hellman Avenue	0.923	E	0.893	D
3	New Avenue & Hellman Avenue	0.898	D	0.806	D
4	Atlantic Boulevard & Emerson Avenue	0.583	A	0.623	B
5	Garfield Avenue & Emerson Avenue	0.652	B	0.661	B
6	Atlantic Boulevard & Garvey Avenue	0.705	C	0.761	C
7	Garfield Avenue & Garvey Avenue	0.742	C	0.800	C
8	New Avenue & Garvey Avenue	0.673	B	0.719	C
9	Corporate Center Drive & Ramona Boulevard	0.675	B	0.589	A
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.456	A	0.933	E
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.494	A	0.417	A
12	Fremont Avenue & Monterey Pass Road	0.736	C	0.779	C
13	Garfield Avenue & Newmark Avenue	0.668	B	0.764	C
14	Atlantic Boulevard & Brightwood Street	0.607	B	0.759	C
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.689	B	0.792	C
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.611	B	0.704	C
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.655	B	0.755	C
18	Atlantic Boulevard & Floral Drive/Driveway	0.605	B	0.671	B
19	Bleakwood Avenue & Avenida Cesar Chavez	0.423	A	0.412	A
20	Collegian Avenue & Avenida Cesar Chavez	0.555	A	0.576	A
21	Atlantic Boulevard & Avenida Cesar Chavez	0.660	B	0.794	C
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.791	C	0.747	C
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.701	C	0.666	B
24	Garfield Avenue & Riggin Street	0.861	D	0.838	D
25	Garfield Avenue & Pomona Boulevard	0.817	D	0.724	C
26	Garfield Avenue & Via Campo	0.724	C	0.800	C
27	Wilcox Avenue & Pomona Boulevard	0.601	B	0.652	B
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.639	B	0.836	D
29	Atlas Avenue & Potrero Grande Drive *	12.0	B	15.3	C
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.443	A	0.660	B

Note: Blue highlight represents unacceptable LOS
***** *Unsignalized intersection analyzed based on HCM methodology.*

As shown in Table 4.17-8, under Future without General Plan Update conditions, 22 of the 30 study intersections would continue to operate at a LOS C or better during the weekday a.m. and p.m. peak hours. The operation of the following intersections would worsen to or within LOS D or LOS E:

- **Atlantic Boulevard & Hellman Avenue** intersection operation would worsen to LOS D during the weekday a.m. peak period and within LOS D during the p.m. peak hour.
- **Garfield Avenue & Hellman Avenue** intersection operation would worsen to LOS E during the a.m. peak hour and within LOS D during the p.m. peak hour.
- **New Avenue & Hellman Avenue** intersection operation would worsen within LOS D during weekday a.m. and to LOS D during the p.m. peak hour.
- **I-10 Eastbound Off-Ramp & Ramona Boulevard** intersection operation would worsen to LOS E during the weekday p.m. peak hour.
- **Garfield Avenue & Riggin Street** intersection operation would worsen within LOS D during the weekday a.m. peak hour and to LOS D during the p.m. peak hour.
- **Garfield Avenue & Pomona Boulevard** intersection operation would worsen to LOS D during the weekday a.m. peak hour and to LOS C during the p.m. peak hour.
- **Markland Drive & Potrero Grande** Drive/SR-60 Westbound Off-Ramp intersection operation would worsen to LOS D during the weekday p.m. peak hour.

Future Without General Plan Update Roadway Segment Level of Service

Regional growth for year 2040 applied to the 15 study roadway segments was based on the same growth rate used for the study intersections. Table 4.17-9 provides the weekday LOS values for the study roadway segments, based on the defined roadway volume daily capacities.

Table 4.17-9
Roadway Segment Performance – Future Without General Plan Conditions

ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	35,642	0.891	D
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	27,763	0.694	B
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	19,636	0.655	B
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	23,431	0.586	A
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	21,736	0.543	A
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	18,985	0.633	B
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	8,365	0.279	A
H	Atlantic Boulevard	Garvey Avenue	Flora Drive	4	40,000	29,250	0.731	C
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	28,067	0.702	C
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	26,713	0.668	B
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	18,774	0.469	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	33,058	0.551	A
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	25,701	0.643	B
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	8,571	0.381	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Drive	4	40,000	22,356	0.559	A

As shown in Table 4.17-9, the operation of the following roadway segment would worsen to or within LOS D or LOS E:

- **Atlantic Boulevard, between Hellman Avenue and Garvey Avenue** segment operation would worsen within LOS D.

Exhibit 4.17-9 shows the roadway segment daily volumes.

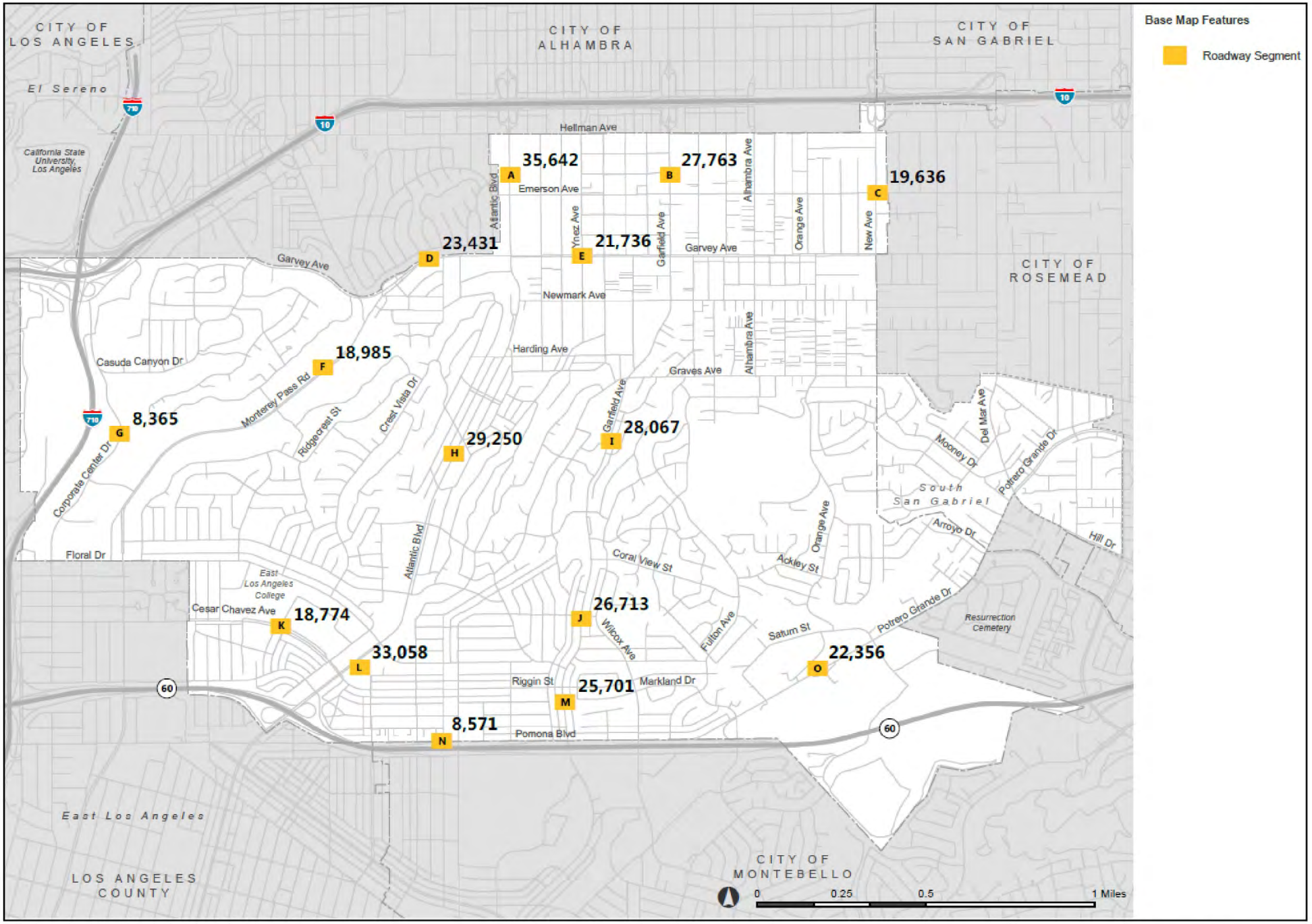

Exhibit 4.17-9 Future (2040) Without General Plan Daily Roadway Traffic Volumes

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Future With General Plan Update Conditions

This section documents future traffic conditions at the study intersections with the addition of Project-generated traffic. Traffic volumes for these conditions were derived by adding anticipated Project trips to the Future without General Plan Update volumes.

Future With General Plan Update Intersection Level of Service (LOS)

Table 4.17-10 summarizes intersection operations under Future with General Plan Update Conditions. In the table, "ICU" stands for "Intersection Capacity Utilization," which is a traffic engineering tool for transposing V/C ratios into LOS.

Table 4.17-10
Intersection Performance – Future with General Plan Update Conditions

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	1.040	F	1.412	F
2	Garfield Avenue & Hellman Avenue	1.230	F	1.582	F
3	New Avenue & Hellman Avenue	1.054	F	1.071	F
4	Atlantic Boulevard & Emerson Avenue	0.786	C	1.094	F
5	Garfield Avenue & Emerson Avenue	0.944	E	1.305	F
6	Atlantic Boulevard & Garvey Avenue	0.778	C	0.990	E
7	Garfield Avenue & Garvey Avenue	0.923	E	1.148	F
8	New Avenue & Garvey Avenue	0.785	C	0.914	E
9	Corporate Center Drive & Ramona Boulevard	0.810	D	0.679	B
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.503	A	0.933	E
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.507	A	0.477	A
12	Fremont Avenue & Monterey Pass Road	0.853	D	0.920	E
13	Garfield Avenue & Newmark Avenue	0.755	C	0.934	E
14	Atlantic Boulevard & Brightwood Street	0.673	B	0.927	E
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.797	C	1.088	F
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.716	C	0.824	D
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.736	C	0.894	D
18	Atlantic Boulevard & Floral Drive/Driveway	0.669	B	0.875	D
19	Bleakwood Avenue & Avenida Cesar Chavez	0.433	A	0.414	A
20	Collegian Avenue & Avenida Cesar Chavez	0.619	B	0.747	C
21	Atlantic Boulevard & Avenida Cesar Chavez	0.760	C	1.039	F
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.832	D	0.903	E
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.735	C	0.813	D
24	Garfield Avenue & Riggin Street	0.941	E	1.178	F
25	Garfield Avenue & Pomona Boulevard	0.858	D	0.868	D
26	Garfield Avenue & Via Campo	0.756	C	0.938	E
27	Wilcox Avenue & Pomona Boulevard	0.630	B	0.740	C
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.659	B	0.893	D
29	Atlas Avenue & Potrero Grande Drive *	12.5	B	17.3	C
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.460	A	0.721	C

Note: Blue highlight represents unacceptable LOS ***** *Unsignalized intersection analyzed based on HCM methodology.*

As shown in Table 4.17-10, under Future with General Plan Update Conditions, seven of the 30 study intersections would continue to operate at LOS C or better during the weekday a.m. and p.m. peak hour. The operation of the following intersections would worsen to or within LOS D, E, or F with General Plan Update generated traffic:

- **Atlantic Boulevard & Hellman Avenue** intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.
- **Garfield Avenue & Hellman Avenue** intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.
- **New Avenue & Hellman Avenue** intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.
- **Atlantic Boulevard & Emerson Avenue** intersection operation would worsen to LOS F during the weekday p.m. peak period.
- **Garfield Avenue & Emerson Avenue** intersection operation would worsen to LOS E during the weekday a.m. peak period and LOS F during the p.m. peak period.
- **Atlantic Boulevard & Garvey Avenue** intersection operation would worsen to LOS E during the weekday p.m. peak period.
- **Garfield Avenue & Garvey Avenue** intersection operation would worsen to LOS E during the weekday a.m. and to LOS E during the p.m. peak hour.
- **New Avenue & Garvey Avenue** intersection operation would worsen to LOS E during the weekday p.m. peak period.
- **Corporate Center Drive & Ramona Boulevard** intersection operation would worsen to LOS D during the weekday a.m. peak period.
- **Fremont Avenue & Monterey Pass Road** intersection operation would worsen to LOS D during the a.m. peak hour and within LOS E during the weekday p.m. peak hour.
- **Garfield Avenue & Newmark Avenue** intersection operation would worsen within LOS E during the weekday p.m. peak hour.
- **Atlantic Boulevard & Brightwood Street** intersection operation would worsen within LOS E during the weekday p.m. peak hour.
- **I-710 Northbound On-Ramp-Ford Boulevard & Floral Drive** intersection operation would worsen within LOS F during the weekday p.m. peak hour.
- **Corporate Center Drive-McDonnell Avenue & Floral Drive** intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- **Monterey Pass Road-Mednik Avenue & Floral Drive** intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- **Atlantic Boulevard & Floral Drive** intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- **Atlantic Boulevard & Avenida Cesar Chavez** intersection operation would worsen to LOS F during the p.m. peak hour.
- **Atlantic Boulevard & 1st Street/SR-60 Westbound Off-Ramp** intersection operation would worsen to LOS D during the a.m. peak hour and LOS E during the p.m. peak hour.
- **Atlantic Boulevard & SR-60 Eastbound Off-Ramp** intersection operation would worsen to LOS D during the p.m. peak hour.
- **Garfield Avenue & Riggin Street** intersection operation would worsen to LOS E during the weekday a.m. peak hour and to LOS F during the p.m. peak hour.

- **Garfield Avenue & Pomona Boulevard** intersection operation would worsen within LOS D during the weekday a.m. peak hour and to LOS D during the p.m. peak hour.
- **Garfield Avenue & Via Campo** intersection operation would worsen to LOS E during the p.m. peak hour.
- **Markland Drive & Potrero Grande Drive/SR-60 Westbound Off-Ramp** intersection operation would worsen within LOS D during the weekday p.m. peak hour.

Future With General Plan Update Roadway Segment Level of Service

The Future with General Plan Update trip generation was also added to the analyzed roadway segments. Table 4.17-11 provides the weekday LOS values for the study roadway segments, based on the defined roadway volume daily capacities.

Table 4.17-11
Roadway Segment Performance – Future With General Plan Update Conditions

ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	52,974	1.324	F
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	55,245	1.381	F
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	22,574	0.752	C
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	27,875	0.697	B
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	25,311	0.633	B
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	23,192	0.773	C
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	12,032	0.401	A
H	Atlantic Boulevard	Garvey Avenue	Floral Drive	4	40,000	40,196	1.005	F
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	36,011	0.900	E
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	31,496	0.787	C
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	21,432	0.536	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	41,324	0.689	B
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	33,387	0.835	D
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	9,261	0.412	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Drive	4	40,000	24,963	0.624	B

Note: Blue highlight represents unacceptable LOS
***** *Unsignalized intersection analyzed based on HCM methodology.*

The operation of the following roadway segments would worsen to or within LOS D or worse:

- **Atlantic Boulevard between Hellman Avenue and Garvey Avenue** segment operation would worsen to LOS F.
- **Garfield Avenue between Hellman Avenue and Garvey Avenue** segment operation would worsen to LOS F.
- **Atlantic Boulevard between Garvey Avenue and Floral Drive** segment operation would worsen to LOS F.
- **Garfield Avenue between Garvey Avenue and El Repetto Drive** segment operation would worsen to LOS E.
- **Garfield Avenue between Riggin Street and Pomona Boulevard** segment operation would worsen to LOS D

Exhibit 4.17-10 illustrates the daily roadway segment volumes under General Plan Update Conditions.

Analysis of General Plan Update Traffic Impacts and Mitigation Measures

Determination of Traffic Impacts

This section describes the significant transportation impacts of the Project by comparing Future with General Plan Update Conditions versus Future without General Plan Update Conditions.

Generally, traffic impacts are identified if traffic from a proposed project would result in a significant change in traffic conditions at a study intersection or roadway segment. A significant impact is typically identified if project-related traffic would cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.

The City of Monterey Park has established specific thresholds for project-related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. Table 4.17-12 shows the increases in peak-hour V/C ratios that are considered significant impacts. In the table, "ICU" stands for "Intersection Capacity Utilization," which is a traffic engineering tool for transposing V/C ratios into LOS.

Table 4.17-12
Determination of Significant Impacts

Level of Service	Existing ICU	Project-Related Increase in ICU Value
A and B	0.00 – 0.690	Equal to or greater than 0.060
C	0.700 – 0.790	Equal to or greater than 0.040
D	0.800 – 0.890	Equal to or greater than 0.020
E and F	0.900 or more	Equal to or greater than 0.010

The City of Monterey Park does not have significant impact criteria for unsignalized intersections. For the Focused General Plan Update, operations at signalized locations were reviewed for LOS values and percentage of volume increase due to Project-generated traffic. One unsignalized intersection was analyzed. The Highway Capacity Manual (HCM) method was used to calculate intersection LOS and any increment in intersection delay.

Project Traffic Impacts – Future With General Plan Update

Table 4.17-13 defines significant impacts of the proposed General Plan Update land uses at the study intersections, by the future analysis year of 2040.

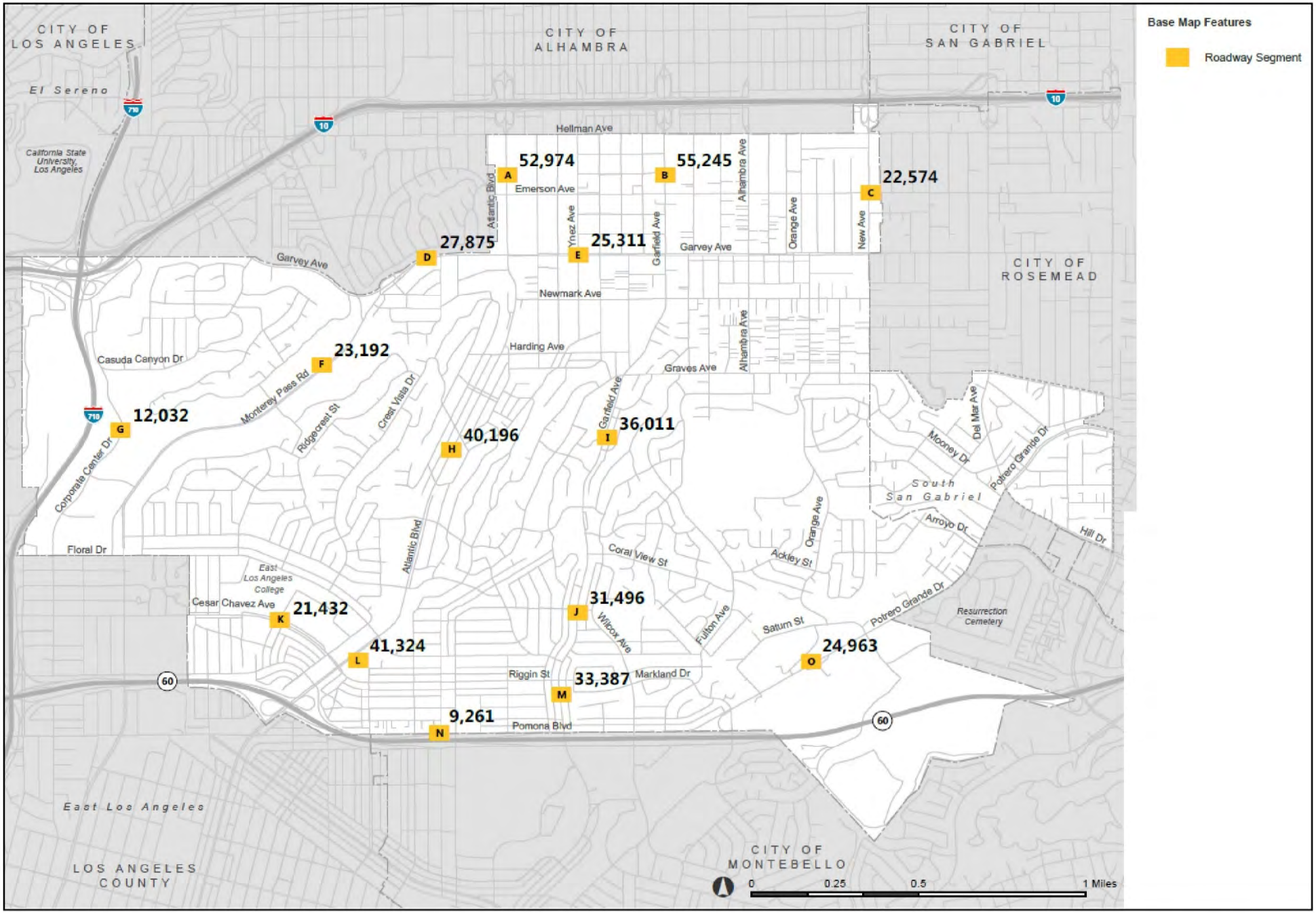

Exhibit 4.17-10 Future (2040) With General Plan Daily Roadway Traffic Volumes

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Table 4.17-13
Determination of Project Impacts – Future 2040 With General Plan Update Conditions

		AM Peak Hour						PM Peak Hour					
		Future without-Plan		Future with-Plan		ICU	Sig	Future without-Plan		Future with-Plan		ICU	Sig
	Study Intersections	ICU	LOS	ICU	LOS	Change	Impact?	ICU	LOS	ICU	LOS	Change	Impact?
1	Atlantic Boulevard & Hellman Avenue	0.810	D	1.040	F	0.230	Yes	0.872	D	1.412	F	0.540	Yes
2	Garfield Avenue & Hellman Avenue	0.923	E	1.230	F	0.307	Yes	0.893	D	1.582	F	0.689	Yes
3	New Avenue & Hellman Avenue	0.898	D	1.054	F	0.156	Yes	0.806	D	1.071	F	0.265	Yes
4	Atlantic Boulevard & Emerson Avenue	0.583	A	0.786	C	0.203	Yes	0.623	B	1.094	F	0.471	Yes
5	Garfield Avenue & Emerson Avenue	0.652	B	0.944	E	0.292	Yes	0.661	B	1.305	F	0.644	Yes
6	Atlantic Boulevard & Garvey Avenue	0.705	C	0.778	C	0.073	Yes	0.761	C	0.990	E	0.229	Yes
7	Garfield Avenue & Garvey Avenue	0.742	C	0.923	E	0.181	Yes	0.800	C	1.148	F	0.348	Yes
8	New Avenue & Garvey Avenue	0.673	B	0.785	C	0.112	Yes	0.719	C	0.914	E	0.195	Yes
9	Corporate Center Drive & Ramona Boulevard	0.675	B	0.810	D	0.135	Yes	0.589	A	0.679	B	0.090	Yes
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.456	A	0.503	A	0.047	No	0.933	E	0.933	E	0.000	No
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.494	A	0.507	A	0.013	No	0.417	A	0.477	A	0.060	Yes
12	Fremont Avenue & Monterey Pass Road	0.736	C	0.853	D	0.117	Yes	0.779	C	0.920	E	0.141	Yes
13	Garfield Avenue & Newmark Avenue	0.668	B	0.755	C	0.087	Yes	0.764	C	0.934	E	0.170	Yes
14	Atlantic Boulevard & Brightwood Street	0.607	B	0.673	B	0.066	Yes	0.759	C	0.927	E	0.168	Yes
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.689	B	0.797	C	0.108	Yes	0.792	C	1.088	F	0.296	Yes
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.611	B	0.716	C	0.105	Yes	0.704	C	0.824	D	0.120	Yes
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.655	B	0.736	C	0.081	Yes	0.755	C	0.894	D	0.139	Yes
18	Atlantic Boulevard & Floral Drive/Driveway	0.605	B	0.669	B	0.064	Yes	0.671	B	0.875	D	0.204	Yes
19	Bleakwood Avenue & Avenida Cesar Chavez	0.423	A	0.433	A	0.010	No	0.412	A	0.414	A	0.002	No
20	Collegian Avenue & Avenida Cesar Chavez	0.555	A	0.619	B	0.064	Yes	0.576	A	0.747	C	0.171	Yes
21	Atlantic Boulevard & Avenida Cesar Chavez	0.660	B	0.760	C	0.100	Yes	0.794	C	1.039	F	0.245	Yes
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.791	C	0.832	D	0.041	Yes	0.747	C	0.903	E	0.156	Yes
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.701	C	0.735	C	0.034	No	0.666	B	0.813	D	0.147	Yes
24	Garfield Avenue & Riggin Street	0.861	D	0.941	E	0.080	Yes	0.838	D	1.178	F	0.340	Yes
25	Garfield Avenue & Pomona Boulevard	0.817	D	0.858	D	0.041	Yes	0.724	C	0.868	D	0.144	Yes
26	Garfield Avenue & Via Campo	0.724	C	0.756	C	0.032	No	0.800	C	0.938	E	0.138	Yes
27	Wilcox Avenue & Pomona Boulevard	0.601	B	0.630	B	0.029	No	0.652	B	0.740	C	0.088	Yes
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ram	0.639	B	0.659	B	0.020	No	0.836	D	0.893	D	0.057	Yes
29	Atlas Avenue & Potrero Grande Drive *	12.0	B	12.5	B	0.5	-	15.3	C	17.3	C	2.0	-
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.443	A	0.460	A	0.017	No	0.660	B	0.721	C	0.061	Yes

Note: Blue highlight represents unacceptable LOS

***** *Unsignalized intersection analyzed based on HCM methodology.*

As shown in Table 4.17-13, significant impacts would occur at 27 of the 30 study intersections during one or both of the analyzed peak periods:

- **Atlantic Boulevard & Hellman Avenue** during the a.m. and p.m. peak periods
- **Garfield Avenue & Hellman Avenue** during the a.m. and p.m. peak periods
- **New Avenue & Hellman Avenue** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & Emerson Avenue** during the a.m. and p.m. peak periods
- **Garfield Avenue & Emerson Avenue** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & Garvey Avenue** during the a.m. and p.m. peak periods
- **Garfield Avenue & Garvey Avenue** during the a.m. and p.m. peak periods
- **New Avenue & Garvey Avenue** during the a.m. and p.m. peak periods
- **Corporate Center Drive & Ramona Boulevard** during the a.m. and p.m. peak periods
- **Corporate Center Drive & I-710 Northbound Off-Ramp** during the p.m. peak period
- **Fremont Avenue & Monterey Pass Road** during the a.m. and p.m. peak periods
- **Garfield Avenue & Newmark Avenue** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & Brightwood Street** during the a.m. and p.m. peak periods
- **I-710 Northbound On-Ramp/Ford Boulevard & Floral Drive** during the a.m. and p.m. peak periods
- **Corporate Center Drive/McDonnell Avenue & Floral Drive** during the a.m. and p.m. peak periods
- **Monterey Pass Road/Mednik Avenue & Floral Drive** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & Floral Drive** during the a.m. and p.m. peak periods
- **Collegian Avenue & Avenida Cesar Chavez** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & Avenida Cesar Chavez** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & 1st Street/SR-60 Westbound Off-Ramp** during the a.m. and p.m. peak periods
- **Atlantic Boulevard & SR-60 Eastbound Off-Ramp** during the p.m. peak period
- **Garfield Avenue & Riggin Street** during the a.m. and p.m. peak periods
- **Garfield Avenue & Pomona Boulevard** during the a.m. and p.m. peak periods
- **Garfield Avenue & Via Campo** during the p.m. peak period
- **Wilcox Avenue & Pomona Boulevard** during the p.m. peak period
- **Markland Drive & Potrero Grande Drive/SR-60 Westbound Off-Ramp** during the p.m. peak period
- **Saturn Street/Marketplace Drive & Potrero Grande Drive** during the p.m. peak period

To help mitigate future transportation impacts at these locations, transit improvements, pedestrian improvements, bicycle facility improvements, and roadway capacity improvements, all balanced in an equitable manner and as feasible, are recommended, as described below in "Mitigation Feasibility Analysis." These measures would be implemented over multiple years as individual projects are developed near these locations, in coordination with the land use policies of the Focused General Plan Update, to mitigate the identified significant transportation impacts.

Mitigation Measure Trans -1 Feasibility Analysis

Potential physical mitigation measures were researched for all the significantly impacted study intersections. Table 4.17-14 at the end of this section summarizes the mitigation measures and their effectiveness in either partially or fully mitigating significant impacts. The feasibility of mitigation measures is discussed in more detail below.

Intersection 1: Atlantic Boulevard and Hellman Avenue
The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Atlantic Boulevard and is at the northern city limit with the City of Alhambra. The signalized intersection has protected-permissive phasing at the southbound and eastbound approaches and permitted phasing for the northbound and westbound approaches.

Level of Service (LOS) at this location can be improved by restriping the eastbound approach to provide a left-turn lane and a shared left-through-right lane. Similarly, the westbound approach will also need to be restriped to accommodate a left-turn lane, a shared through-right-turn lane, and an exclusive right-turn lane. Split left-turn phasing will be required for the east- and westbound approaches in order to accommodate these changes. These improvements will partially mitigate intersection operations during the peak periods, but the significant impacts will still remain.

To fully mitigate the significant impact, the intersection would need to be widened along the east- and westbound approaches. However, widening the roadway at this intersection in any direction would be infeasible as it would require significant land acquisition of residential and commercial properties.

This impact is considered significant and unavoidable.

Intersection 2: Garfield Avenue and Hellman Avenue
The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Garfield Avenue and is at the northern city limit with the City of Alhambra. The signalized intersection provides protected left-turns at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. The significant impact could be mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 3: New Avenue and Hellman Avenue
The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at New Avenue and is at the eastern city limit with the City of Rosemead. The signalized intersection provides protected left-turns on the northbound and southbound approaches and permissive phasing for the eastbound and westbound approaches.

LOS operations at this location can be improved by providing northbound permitted left-turn phasing and eastbound protected left-turn phasing. However, these measures are not sufficient to fully mitigate the significant impact at the intersection.

The significant impact could be fully mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 4: Atlantic Boulevard and Emerson Avenue

The signalized intersection provides protected-permitted phasing at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. Although the significant impact could be mitigated by providing additional lanes to Atlantic Boulevard and Emerson Avenue, neither roadway has the capacity to accommodate another traffic lane. Any additional lanes could only be accommodated through significant property acquisition and elimination of on-street parking. Thus, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 5: Garfield Avenue and Emerson Avenue

The signalized intersection provides permitted phasing at all approaches. The immediate area around this location is primarily occupied by commercial uses. Intersection operations could be improved by providing southbound and westbound protected/permitted left-turn phasing; however, these measures would be insufficient to fully mitigate the significant impact.

Additional intersection improvements could be made with an additional thru lane on both Emerson Avenue and Garfield Avenue, supplemented with additional left- and right-turn pockets. However, these measures would still be insufficient in mitigating the significant impact. There are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 6: Atlantic Boulevard and Garvey Avenue

The signalized intersection provides protected left-turn phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing right-turn lane on the eastbound and westbound approaches to a thru-right-turn lane.

Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 7: Garfield Avenue and Garvey Avenue

The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue and an improvement along Garfield Avenue at the northbound approach (as part of a potential development project at the southeast corner of the intersection), a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. The northbound approach would also add an exclusive northbound right-turn lane, allowing two northbound thru lanes.

Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 8: New Avenue and Garvey Avenue

The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. Although this would be a physically feasible improvement and would mitigate the a.m. peak-period significant impact, it would not fully mitigate the significant impact during the p.m. peak period.

An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 9: Corporate Center Drive and Ramona Boulevard

The signalized intersection is located south of I-710 and I-10 interchange and provides protected left-turn phasing on the northbound and westbound approaches.

The significant impact during the p.m. peak period can be eliminated by restriping the westbound approach to include a left-turn lane, a shared left-through lane, and a through lane; split phasing would be provided for the east- and westbound approaches. However, these measures will not eliminate the a.m. significant impact at this location.

The significant impact could be eliminated by providing an additional east-west through lane. However, this would require widening Ramona Boulevard which would not be physically feasible due to freeway right-of-way north of the intersection, and which would require significant highway interchange reconfiguration.

This impact is considered significant and unavoidable.

Intersection 11: Corporate Center Drive and I-710 Northbound Off-Ramp

The intersection is signal-controlled and provides protected split phasing at the eastbound and westbound approaches and permitted phasing at the southbound approach. The significant impact at this location during the p.m. peak period would be fully mitigated by providing northbound right-turn overlap phasing.

This impact would be less than significant after mitigation.

Intersection 12: Fremont Avenue and Monterey Pass Road

The Fremont Avenue and Monterey Pass Road intersection is signalized and has protected left-turn phasing for the southbound approach (Fremont Avenue SB) and permitted left-turn phasing for the eastbound approach (Monterey Pass Road northeast-bound).

The current lane configuration for the southbound approach on Fremont Avenue consists of a left-turn lane and a channelized free right-turn lane; the eastbound approach (Monterey Pass Road northeast-bound) has a left-turn and two through lanes; while the westbound (Monterey Pass Road southwest-bound) approach includes a through lane and a channelized right-turn.

The significant impacts at this intersection can be eliminated by increasing roadway capacity and restriping all three approaches. Additional roadway capacity can be achieved by removing or resizing existing medians and vegetation. With the additional space, the new southbound approach would have enough space to accommodate dual left-turns with protected phasing and a right-turn lane. The eastbound approach would have dual left-turn lanes with protected phasing and only one through lane; while the westbound approach would include a through lane and a shared through-right-turn lane. All of these measures would take place on public right-of-way.

This impact would be less than significant after mitigation.

Intersection 13: Garfield Avenue and Newmark Avenue

The signalized intersection has protected phasing at the northbound and southbound approaches and permitted phasing on the eastbound and westbound approaches. Intersection LOS can be improved by providing southbound permitted left-turn phasing and eastbound protected/permitted left-turn phasing. However, these measures are not sufficient to eliminate the significant impacts.

Full mitigation of the significant impact would require additional travel lanes along Newmark Avenue, which would require private property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 14: Atlantic Boulevard and Brightwood Street

The signalized intersection contains permitted left-turn phasing on all approaches. The impact at the study intersection could be eliminated by restriping the northbound approach to provide a left-turn lane, two through lanes, and a shared through-right turn lane; the three through lanes would not be continuous and would change back to two northbound lanes north of Brightwood Street. In addition, the southbound approach would need to provide protected left-turn phasing and the eastbound approach protected/permitted phasing.

This impact would be less than significant after mitigation.

Intersection 15: I-710 NB On-Ramp/Ford Blvd and Floral Drive

The signalized intersection is signal-controlled and provides permitted phasing at all approaches. LOS operations at this location can be improved by restriping the northbound approach to provide a shared left-through lane and a right-turn lane. Similarly, the eastbound approach would need to be restriped to include a shared through-left turn and a shared through-right-turn lane. These measures would only mitigate the a.m. peak hour impact; the p.m. peak hour impact would remain.

The p.m. significant impact could be mitigated by adding another through lane to Floral Drive. However, any improvements to Floral Drive would require removing on-street parking and widening the I-710 underpass to allow for an additional travel lane. Any improvements would also require coordination with Los Angeles County as south of Floral Drive is unincorporated East Los Angeles. As a result, there are no feasible mitigation measures for the p.m. impact at this intersection.

This impact is considered significant and unavoidable.

Intersection 16 - Corporate Center Drive/McDonnell Avenue and Floral Drive

The signalized intersection provides permitted left-turn phasing at the northbound and southbound approaches and protected left-turn phasing at the eastbound and westbound approaches.

LOS operations can be improved by restriping the southbound approach to provide dual left-turn lanes and a shared thru-right-turn lane. These measures would improve intersection operations but not fully mitigate the significant impact.

The a.m. peak hour significant impact could be fully mitigated with the removal of the northbound parking lane on McDonnell Avenue and replacing it with two lanes: one northbound through-left and one northbound through-right lane. However, McDonnell Avenue south of Floral Drive is outside the City of Monterey Park jurisdiction and would require coordination with Los Angeles County. Aside from this improvement, there are no other feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 17 - Monterey Pass Road-Mednik Avenue and Floral Drive

The signalized intersection provides permitted left-turn phasing at all approaches.

LOS operations at this location can be improved by implementing protected/permitted left-turn phasing to the eastbound approach. However, this measure is not sufficient to mitigate significant impacts during both peak hours.

The a.m. peak-hour significant impacts could be fully mitigated by adding an additional southbound left-turn lane; however, this would not be physically feasible as it would require property acquisition. As a result, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 18 - Atlantic Boulevard and Floral Drive/Driveway

The signalized intersection provides protected northbound and southbound left-turn phasing, and eastbound and westbound split phasing. The intersection approaches are fully developed. Widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 20 - Collegian Avenue and Avenida Cesar Chavez
The signalized intersection provides permitted left-turn phasing at all approaches.

Intersection operations can be improved by implementing protected/permitted left-turn signal phasing to the westbound approach. However, this measure would only mitigate the a.m. peak-hour impacts.

This intersection is surrounded by areas that are fully built-out, and any improvements would require significant private property acquisitions. As such, there are no feasible mitigation measures for the p.m. impacts at this intersection.

This impact is considered significant and unavoidable.

Intersection 21 - Atlantic Boulevard and Avenida Cesar Chavez
The signalized intersection provides protected left-turn phasing in all directions. The intersection approaches are fully developed, and widening is not possible without significant property acquisition and building demolition. As such, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 22 - Atlantic Boulevard and 1st Street/SR-60 West Bound Off-Ramp
The signalized intersection provides permitted left-turns in all directions.

The a.m. peak-hour impact could be fully mitigated by restriping the eastbound approach to provide dual left turns and an exclusive right-turn lane. The eastbound approach is approximately 30 feet, so three approach lanes could be provided.

The p.m. peak-hour impact could only be mitigated by providing additional north-south lanes along Atlantic Boulevard. This would require significant private property acquisitions and encroach onto the SR- 60 freeway right-of-way, making this an infeasible measure.

This impact is considered significant and unavoidable.

Intersection 23 - Atlantic Boulevard and SR-60 East Bound Off-Ramp
The signalized intersection provides permitted phasing in all directions. The significant impact could be fully mitigated by adding a southbound through lane in currently underutilized pavement area. This will require restriping of the southbound approach and potentially a median reduction to accommodate the new through lane. This measure would also require coordination with Los Angeles County but would not require any new right-of-way.

This impact would be less than significant after mitigation.

Intersection 24 - Garfield Avenue and Riggin Street
The signalized intersection provides permitted left-turn phasing in all directions. Intersection operations could be improved by restriping the southbound approach to include dual left-turn lanes with protected phasing, and incorporating protected/permitted phasing to the eastbound approach. The dual left-turn lanes would need to be accommodated by eliminating on-street parking on the south side of Riggin Street, east of Garfield Avenue. However, these changes would only fully mitigate a.m. peak-hour impacts and will not be sufficient to fully mitigate significant impacts during the p.m. peak hour.

This impact is considered significant and unavoidable.

Intersection 25 - Garfield Avenue and Pomona Boulevard

The signalized intersection provides north- and southbound split left-turn phasing, and westbound permitted left-turn phasing.

Significant impacts can be mitigated by restriping the north- and southbound approaches. The northbound approach would include dual left-turn lanes with protected phasing and a through lane; while the southbound approach would provide one through lane, one through-right-turn lane, and an exclusive right-turn lane. This improvement would require coordination with Caltrans and the City of Montebello.

This impact would be less than significant after mitigation.

Intersection 26 - Garfield Avenue and Via Campo

This intersection is entirely outside the City of Monterey Park. It provides north- and southbound split left-turn phasing, and east- and westbound permitted left-turn phasing.

The LOS at this intersection could be improved by restriping the southbound and eastbound approaches and adding protected left-turn phases to the north- and southbound approaches. The southbound approach will include a left-turn lane and two through lanes; while the eastbound will have a through-left-turn lane, two through lanes, and a right-turn lane.

However, this measure is not sufficient to eliminate the p.m. peak-hour significant impact. In addition, the area is fully developed, and widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection. Furthermore, the intersection is completely within City of Montebello jurisdiction, so coordination with the City would be required.

This impact is considered significant and unavoidable.

Intersection 27 - Wilcox Avenue and Pomona Boulevard

The signalized intersection provides northbound protected left-turn phasing, and south- and westbound permitted left-turn phasing.

Intersection operations could be improved by providing left-turn protected signal phasing; however, the p.m. peak-hour significant impact would not be fully mitigated. Significant impacts could be mitigated by adding an additional westbound right-turn lane and an additional southbound right-turn lane. However, widening is not possible without significant property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection.

This impact is considered significant and unavoidable.

Intersection 28 - Markland Drive and Potrero Grande Drive/SR-60 West Bound Off-Ramp

The signalized intersection provides north/south permitted left-turn phasing, and east/west protected left-turn phasing. The significant p.m. peak-period impact could be mitigated by restriping the eastbound approach to include: one left-turn lane, one through lane, one shared through-right-turn lane, and one exclusive right-turn lane. The approach currently has 40 feet, so there is enough roadway width to restripe the approach in this manner. This measure would require extensive coordination with Caltrans but would not require any new right-of-way.

This impact would be less than significant after mitigation.

Intersection 30 - Saturn Street/Market Place Drive and Potrero Grande Drive

The signalized intersection provides eastbound and westbound protected left-turn phasing, and northbound and southbound permitted left-turn phasing.

The significant p.m. peak-hour impact could be fully mitigated by restriping the northbound approach to provide: one left turn, one through lane, and one shared through-right-turn lane.

This impact would be less than significant after mitigation.

Summary and Conclusions

As discussed above, and shown in Table 4.17-14 below, significant impacts will occur at 27 of the 30 project study intersections. Potential physical mitigation measures were researched at all the significantly impacted intersections. Lane reconfiguration, signal phasing alterations, and roadway widening measures were explored. Improvements to signal phasing and lane reconfigurations would result in a reduction of eight significant impacts during both peak hours, resulting in 13 intersections with significant impacts during the a.m. peak hour and 19 intersections during the p.m. peak hour that would require extensive land acquisitions in order to fully mitigate impacts. As roadway widening could require purchase and partial or full demolition of neighboring properties, could negatively affect sidewalk widths, or as on-street parking removal could cause other significant impacts, improvements at most locations were deemed infeasible due to physical limitations or due to the estimated ineffectiveness of traffic signal configurations changes.

Congestion Management Program

This section describes this EIR transportation analysis' conformance with the regional impact analysis procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP for Los Angeles County requires that the traffic impacts of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprise the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where a proposed project would add 50 or more vehicle trips during either the a.m. or p.m. weekday peak hour.
- At CMP mainline freeway-monitoring locations, where a project would add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hour.

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Table 4.17-14
Summary of Mitigation Measures

	Impacted Intersections	Recommended Mitigations	Feasible? (Y/N)	AM Peak Hour										PM Peak Hour									
				Future without-Plan		Future with Plan		ICU Change	Sig Impact?	Future with Plan-Mitigation		ICU Change	Sig Impact?	Future without-Plan		Future with Plan		ICU Change	Sig Impact?	Future with Plan-Mitigation		ICU Change	Sig Impact?
				ICU	LOS	ICU	LOS			ICU	LOS			ICU	LOS	ICU	LOS			ICU	LOS		
1	Atlantic Boulevard & Hellman Avenue	Restripe EB approach to: 1 left-turn lane & 1 left-thru-right lane. Restripe WB approach to 1 left-turn lane, 1 thru-right lane, 1 right-turn lane. EB/WB split phasing.	Y	0.81	D	1.040	F	0.23	Yes	0.918	E	0.108	Yes	0.872	D	1.412	F	0.54	Yes	1.281	F	0.409	Yes
2	Garfield Avenue & Hellman Avenue		-	0.923	E	1.230	F	0.307	Yes	1.230	F	0.307	Yes	0.893	D	1.582	F	0.689	Yes	1.582	F	0.689	Yes
3	New Avenue & Hellman Avenue	NB to permitted left-turn phasing. EB to protected left-turn phasing.	Y	0.898	D	1.054	F	0.156	Yes	1.054	F	0.156	Yes	0.806	D	1.071	F	0.265	Yes	1.033	F	0.227	Yes
4	Atlantic Boulevard & Emerson Avenue		-	0.583	A	0.786	C	0.203	Yes	0.786	C	0.203	Yes	0.623	B	1.094	F	0.471	Yes	1.094	F	0.471	Yes
5	Garfield Avenue & Emerson Avenue	SB & WB Prot+Perm left-turn phasing.	Y	0.652	B	0.944	E	0.292	Yes	0.859	D	0.207	Yes	0.661	B	1.305	F	0.644	Yes	1.132	F	0.471	Yes
6	Atlantic Boulevard & Garvey Avenue	Convert exclusive right-turn lane on east/west approaches to shared thru-right-turn lane (assuming three through lanes in each direction along Garvey Avenue as part of I-710 mitigation.	Y	0.705	C	0.778	C	0.073	Yes	0.754	C	0.049	Yes	0.761	C	0.99	E	0.229	Yes	0.946	E	0.185	Yes
7	Garfield Avenue & Garvey Avenue	Provide two east/west thru lanes in each direction plus allow for shared through-right at east/west approaches; northbound approach, provide additional NB right-turn lane and provide two NB thru lanes.	Y	0.742	C	0.923	E	0.181	Yes	0.84	D	0.098	Yes	0.8	C	1.148	F	0.348	Yes	1.002	F	0.202	Yes
8	New Avenue & Garvey Avenue	Provide two east/west thru lanes in each direction plus allow for shared through-right at east/west approaches.	Y	0.673	B	0.785	C	0.112	Yes	0.677	B	0.004	No	0.719	C	0.914	E	0.195	Yes	0.779	C	0.060	Yes
9	Corporate Center Drive & Ramona Boulevard	Restripe WB approach to: 1 left-turn, 1 shared thru-left, and 1 thru lane. WB and EB split phasing	Y	0.675	B	0.81	D	0.135	Yes	0.813	D	0.138	Yes	0.589	A	0.679	B	0.09	Yes	0.645	B	0.056	No
10	-																						
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	NB right-turn overlap phasing.	Y	0.494	A	0.507	A	0.013	No	0.507	A	0.013	No	0.417	A	0.477	A	0.06	Yes	0.47	A	0.053	No
12	Fremont Avenue & Monterey Pass Road	Intersection redesign. SB approach (Fremont Ave) to 2 left-turns & 1 right-turn. EB approach to 2 left-turns, 1 thru. Restripe WB approach to 1 thru, 1 shared thru-right turn lane and maintain two-way left-turn. Median removal/resizing will be required.	Y	0.736	C	0.853	D	0.117	Yes	0.482	A	-0.254	No	0.779	C	0.92	E	0.141	Yes	0.534	A	-0.245	No
13	Garfield Avenue & Newmark Avenue	Convert to SB permitted left-turn phasing & EB Prot+Perm left-turn phasing.	Y	0.668	B	0.755	C	0.087	Yes	0.716	C	0.048	Yes	0.764	C	0.934	E	0.17	Yes	0.831	D	0.067	Yes
14	Atlantic Boulevard & Brightwood Street	Restripe NB approach to: 1 left-turn, 2 thru, 1 shared thru-right turn lane. SB protected left-turn phasing. EB prot+perm left-turn phasing.	Y	0.607	B	0.673	B	0.066	Yes	0.628	B	0.021	No	0.759	C	0.927	E	0.168	Yes	0.788	C	0.029	No
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	Restriping NB approach to 1 shared thru-left & 1 right-turn lane. Restripe EB approach to 1 shared left-thru & 1 shared thru-right	Y	0.689	B	0.797	C	0.108	Yes	0.719	C	0.030	No	0.792	C	1.088	F	0.296	Yes	0.906	E	0.114	Yes
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	Restriping SB to dual left-turn and 1 shared thru-right turn lane.	Y	0.611	B	0.716	C	0.105	Yes	0.695	B	0.084	Yes	0.704	C	0.824	D	0.12	Yes	0.773	C	0.069	Yes
17	Monterey Pass Road/Mednik Avenue & Floral Drive	Provide Prot+Perm EB signal phasing.	Y	0.655	B	0.736	C	0.081	Yes	0.736	C	0.081	Yes	0.755	C	0.894	D	0.139	Yes	0.833	D	0.078	Yes
18	Atlantic Boulevard & Floral Drive/Driveway		-	0.605	B	0.669	B	0.064	Yes	0.669	B	0.064	Yes	0.671	B	0.875	D	0.204	Yes	0.875	D	0.204	Yes
19	-																						
20	Collegian Avenue & Avenida Cesar Chavez	Prot+Per WB signal phasing.	Y	0.555	A	0.619	B	0.064	Yes	0.535	A	-0.020	No	0.576	A	0.747	C	0.171	Yes	0.676	B	0.100	Yes
21	Atlantic Boulevard & Avenida Cesar Chavez		-	0.66	B	0.76	C	0.1	Yes	0.76	C	0.100	Yes	0.794	C	1.039	F	0.245	Yes	1.039	F	0.245	Yes
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	Add EB left-turn & EB left-turn prot phasing	Y	0.791	C	0.832	D	0.041	Yes	0.799	C	0.008	No	0.747	C	0.903	E	0.156	Yes	0.856	D	0.109	Yes
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	Add SB thru-lane in currently underutilized pavement area.	Y	0.701	C	0.735	C	0.034	No	0.674	B	-0.027	No	0.666	B	0.813	D	0.147	Yes	0.654	B	-0.012	No
24	Garfield Avenue & Riggin Street	Dual SB left-turn & protected phasing; Prot+Perm EB left-turn phasing.	Y	0.861	D	0.941	E	0.08	Yes	0.86	D	-0.001	No	0.838	D	1.178	F	0.34	Yes	0.981	E	0.143	Yes
25	Garfield Avenue & Pomona Boulevard	Restriping NB approach to dual left-turns & 1 thru lane + NB protected left-turn phasing. Restripe SB approach to 1 thru, 1 shared thru-right, and 1 right turn.	Y	0.817	D	0.858	D	0.041	Yes	0.799	C	-0.018	No	0.724	C	0.868	D	0.144	Yes	0.759	C	0.035	No
26	Garfield Avenue & Via Campo	Restripe SB: 1 left-turn & 2 thru lanes; Restripe EB: 1 left-turn, 2 thru, 1 right-turn lane. NB & SB protected left-turn phasing.	Y	0.724	C	0.756	C	0.032	No	0.685	B	-0.039	No	0.8	C	0.938	E	0.138	Yes	0.855	D	0.055	Yes
27	Wilcox Avenue & Pomona Boulevard	Convert to WB left-turn protected phasing.	Y	0.601	B	0.63	B	0.029	No	0.63	B	0.029	No	0.652	B	0.74	C	0.088	Yes	0.725	C	0.073	Yes
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	Restripe EB approach to: 1 left-turn lane, 1 thru lane, 1 thru-right lane, and 1 exclusive right-turn lane.	Y	0.639	B	0.659	B	0.02	No	0.659	B	0.020	No	0.836	D	0.893	D	0.057	Yes	0.823	D	-0.013	No
29	-																						
30	Saturn Street/Market Place Drive & Potrero Grande Drive	Restriping NB approach: 1 left-turn, 1 thru, & 1 shared thru-right lane.	Y	0.443	A	0.46	A	0.017	No	0.45	A	0.007	No	0.66	B	0.721	C	0.061	Yes	0.684	B	0.024	No

Note: Blue highlight represents unacceptable LOS

***** *Unsignalized intersection analyzed based on HCM methodology.*

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Intersection Impact Analysis

Per the 2010 CMP document, there are no CMP arterial monitoring stations in the Planning Area. The nearest CMP location is in Alhambra:

- CMP ID 1 – Fremont Avenue and Valley Boulevard, approximately 1.5 miles north of Monterey Park city limits.

Based on the trip generation identified in Table 4.17-7 and trip distribution illustrated on Exhibit 4.17-7, it is not expected that 50 or more Project trips per hour would be added to the nearest CMP intersection. Therefore, no further analysis of potential CMP impacts is required.

Freeway Impact Analysis

The nearest CMP mainline freeway monitoring location to the Planning Area is on the Interstate 10 freeway, near Atlantic Boulevard. The Project is expected to add more than 150 new trips per hour to this CMP freeway segment. The Project is not expected to add more than 150 new trips per hour to any other freeway segment (I-710 and SR-60) in the vicinity of the Planning Area.

Freeway mainline impacts would be subject to fair-share contributions by future developments to freeway corridor improvements planned by Caltrans. Individual, approved development projects would be required to contribute their fair-share contributions toward CMP freeway mainline improvements, based on formulas adopted and administered by Caltrans.

Conflicts with CEQA

Impact TRANS-2 – Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?

Analysis of Impacts

CEQA Guidelines Section 15064.3 subdivision (b) has been added to the 2019 CEQA Guidelines as part of the implementation of SB 743, which requires local jurisdictions to use Vehicle Miles Traveled (VMT) instead of Level of Service (LOS) methodologies for the purpose of determining the significance of traffic impacts under CEQA. Also, as part of the implementation of SB 743, local jurisdictions are given until July 1, 2020 to develop and implement thresholds of significance criteria and methodologies for evaluating VMT under the new SB 743 requirements. Therefore, at this time, Section 15064.3(b) of the CEQA Guidelines is not applicable to the Focused General Plan Update.

Level of Significance Before Mitigation

Not applicable

Mitigation Measures

None required.

Design Feature Hazards

Impact TRANS-3 - Would the project substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Analysis of Impacts

The Focused General Plan Update could facilitate new development within the context of the Land Use Plan, which has been formulated specifically to ensure compatible land uses, as evaluated throughout this EIR. The feasible transportation mitigations described in this chapter can be implemented through professional traffic engineering and design, with no substantial increase in hazards due to geometric design features.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Emergency Access

Impact TRANS-4 – Would the project result in inadequate emergency access?

Analysis of Impacts

The Project would maintain existing road access throughout the Planning Area. All individual project proposals would be subject to review and approval by the Monterey Park Fire Department, including for emergency access.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Transportation Cumulative Impacts

TRA Cumulative Impacts - *Would the project cause substantial adverse cumulative impacts with respect to transportation?*

The analysis for Impact TRANS-1 evaluated existing conditions (Table 4.17-3), Future (2040) without General Plan Update Conditions (Table 4.17-8), and Future (2040) with General Plan Update Conditions (Table 4.17-10). In order to account for traffic growth in the study area over time without the Project, an ambient/background traffic growth rate of 0.29 per year, which results in an overall 21-year growth of approximately 6 percent, was assumed for year 2040 conditions

without the Project. As shown in Impact TRANS-1, significant impacts will occur at 27 of the 30 study intersections. Potential physical mitigation measures were researched at all of the significantly impacted intersections. Lane reconfiguration, signal phasing alterations, and roadway widening measures were explored. Improvements to signal phasing and lane reconfigurations would result in a reduction of eight significant impacts during both peak hours, resulting in 13 intersections with significant impacts during the a.m. peak hour and 19 intersections during the p.m. peak hour that would require extensive land acquisitions in order to fully mitigate impacts. As roadway widening could require purchase and partial or full demolition of neighboring properties, could negatively affect sidewalk widths, or as on-street parking removal could cause other significant impacts, improvements at most locations were deemed infeasible due to physical limitations or due to the estimated ineffectiveness of traffic signal configurations changes.

Level of Significance Before Mitigation

Potentially significant

Mitigation Measures

No feasible mitigation exists for various potential impacts. See “Mitigation Feasibility Analysis,” above.

Level of Significance After Mitigation

Significant and unavoidable

4.17.5 REFERENCES

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4.18 –Tribal Cultural Resources

This EIR chapter addresses tribal cultural resource impacts allowed by the implementation of the Monterey Park Focused General Plan Update EIR. The chapter will evaluate whether the Project will cause a substantial adverse change in tribal cultural resources.

4.18.1 – ENVIRONMENTAL SETTING

See Cultural Resources Section 4.5

4.18.2 – REGULATORY FRAMEWORK

See Cultural Resources Section 4.5

4.18.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the General Plan Update would have a significant impact related to tribal cultural resources if it would:

a) 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;

b) 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), or

c) 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 Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.

4.18.4 - IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to tribal cultural resources which could result from the implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

Analysis of *Impacts*

Ground-disturbing activities allowed by the subsequent development carried out under the Project could result in damage to or destruction of Tribal Cultural Resources as defined in Public Resources Code Section 5020.1(k). Impacts would be less than significant with mitigation incorporated. Native American tribes and bands have occupied areas in and around the Planning Area for at least 3,000 years. Tribal Cultural Resources are the physical artifacts associated with the spiritual and religious lives of native people that ties them together with their environment, each other, and their place in the universe. Archaeological materials associated with past occupation within the Planning Area are known to exist and have the potential to provide important

cultural and religious significance to contemporary Native American tribes as well as scientific information regarding the history and prehistory of the Planning Area and the region. Compliance with Public Resources Code Section 5020.1(k) and adherence to General Plan policies for the protection of historic and cultural resources (Policy 3.1 and 3.2) will ensure that impacts to Tribal Cultural Resources will be less than significant.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

No mitigation required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to tribal cultural resources?

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation required.

4.18.5 REFERENCES

See Cultural Resources Section 4.5

4.19 – Utilities and Service Systems

This EIR chapter addresses impacts to utility services associated with implementation of the City of Monterey Park Focused General Plan Update (Project). Issues evaluated include whether the Project would require construction of new utility facilities (water, wastewater, storm water, electric power, or other infrastructure), have sufficient water supplies, have sufficient wastewater treatment capacity, have sufficient landfill capacity, and comply with federal, State, and local requirements related to solid waste.

4.19.1 – ENVIRONMENTAL SETTING

This section describes existing conditions in the Planning Area related to water, wastewater, storm water drainage, solid waste, electric power, natural gas, and telecommunications.

Water Supply

Water is provided by multiple providers within the Planning Area. The majority (95 percent) of the Planning Area obtains water from the City of Monterey Park. California Water Service (Cal Water), East Los Angeles District provides water to the remaining 5 percent of the Planning Area. Both providers contract with wholesalers for access to "imported" State Water Project (SWP) water.

The 2015 Urban Water Management Plan (UWMP) (City of Monterey Park, 2016) notes that the primary water source in the city is groundwater from seven active wells. The wells are within the Main San Gabriel Groundwater Basin. Monterey Park has 6,704 acre-feet per year (AFY) of adjudicated water rights from the Basin and has access to imported water from the San Gabriel Valley Water District (SGVWD), a wholesaler. The SGVWD's contract with the SWP for 28,800 AFY is used to replenish groundwater in Monterey Park and surrounding communities. Monterey Park also has emergency connections with both SGVWD (11,000 gallons per minute [gpm]) and the Metropolitan Water District of Southern California (MWD) (7,000 gpm).

The City currently does not use storm water or recycled water for supply purposes; however, the City plans to use recycled water over the term of the Focused General Plan Update. Overall, the City plans to have 90 percent of future water supplied by groundwater and 10 percent by recycled water (City of Monterey Park, 2016). The UWMP concludes that the City can meet water demand scenarios during normal, single dry, and multiple dry years over the next 20 years. The volume of water provided to Monterey Park was 8,391 AF in 2015; the UWMP predicts water use of up to 10,430 AFY of potable and raw water by 2040, as well as 800 AFY of recycled water.

Cal Water operates the East Los Angeles District, which serves a portion of Monterey Park. The District serves approximately 26,000 municipal connections and, in 2015, supplied over 14,000 AF (California Water Service Company, 2016). The service area includes East Los Angeles (an unincorporated part of Los Angeles County), and portions of Montebello, Commerce, Vernon, and the Monterey Park Planning Area. The service area population is 150,729, with small portion located in Monterey Park. The District operates 10 groundwater wells, 17 storage tanks, 26 booster pumps, four imported water connections, and 260 of miles of pipeline, and delivered

an average of 19.5 million gallons of water per day (mgd) through 2015 (California Water Service Company, 2016).

Cal Water's Allowed Pumping Allocation is 11,774 AFY (80 percent of the adjudicated right); however, in the recent past, Cal Water did not have the ability to deliver this quantity. A new well was constructed, which greatly increased the pumping capacity in 2014; nearly 9,000 AF of groundwater was produced in 2015 as compared to 5,000 AF in the past. Cal Water projects that there will be 800 AF of recycled water available after 2020. The remaining water demand, not met by groundwater or recycled water, comes from imported water purchased from the Central Basin Municipal Water District (CBMWD). Cal Water purchases from CBMWD accounted for 37 percent of its water in 2015. CBMWD obtains imported water through MWD from either the Colorado River or the SWP. Delivery of imported water is made through three service connections to the MWD network. The total rated capacity of these three service connections is 22,500 gpm (32.4 mgd).

Water use in the Cal Water system in 2015 was lower than previous years due to water conservation under drought conditions; as such, Cal Water's 2015 UWMP projected water use to increase to approximately 17,500 AFY of potable and raw water in 2020. Then, the UWMP projects a small decrease in water demand through 2040 (16,861 AFY). The UWMP attributes this decrease (in spite of continued population growth) to passive savings (e.g., increased use of efficient appliances, low flush toilets, compliance with CalGreen Code). Similar to the City of Monterey Park UWMP , Cal Water has a contingency plan to address reduced water availability due to drought and resulting critical shortages (reduction in supply in excess of 35 percent). The Cal Water UWMP concludes that there is adequate water supply to meet projected demand within the Cal Water Service Area.

Wastewater

The Planning Area's gravity flow sewer system is comprised of 126 miles of main line sewers and is maintained by the City. The sewage is transported to a County trunk line and then sent to various wastewater reclamation (treatment) plants.

The Sanitation Districts of Los Angeles County (LACSD) treats the wastewater generated in the Planning Area. The District serves 73 cities and unincorporated areas; the system currently treats 510 million mgd. Wastewater is conveyed to the following plants: (1) Los Coyotes Water Reclamation Plant (LCWRP), (2) Long Beach Water Reclamation Plant (LBWRP); and (3) Joint Water Pollution Control Plant (JWPCP). According to the City of Monterey Park 2015 UWMP, LACSD estimates 80 gallons per person per day of wastewater generation within LACSD's service area, resulting in an estimated 4.5 million mgd of wastewater.

The following summarizes the existing capacity at the three wastewater treatment plants that serve the Planning Area:

- The LCWRP provides primary, secondary, and tertiary treatment for 37.5 mgd. The plant currently treats an average of 20.99 mgd (Sanitation Districts of Los Angeles County [LACSD], 2018).
- The LBWRP provides primary, secondary, and tertiary treatment for up to 25 mgd. The plant currently treats an average of 11.13 mgd (LACSD, 2018).
- The JWPCP provides both primary and secondary treatment for approximately 256 mgd. The facility has a total permitted capacity of 400 mgd (LACSD, 2018).

Overall, approximately 160 mgd of capacity is available at the three treatment facilities serving the Planning Area.

Storm Water Drainage

Los Angeles County Flood Control District (LACFCD) manages Monterey Park's Storm water drainage and management facilities, although the City cleans and clears catch basins within the City limits. LACFCD serves more than 2,700 square miles within six major watersheds. The District includes drainage infrastructure for 86 incorporated cities as well as the unincorporated areas of Los Angeles County. This infrastructure includes the following:

- 14 major dams and reservoirs
- 483 miles of open channel and 27 spreading grounds
- 3,330 miles of underground storm drains,
- 47 pump plants
- 172 debris basins
- 27 sediment placement sites
- 3 seawater intrusion barriers
- 82,000 estimated catch basins (Los Angeles County Flood Control District, 2019).

Any new projects within the Planning Area will need to comply with the Los Angeles County MS4 permit and include storm water Low Impact Development (LID) Best Management Practices (BMPs). Additionally, under Title 6 (Health and Sanitation), the City's municipal code addresses Stormwater and Urban Runoff Pollution Prevention Controls (Chapter 6.30). The purpose of the practices and controls is to manage both the potential impacts of both the quantity of storm water runoff as well as impacts related to storm water quality.

Solid Waste

Solid waste collection within Monterey Park is provided by Athens Services for residential services; Athens Services and Ware Disposal are contracted for commercial waste and recycling services. According to CalRecycle (2019), Monterey Park had an annual per capita disposal rate of 4.0 pounds. According to the Los Angeles County Integrated Waste Management Plan (2019), waste from Monterey Park is sent to several different landfills and waste facilities in the region:

- Antelope Valley Recycling and Disposal Facility in Palmdale (Estimated remaining capacity: 12.3 million tons [County of Los Angeles, 2019])
- Azusa Land Reclamation in Azusa (Estimated remaining capacity: 55.7 million tons – inert waste only)
- Chiquita Canyon Landfill in Castaic (Estimated remaining capacity: 59.1 million tons)
- Commerce Refuse-to-Energy Facility in Commerce (Capacity does not apply)
- Lancaster Landfill in Lancaster (Estimated remaining capacity: 10.3 million tons)
- Savage Canyon Landfill in Whittier (Estimated remaining capacity: 4.7 million tons)

- Southeast Resource Recovery Facility in Long Beach (Transformation facility)
- Sunshine Canyon City/County Landfill in Sylmar (Estimated remaining capacity: 68.0 million tons)

According to the County of Los Angeles Countywide Integrated Waste Management Plan 2017 Annual Report (2019), a shortfall in permitted landfill capacity is not anticipated to occur in the next 15 years.

Electric Power and Natural Gas

Electrical service in the Planning Area is provided by Southern California Edison (SCE). SCE's service area covers approximately 50,000 square miles and includes 180 incorporated cities located in Central and Southern California. Natural Gas services are provided by SoCalGas (a subsidiary of Sempra Energy). SoCalGas serves 21.8 million customers in an approximately 24,000 square-mile service area located in Southern and Central California.

Telecommunication Facilities

Numerous telecommunications companies provide the Planning Area with an array of services.

4.19.2 – REGULATORY FRAMEWORK

Federal

Clean Water Act.

The Clean Water Act (CWA) is the cornerstone of surface water quality protection in the United States. The statute employs a variety of regulatory and non-regulatory tools to sharply reduce direct pollutant discharges into waterways, finance municipal wastewater treatment facilities, and manage polluted runoff. The State Water Resources Control Board (SWRCB) and the Regional Water Quality Control Board (RWQCB) are responsible for ensuring implementation and compliance with the provisions of the Federal CWA.

National Pollution Discharge Elimination System (NPDES)

NPDES is a program created for consistency with the CWA. The CWA prohibits discharging "pollutants" through a "point source" into a "water of the United States" unless the action has an NPDES permit. The permit contains limits on what can be discharged, creates monitoring and reporting requirements, and mandates other provisions to ensure the discharge does not diminish water quality and people's health.

State

California Integrated Waste Management Act of 1989 (Public Resources Code §§ 40000*, et seq.*)
This Act requires cities and counties to prepare integrated waste management plans (IWMPs) and to divert 50 percent of solid waste from landfills beginning in calendar year 2000 and each year thereafter. It also requires cities and counties to prepare Source Reduction and Recycling Elements (SRRE) as part of the IWMP. These elements are designed to develop recycling services to achieve diversion goals, stimulate local recycling in manufacturing, and stimulate the

purchase of recycled products.

California Safe Drinking Water Act (Health and Safety Code § 116270, *et seq.*)

The California Safe Drinking Water Act (SDWA), administered by The State Water Resources Control Board in coordination with the California Department of Public Health (CDPH), is the main law that ensures the quality of drinking water. It states, "This act shall be construed to ensure consistency with the requirements for states to obtain and maintain primary enforcement responsibility for public water systems under the federal Safe Drinking Water Act…"

California Department of Resources Recycling and Recovery (CalRecycle)

CalRecycle oversees, manages, and monitors waste generated in California. It provides limited grants and loans to help California cities, counties, businesses, and organizations meet the State waste reduction, reuse, and recycling goals. It also provides funds to clean up solid waste disposal sites and co-disposal sites, including facilities that accept hazardous waste substances and non-hazardous waste. CalRecycle develops, manages, and enforces waste disposal and recycling regulations (see below).

Water Supply Assessment and Verification (Water Code §§ 10910 through 10915)

The Water Code requires detailed information regarding water availability (water supply assessment, or WSA) to be provided to City decision-makers before considering residential developments (greater than 500 dwelling units). WSAs must be furnished to local governments for inclusion in any environmental document for certain projects as defined in Water Code § 10912, subject to the California Environmental Quality Act (CEQA). General Plans do not require their own WSAs, but future projects may require a WSA.

Statewide Water Conservation Act of 2009 (Water Code § 10608, *et seq*.)

In general, this Act requires a 20 percent reduction in per capita urban water use by 2020 with an interim 10 percent target in 2015. The legislation requires urban water users to develop consistent water use targets and to use those targets in their UWMPs. The Act also requires certain agricultural water suppliers to implement a variety of water conservation and management practices and to submit Agricultural Water Management Plans.

State Water Resources Control Board

The SWRCB, in coordination with nine Regional Water Quality Control Boards (RWQCBs), performs functions related to water quality, including issuance and oversight of wastewater discharge permits, other programs regulating storm water runoff, and underground and above-ground storage tanks. The SWRCB has also issued statewide waste discharge requirements for sanitary sewer systems, which include requirements for development of a sewer system management plan (SSMP).

Title 22 of California Code of Regulations

Title 22 of the California Code of Regulations governs the use of reclaimed wastewater. In most cases, only disinfected tertiary water may be used on food crops where the recycled water would come into contact with the edible portion of the crop. Standards are also prescribed for the use of treated wastewater for irrigation of parks, playgrounds, landscaping, and other non-

agricultural irrigation. Regulation of reclaimed water is governed by the nine RWQCBs and the California Department of Public Health (CDPH).

Urban Water Management Planning Act

In 1983 the California Legislature enacted the Urban Water Management Planning Act (Water Code Sections 10610–10656). The Act states that every urban water supplier that provides water to 3,000 or more customers, or that provides over 3,000 acre-feet annually, should make every effort to ensure the appropriate level of reliability in its water service sufficient to meet the needs of its various categories of customers during normal, dry, and multiple dry years. The Act requires that urban water suppliers adopt an urban water management plan (UWMP) at least once every five years and submit it to the Department of Water Resources. Noncompliant urban water suppliers are ineligible to receive funding pursuant to Division 24 or Division 26 of the California Water Code, or to receive drought assistance from the State, until the UWMP is submitted and deemed complete pursuant to the Urban Water Management Planning Act.

Local

Los Angeles County Municipal Separate Storm Sewer System (MS4) Permit

The City of Monterey Park is a permittee under the current Municipal Separate Storm Sewer System (MS4) Permit for Los Angeles County (Order No. R4-2012-0175). In order to comply with the updated MS4 Permit, a "Low Impact Development (LID) Standards Manual" was developed by the County (2014), in advance of the final permit, that details actions for compliance with the LID regulations, such as land development policies pertaining to LID and hydromodification for new development and significant redevelopment projects. The MS4 Permit became effective December 28, 2012 and contains requirements to improve efforts to reduce the discharge of pollutants in storm water runoff to the maximum extent practicable and to achieve water quality standards.

4.19.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Focused General Plan Update would have a significant impact related to utilities and service systems if it would:

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) Not 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 does not have 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; or

e) Not comply with federal, State, and local management and reduction statutes and regulations related to solid waste.

4.19.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to utilities and service systems that could result from implementation of the Project and recommends mitigation measures as needed to reduce significant impacts.

Impact UTS-1 – Would the project 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?

Analysis of Impacts

Water use could be expected to increase with the population allowed by the Project. The existing UWMP anticipates ample water supply is available to serve the projected Planning Area population in 2040. However, the population allowed by the Project is greater than the population assumed in the City of Monterey Park UWMP. It is foreseeable that there may be more demand for water than what was considered in the UWMP. Further low-water use techniques and increased use of water reuse/recycling would likely reduce the per capita use. Additionally, the providers have multiple stages of action, due to drought severity, that can significantly reduce water use during dry years. It should be noted that the projected increase in water use is partially offset by an anticipated increase in the use of recycled water for irrigation. However, it is possible that new or expanded facilities may be needed over the term of the Project to meet water demand. Any future expansion of existing facilities or construction of new facilities would be required to undergo environmental review pursuant to CEQA. Water-related impacts would be identified, along with measures to mitigate any significant impacts, as part of the CEQA compliance process for future project-specific proposals.

Wastewater is currently treated at multiple facilities in the region, including the following plants: (1) Los Coyotes Water Reclamation Plant (LCWRP), (2) the Long Beach Water Reclamation Plant (LBWRP); and (3) the Joint Water Pollution Control Plant (JWPCP). Combined, these plants have approximately 160 mgd of remaining capacity. The anticipated population increase in the Planning Area could likely increase the amount of wastewater delivered to the treatment facilities. Project implementation could increase the Planning Area population by 11,693 by the year 2040.

Using the LACSD estimate of 80 gallons per person per day of wastewater generation, a population increase of 11,693 could increase wastewater generation by approximately 0.94 mgd. This is well within the current capacity of the existing facilities. However, these facilities have larger service areas than what is covered by the Planning Area. Accordingly, population growth would likely result in increased incremental demand for wastewater facilities over the term of the Project. However, no immediate changes to the system or construction are needed to meet the incremental demands of growth anticipated under the Project. Over time, future development could require expanded wastewater facilities to meet the demand from anticipated population growth. Such impacts would be identified, along with measures to mitigate any significant impacts, as part of the CEQA compliance process for future project-specific proposals.

Storm water facilities are managed by LACFCD. Any new projects within the Planning Area would need to comply with the Los Angeles County MS4 permit and include storm water

LIDBMPs. For example, as part of individual project design, storm water could be captured and used on-site via harvest and reuse or treated by biofiltration.

The potential increase in population allowed by the Project could also create the potential need or new or upgraded electric power, natural gas, and telecommunication facilities. These projects, if proposed, would need to comply with adopted, mandatory environmental regulations, including CEQA.

Level of Significance Before Mitigation

Less than significant

Mitigation Measures

None required.

Impact UTS-2 – Would the project have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

Analysis of Impacts

As discussed under Impact UTS-1 above, water districts in the Planning Area completed UWMPs that assessed water supply availability under various scenarios, including average years, dry years, and multiple dry years. The assessments conclude that there is an ample supply of water; however, conservation practices would continue to be required, and contingency planning (such as reducing demand by 35-50 percent in a Stage 4 drought) would be required as necessary. The Project allows for growth in excess of what was considered in the Monterey Park UWMP. Therefore, it is not yet clear that sufficient water supplies exist based simply on the UWMP. It is possible that further conservation measures may be needed during multiple dry year periods.

Level of Significance Before Mitigation

Potentially Significant

Mitigation Measures

MM-UTS-1: The City will cooperate with the local water service providers, including CalWater, during the development of the Urban Water Management Plans (UWMP) over the term of the Project. The City will coordinate with these providers to ensure that future assessments of water reliability consider population projections as allowed by the Project. Additionally, the City (also a water provider) will consider the population growth, as anticipated under the Project, when developing UWMPs over the term of the proposed General Plan. If it is determined that existing conservation measures are inadequate to meet future water needs, the City will develop additional conservation measures or expand other options such as increased use of recycled water in coordinate with local water service providers.

Level of Significance After Mitigation

Less than Significant

Impact UTS-3 – Would the project 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?

Analysis of Impacts

As discussed under Impact UTS-1 above, the existing wastewater facilities have ample capacity for the increased demand for wastewater treatment as allowed by the Project. However, the facilities serve several other communities in the County as well. It is possible that the incremental increases in demand, as anticipated under the Project in conjunction with increased demand for other communities, could result in the need for future new or expanded wastewater treatment facilities. These projects, if proposed, would need to comply with adopted, mandatory environmental regulations, including CEQA.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

Impact UTS-4 – Would the project 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?

Analysis of Impacts

The City, working with private providers, will continue to implement a variety of solid waste reduction, recycling, and reuse measures to meet its legal obligations. These efforts will be coordinated with waste management programs; therefore, future landfill diversion rates may improve. However, although per-capita waste generation rates may improve, the Planning Area's population may grow with implementation of the Project. Under the Project, the Planning Area is expected to accommodate more commercial land uses. In order to estimate solid waste generation under the Project, a per-capita waste generation rate for the City of Monterey Park was used (4 pounds per day per resident). In 2040, the Planning Area may have an increase in population of 11,693. The net new amount of waste generated annually within the Planning Area (may be approximately 46,772 pounds per day (or 8,536 tons per year). This is likely a worse-case scenario as per-capita waste generation rates are expected to decline through various solid waste management practices. Currently, the County does not anticipate any shortfalls in landfill capacity through the next 15 years. However, a possibility of exceeding capacity towards the end of the Project planning horizon (2040) may occur. Any proposed new or expanded solid waste facility would need to comply with adopted, mandatory environmental regulations, including CEQA.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

Impact UTS-5 – Would the project comply with federal, State, and local management and reduction statutes and regulations related to solid waste?

Analysis of Impacts

Any individual, future project completed under the Focused General Plan Update is required to comply with all applicable federal, State, and local statues and regulations related to solid waste management and reduction.

Level of Significance Before Mitigation

No impact

Mitigation Measures

None required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to utilities and service systems?

Analysis of Impacts

The Project forecasts a population increase of 11,693 residents and 2,730 employees through the year 2040. This growth would result in an overall increase in demand for utility services, likely requiring new or expanded facilities over the approximately 20-year planning horizon of the Project. Environmental impacts could occur when new or expanded facilities are constructed. Any proposed new or expanded facility is required to comply with adopted, mandatory environmental regulations, including CEQA.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

None required.

4.19.5 REFERENCES

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4.20 – Wildfire

This section describes the existing wildfire setting within the City of Monterey Park Planning Area identifying wildfire related regulations and evaluates the project's potential wildfire impacts

4.20.1 – ENVIRONMENTAL SETTING

Wildfires present a substantial hazard to life and property in communities built within or adjacent to hillsides and mountainous areas. Conventional development and changing weather patterns in Southern California resulted in a present and future risk of property damage/loss and threat to human health/safety because of wildland/urban interface fires.

Due to its weather, topography, and native vegetation, the entire Southern California area is at risk from wildland fires. Droughts characteristic of California's Mediterranean climate result in large areas of dry vegetation that provide fuel for wildland fires. Furthermore, native vegetation typically has a high oil content that makes it highly flammable. The area is also intermittently impacted by Santa Ana winds, which are hot dry winds that blow across southern California in the spring and late fall.

As described in the Monterey Park Natural Hazards Mitigation Plan, three categories of interface fires occur: the classic wildland/urban interface exists where well-defined urban and suburban development presses up against open expanses of wildland areas; the mixed wildland/urban interface is characterized by isolated homes, subdivisions and small communities situated predominantly in wildland settings; and the occluded wildland/urban interface exists where islands of wildland vegetation occur inside a largely urbanized area. Certain conditions must be present for significant interface fires to occur. The most common conditions include hot, dry, and windy weather; the inability of fire protection forces to contain or suppress the fire; the occurrence of multiple fires that overwhelm committed resources; and a large fuel load (dense vegetation). Once a fire has started, several conditions influence its behavior including fuel, topography, weather, drought, and proximity to developed areas.

Monterey Park is a city that includes, and is surrounded by, urban development. The closest area identified by CAL FIRE as a Very High Fire Hazard Severity Zone is within the City of Los Angeles, approximately one-mile northwest of the City of Monterey Park (California Department of Forestry and Fire Protection, 2011). The largest undeveloped area near the City is associated with the recreational facilities southeast of the City; major roadways separate the City from these undeveloped areas. The Planning Area includes development located on grass and brush covered hillsides; the development within these areas are generally residential, recreational, or utility uses.

The Planning Area includes grass and brush covered hillsides that facilitate the rapid spread of fire. Additionally, the Planning Area typically has mild winters that can lead to an annual growth of grasses and plants. This vegetation dries out during the hot summer months and is exposed to Santa Ana wind conditions in the fall. Winds exceeding 40 miles per hour are typical; gusts in excess of 100 miles per hour may occur locally. In the Monterey Park area, these winds tend to travel from north to south. However, when combined with winds generated from burning vegetation, wind direction is likely to be extremely erratic.

4.20.2 – REGULATORY FRAMEWORK

State and local regulations related to wildfire are described below.

State

California Department of Forestry and Fire Protection

The California Department of Forestry and Fire Protection (CAL FIRE) is dedicated to the fire protection and stewardship of over 31 million acres of California's privately-owned wildlands. In addition, CAL FIRE provides varied emergency services in 36 of the State's 58 counties via contracts with local governments. The Department's firefighters, fire engines, and aircraft respond to an average of more than 5,600 wildland fires each year. Those fires burn more than 172,000 acres annually (California Department of Forestry and Fire Protection Website, 2019).

The Office of the State Fire Marshal supports the mission of CAL FIRE by focusing on fire prevention and provides support through a wide variety of fire safety responsibilities including: regulating buildings in which people live, congregate, or are confined; controlling substances and products that may, in and of themselves, or by their misuse, cause injuries, death and destruction by fire; providing statewide direction for fire prevention within wildland areas; regulating hazardous liquid pipelines; developing and reviewing regulations and building standards; and by providing training and education in fire protection methods and responsibilities.

Part of CAL FIRE's mission is to prevent fires. The Department's Fire Prevention Program consists of multiple activities including wildland pre-fire engineering, vegetation management, fire planning, education and law enforcement. Common projects include fire break construction and other fire fuel reduction activities that lessen the risk of wildfire to communities. This may include brush clearance around communities, along roadways and evacuation routes.

State Fire Regulations

The State Fire Marshal (and Monterey Park Fire Department) is responsible for enforcing the California Fire Code which is promulgated by Title 24 of the California Code of Regulations, as adopted by the MPMC.

Public Resources Code Sections 4201–4204 - Fire Hazard Severity Zones

The Public Resources Code classify lands within state responsibility into fire hazard severity zones. Each zone is based on fuel loading, slope, fire weather, and other relevant factors present. The City of Monterey Park is not designated as a "very high fire hazard severity zone" within a Local Responsibility Area (California Department of Forestry and Fire Protection, Fire Resources Assessment Program, 2011).

Local

Monterey Park General Plan - Safety and Community Services Element

The Safety and Community Services Element addresses hazards in the physical and built environment and presents goals and polices focused on reducing the potential risk of death, injuries, property damage, and dislocation from hazards. Goals and policies related to wildfire are presented below:

- Goal 11.0: Provide City residents and the business community with a high level of fire protection.
    - Policy 11.1: Continue to fund maintenance and staffing to ensure a five- to six-minute fire response time citywide.
    - Policy 11.2: Maintain brush clearance and weed abatement programs to reduce the risk of fires.
    - Policy 11.4: Maintain mutual aid agreements with fire departments from surrounding jurisdictions.

City of Monterey Park Natural Hazard Mitigation Action Plan

The Natural Hazards Mitigation Action Plan identifies resources and information to assist City residents, public and private sector organizations, and other interested in participating in planning for natural hazards. The mitigation plan provides a list of activities that may assist Monterey Park in reducing risk and preventing loss from future natural hazard events. The plan addresses multi-hazard types, including earthquakes, flooding and wind storms.

4.20.3 – SIGNIFICANCE THRESHOLDS

Per the CEQA Guidelines, implementation of the Monterey Park General Plan Update would have a significant impact related wildfire if the project would be located in or near state responsibility areas or lands classified as very high hazard severity zones , if the project would:

a) Substantially impair an adopted emergency response plan or emergency evacuated plan;

b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, 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; or

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result or runoff, post-fire slope instability, or drainage changes? sensitive receptors to substantial pollutant concentrations.

4.20.4 – IMPACTS AND MITIGATION MEASURES

This section describes potential impacts related to wildfires that could result from the implementation of the project and recommends mitigation measures as needed to reduce significant impacts.

Emergency Response Plans

Impact WIL-1 – Would the Project substantially impair an adopted emergency response plan or emergency evacuation plan?

Analysis of Impacts

No circulation changes are proposed as part of the Project.

Implementation of the Project would result in development and redevelopment projects within the City. In accordance with City polices, the City would review all development proposals to determine the possible impacts of each development on emergency services.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required.

Prevailing winds

Impact WIL-2 – Would the project result in impacts due to slope, prevailing winds, and other factors, exacerbating wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?

Analysis of Impacts

The City of Monterey Park is a developed urban area. The development associated with the Project is expected to occur primarily within Focus Areas; these areas of the City are developed. Additionally, maps prepared by CAL FIRE do not identify the City of Monterey Park as a very high fire hazard severity zone (California Department of Forestry and Fire Protection, 2011). The closest area identified by CAL FIRE as a very high fire hazard severity zone within a Local Responsibility Area is within the City of Los Angeles, approximately one mile northwest of the City of Monterey Park (California Department of Forestry and Fire Protection, 2011). The closest area identified by CAL FIRE as a very high fire hazard severity zone within a State Responsibility Area is within unincorporated Los Angeles County, approximately four miles southeast of the City of Monterey Park (California Department of Forestry and Fire Protection, 2007). In accordance with applicable law, the City will review all potential development proposals to determine the possible impacts of each development on emergency services. Furthermore, the existing General Plan policies would be applicable to new development on slopes:

- Policy 11.2: Maintain brush clearance and weed abatement programs to reduce the risk of fires.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required.

Maintenance of Infrastructure

Impact WIL-3 – Would the project require the installation or maintenance of associated infrastructure such as roads, fuel breaks, emergency water resources, powerlines, or other utilities that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

Analysis of Impacts

The City of Monterey Park is a developed urban area that currently includes roads, powerlines, and other utility infrastructure. Maps prepared by CAL FIRE do not identify the City of Monterey Park as within a very high fire hazard severity zone. The closest area identified by CAL FIRE as a very high fire hazard severity zone within a Local Responsibility Area is within the City of Los Angeles, approximately one mile northwest of the City of Monterey Park (California Department of Forestry and Fire Protection,2011). The closest area identified by CAL FIRE as a very high fire hazard severity zone within a State Responsibility Area is within unincorporated Los Angeles County, approximately four miles southeast of the City of Monterey Park (California Department of Forestry and Fire Protection, 2007).

Any subsequent development associated with implementation of the Project is expected to be concentrated within Focus Areas; these areas of the City are already developed. The Project would not install utilities or infrastructure that would exacerbate fire risk. Also, if site specific development proposal involves the construction of such facilities they would be evaluated for fire risk through the City's development review process. The City will review all potential development proposals in accordance with applicable law to determine the possible impacts of each development on emergency services and potential fire risk.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required.

Expose People or Structures to Risk

Impact WIL-4 – Would the project 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?

Analysis of Impacts

The City of Monterey Park is a developed urban area. The subsequent development allowed by the Project is expected to occur primarily within Focus Areas; these areas of the City include existing development. Maps prepared by CAL FIRE do not identify the City of Monterey Park as within a very high fire hazard severity zone. The Project is not expected to expose people or structures to hazards associated with post-fire slope instability. The City will review all potential development proposals in accordance with applicable law to determine the possible impacts of each development on emergency services. Furthermore, the existing General Plan policies would be applicable to new development on slopes and further reduce any potential impact. The relevant policies are listed below.

- Policy 3.2: Require that hillside developments incorporate measures that mitigate slope failure potential and provide for long-term slope maintenance.
- Policy 3.3: Develop a comprehensive approach to remediating unstable hillslopes in the vicinity of Abajo Drive.

- Policy 11.2: Maintain brush clearance and weed abatement programs to reduce the risk of fires.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required.

Cumulative Impacts

Would the project cause substantial adverse cumulative impacts with respect to Wildfire?

Analysis of Impacts

The City of Monterey Park is a developed urban area. The subsequent development allowed by the Project is expected to occur primarily within Focus Areas; these areas of the City include existing development. Additionally, maps prepared by CAL FIRE do not identify the City of Monterey Park as within a very high fire hazard severity zone. Implementation of the General Plan Update would not cause a substantial adverse cumulative impacts with respect to wildfire.

Level of Significance Before Mitigation

Less than Significant

Mitigation Measures

No mitigation is required

4.20.5 REFERENCES

California Department of Forestry and Fire Protection Website, 2019. *(http://calfire.ca.gov/about/about* access April 30, 2019).

California Department of Forestry and Fire Protection, Fire Resources Assessment Program, 2011. *Very High Fire Hazard Severity Zones in LRA, Los Angeles County,* September (http://frap.fire.ca.gov/webdata/maps/los_angeles/LosAngelesCounty.pdf accessed May 1, 2019)

California Department of Forestry and Fire Protection, Fire Resources Assessment Program, 2007. *Very High Fire Hazard Severity Zones in SRA, Los Angeles County,* November 7.

City of Monterey Park, 2001. *City of Monterey Park General Plan, Safety and Community Services Element,* July 18.

Emergency Management Services, September 2004*, City of Monterey Park, Natural Hazards Mitigation Planning.*

5 – Alternatives

CEQA Guidelines Section 15126.6 requires an EIR to *"describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project, but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives."* The section also states that *"the discussion of alternatives shall focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if those alternatives would impede to some degree the attainment of the project objectives, or would be more costly."*

Pursuant to CEQA Guidelines Section 15126.6, this chapter describes three alternatives to the Monterey Park Focused General Plan Update including the CEQA-mandated "No Project" Alternative; it compares the impacts of each alternative to the Focused General Plan Update. Pursuant to the CEQA Guidelines, the ability of the alternatives to meet the basic project objectives is also described, and the "environmentally superior" alternative among the three is identified.

5.1 – RATIONALE FOR ALTERNATIVE SELECTION

In accordance with CEQA Guidelines Section 15126.6(a), an EIR does not need to evaluate every conceivable alternative. A feasible range of alternatives has been evaluated that allows decision-makers to make a reasoned choice and that meet most of the project objectives. The project objectives included in Chapter 3, Project Description, are:

1. Encourage economic investment and revitalization within the City's Focus Areas.
2. Create new housing opportunities for a full range of housing types and to increase housing affordability.
3. Encourage infill development within underutilized areas of the City.
4. Accommodate job-generating land uses in order to increase employment in the City.
5. Accommodate commercial/retail uses in order to expand the City's tax base.

While selecting alternatives to be considered for analysis, the City focused on analyzing those alternatives that could potentially reduce the significant unavoidable effects related to the Project and which would also achieve project objectives.

5.2 – ALTERNATIVES CONSIDERED

The three alternatives evaluated are:

- Alternative 1: No Project/Existing 2001 General Plan
- Alternative 2: Market Demand
- Alternative 3: Reduced Density/Intensity

In accordance with CEQA Guidelines Section 15126.6(d), the discussion of impacts associated with the alternatives is less detailed than the evaluation included in Chapters 4.1 through 4.20 of the impacts associated with implementation of the Focused General Plan Update. Table 5-1 shows the development assumptions of each alternative. Table 5-2 shows how impacts associated with the implementation of the alternatives compare to the impacts associated with implementation of the Project; the reader is advised to refer to the accompanying text for a fuller explanation.

Table 5-1
Land Use Alternatives

Land Use	Existing Conditions	Net Change			
		Proposed Project	Alternatives		
			No Project	Market Demand	Reduced Density/Intensity
Commercial (SF)	5,741,492	+619,932	0	+513,000	+413,247
Office (SF)	5,252,164	+ 883,902	0	+380,000	+597,608
Industrial (SF)	2,025,800	-239,742	0	0	-159,812
Hotels/Motels (rooms)	727	+607	0	+100	+405
Residential (units)	22,482	+3,816	+1,870	+1,020	+2,544
Population	68,888	+11,693	+5,722	+3,121	+7,785

Source: MIG, 2019.

Table 5-2
Alternatives' Impacts Compared to Project Impacts

	Alternative 1: No Project/2001 General Plan	Alternative 2: Market Demand	Alternative 3: Reduced Density/Intensity
Aesthetics	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Agriculture and Forestry Resources	Similar no impact	Similar no impact	Similar no impact
Air Quality	Reduced to less-than-significant impacts	Reduced significant unavoidable impacts	Reduced significant unavoidable impacts
Biological Resources	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Cultural Resources	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Energy	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Geology and Soils	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Greenhouse Gas Emissions	Reduced to less-than-significant impacts	Reduced significant unavoidable impacts	Reduced significant unavoidable impacts
Hazards and Hazardous Materials	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Hydrology and Water Quality	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Land Use and Planning	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Mineral Resources	Similar no impact	Similar no impact	Similar no impact
Noise	Reduced to less-than-significant impacts	Reduced significant unavoidable impacts	Reduced significant unavoidable impacts

	Alternative 1: No Project/2001 General Plan	Alternative 2: Market Demand	Alternative 3: Reduced Density/Intensity
Population and Housing	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Public Services	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Recreation	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Transportation	Reduced significant unavoidable impacts	Reduced significant unavoidable impacts	Reduced significant unavoidable impacts
Tribal Cultural Resources	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Utilities and Service Systems	Reduced less-than-significant impacts	Reduced less-than-significant impacts	Reduced less-than-significant impacts
Wildfire	Similar less-than-significant impacts	Similar less-than-significant impacts	Similar less-than-significant impacts
Source: MIG, 2019			

5.3 – ALTERNATIVE 1: NO PROJECT/EXISTING 2001 GENERAL PLAN

5.3.1 – Principal Characteristics

The No Project/Existing 2001 General Plan Alternative (No Project Alternative) assumes that development would occur within the Planning Area, but only development anticipated under the 2001 General Plan. Development assumptions for this alternative are shown in Table 5-1. The 2001 General Plan is 20 years old. Accordingly, the baseline data used for the original analysis is unavailable. For this alternative, it is assumed that only new residential development could occur; no new office, commercial, industrial, or hotel development would be constructed. Additionally, no new policies, goals, or development standards associated with the Focused General Plan Update would be implemented; the standards, goals, and policies associated with the 2001 General Plan would be applicable.

5.3.2 – Analysis of No Project/Existing 2001 General Plan Alternative

The potential impacts associated with the No Project Alternative are described below.

a. Aesthetics. The No Project Alternative assumes development would occur under the existing development standards. The Focused General Plan Update includes changes to the development standards to allow for an increase in height and density. Because the development under the No Project Alternative would occur with existing development standards, development under this alternative would likely be less tall and less intense. However, as with the Project, aesthetic impacts are anticipated to be less-than-significant under the No Project Alternative; no protected scenic views are identified by the 2001 General Plan, and there are no scenic highways within or adjacent to the Planning Area. Any new development under the No Project Alternative would be required to undergo design review, which would ensure compliance with regulations and review for potential light and glare. This alternative would result in a reduced less-than-significant impact, when compared to the Project, given the significant reduction in development associated with this alternative.

b. Agriculture and Forestry Resources. No agriculture or forestry resources are within the Planning Area. Similar to the Project, this alternative would have no impact on agriculture and forestry resources.

c. Air Quality. The Project would result in a significant unavoidable air quality impact. This alternative would result in a significant reduction in development compared to the Project; as such, there would be a significant reduction in the air quality emissions associated with the alternative. While no specific air quality modeling was undertaken for the alternative, it is likely that the air quality significant impacts associated with the Project would be reduced to a less-than-significant level under this alternative.

d. Biological Resources. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including site-specific pre-construction surveys when development projects are proposed. Similar to the Project, this alternative would have a less-than-significant impact on biological resources with the implementation of identified mitigation measures.

e. Cultural Resources. As with the Project, development under the No Project Alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including evaluation of structures over 45 years old to determine historic significance. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with implementation of the identified mitigation and adherence to existing regulations.

f. Energy. As with the Project, development associated with the No Project Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. Development under this alternative would have reduced energy consumption compared to the Project. Given the reduced level of development, this alternative would have a reduced less-than-significant energy impact compared to the Project.

g. Geology and Soils. The same policies and regulations regarding geology and soils would be applicable to the No Project Alternative as to the Project. In addition, both the alternative and the Project would be exposed to the same existing geologic conditions within Monterey Park. The No Project Alternative would have a less-than-significant geology impact, and would be considered similar to the Project.

h. Greenhouse Gas Emissions. The Project would result in a significant unavoidable greenhouse gas (GHG) emissions impact. This alternative would result in a significant reduction in development compared to the Project; as such, there would be a significant reduction in GHG emissions associated with the alternative. While no specific GHG modeling was undertaken for the alternative, it is likely that the GHG emissions significant impacts associated with the Project would be reduced to a less-than- significant level under this alternative.

i. Hazards and Hazardous Materials. Hazardous materials would be present during construction and operation of development associated with the No Project Alternative. The amount and use of these chemicals present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under this alternative would be subject to the City's standard environmental review, which would include identification of any contaminated sites possibly not already identified and implementation of

appropriate cleanup and disposal procedures. The No Project Alternative would have a less-than-significant hazards and hazardous materials impact, and would be considered similar to the Project.

j. Hydrology and Water Quality. Development associated with implementation of the No Project Alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply would still be required under this alternative. The No Project Alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

k. Land Use and Planning. As with the Project, the No Project Alternative would not physically divide an established community. Development would be consistent with the adopted 2001 General Plan, and would not conflict with regulations adopted to avoid environmental effects. Similar to the Project, this alternative would have a less-than-significant land use and planning impact.

l. Mineral Resources. There are no regionally valuable mineral resources or mineral resource recovery sites within the Planning Area. Similar to the Project, this alternative would have no impact on mineral resources.

m. Noise. The Project would result in a significant unavoidable noise impact. The No Project Alternative would result in significantly less development than the Project. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. Due to the substantial reduction in development along Atlantic Boulevard under this alternative, the traffic noise impact would likely be reduced to a less-than-significant level compared to the Project.

n. Population and Housing. This alternative would result in less residential development and population growth compared to the Project, and would be more in-line with population forecasts prepared by SCAG. Given the reduction in population and housing, this alternative would result in a reduced less-than-significant impact related to population and housing.

o. Public Services. This alternative would result in a reduced amount of residential development, and population and employment growth, which would result in less demand for public services compared to the Project. This alternative would result in a reduced less-than-significant public services impact compared to the Project.

p. Recreation. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities compared to the Project. This alternative would result in a reduced less-than-significant recreation impact compared to the Project.

q. Transportation. The Project would result in a significant unavoidable transportation impact. This alternative would result in significantly less development than would occur with implementation of the Project. Given the significant reduction in development associated with this alternative, it is likely that several of the intersections that were impacted by the Project would not be impacted under this alternative. The transportation impacts associated with this alternative would be reduced when compared to the Project, but significant unavoidable impacts are expected to remain.

r. Tribal Cultural Resources. As with the Project, development under the No Project Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes

would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

s. Utilities and Service Systems. This alternative would result in a reduced amount of development and population and employment growth, which would result in less demand for utilities services compared to the Project. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply would still be required under this alternative. This alternative would have a reduced less-than-significant utilities and service system impact when compared to the Project.

t. Wildfire. As with the Project, under the No Project Alternatives the Planning Area is not within areas identified as a very high fire hazard severity zone. The existing Safety and Community Services Element policies regarding brush clearance and weed abatement would continue to be applicable, and in accordance with City polices, the City would review all potential development proposals to determine the possible impacts of each development on emergency services and potential fire risk. Similar to the Project, this alternative would result in a less-than-significant wildfire impact.

Attainment of Project Objectives

As this alternative does not include commercial, office, or hotel development, the No Project Alternative would not meet the following project objectives:

1. Encourage economic investment and revitalization within the City's Focus Areas.
2. Accommodate job-generating land uses in order to increase employment in the City.
3. Accommodate commercial/retail uses in order to expand the City's tax base. Given the significant reduction in residential development associated with this alternative, the No Project Alternative would attain the following objective, but not to the same degree as the Project:
4. Create new housing opportunities for a full range of housing types and to increase housing affordability.
5. Encourage infill development within underutilized areas of the City.

5.4 – ALTERNATIVE 2: MARKET DEMAND

5.4.1 – Principal Characteristics

Alternative 2 is a "market-adjusted" development scenario that evaluates the portion of Focused General Plan Update capacity that would likely be built by 2040, based on current and foreseeable market trends. The Market Demand Alternative reflects a reduced amount of residential, commercial, office and hotel development. This alternative assumes that policies, goals, or development standards associated with the Focused General Plan Update would apply to this alternative. Development assumptions for this alternative are shown in Table 5-1.

5.4.2 – Analysis of Market Demand Alternative

a. Aesthetics. While the total amount of development under the Market Demand Alternative would be less than the Project, the Market Demand Alternative assumes new development

would occur under the proposed development standards, which would allow for denser and taller structures than currently allowed. As with the Project, aesthetic impacts are anticipated to be less-than-significant under the Market Demand Alternative; no protected scenic views are identified by the General Plan and there are no scenic highways within or adjacent to the Planning Area. Any new development under the Market Demand Alternative would be required to undergo design review, which would ensure compliance with regulations and review potential for light and glare. Given the reduction in the total amount of development, this alternative would result in a reduced less-than-significant impact on aesthetics.

b. Agriculture and Forestry Resources. No agriculture or forestry resources are within the Planning Area. Similar to the Project, this alternative would have no impact on agriculture and forestry resources.

c. Air Quality. The Project would result in a significant unavoidable air quality impact. While the Market Demand Alternative would substantially decrease the amount of residential development when compared to the Project, this alternative would likely not be consistent with SCAG forecasts for Monterey Park; as such, this alternative would likely not be consistent with the SCAQMD 2016 Air Quality Management Plan (2016 AQMP). Given the reduction in non-residential square footage (commercial and office) combined with a substantial reduction in residential units, air emissions associated with the alternative would be reduced compared to the Project. However, it is likely that air quality mitigation measures needed for the Project would also be required for this alternative. Air quality emissions associated with this alternative would be reduced compared to the Project but would still be expected to be significant and unavoidable.

d. Biological Resources. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including site-specific pre-construction surveys when development projects are proposed. Similar to the Project, this alternative would have less-than-significant impact on biological resources with the implementation of identified mitigation measures.

e. Cultural Resources. As with the Project, development associated the Market Demand Alternative could uncover previously undiscovered cultural resources or destroy/change structures that could be considered historic. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including evaluation of structures over 45 years old to determine historic significance. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with implementation of the identified mitigation and adherence to existing regulations.

f. Energy. As with the Project, development associated with the Market Demand Alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. This alternative supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. Given the reduction in development, this alternative would have a reduced less-than-significant energy impact compared to the Project.

g. Geology and Soils. The same policies and regulations regarding geology and soils would be applicable to the Market Demand Alternative as to the Project. In addition, both the alternative and the Project would be exposed to the same existing geologic conditions

within Monterey Park. The Market Demand Alternative would have a less-than-significant geology impact, and would be considered similar to the Project.

h. Greenhouse Gas Emissions. The Project would result in a significant unavoidable greenhouse gas (GHG) emissions impact. This alternative has a reduced amount of development compared to the Project. While overall GHG emissions associated with the alternative would be reduced, it is likely that mitigation measures identified for the Project would also be required for this alternative. GHG emissions associated with this alternative would be reduced compared to the Project but would still likely result in significant and unavoidable impacts.

i. Hazards and Hazardous Materials. Hazardous material would be present during construction and operation of development associated with the Market Demand Alternative. The amount and use of these chemicals present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under the Market Demand Alternative would be subject to the City's standard environmental review, which would include identification of any contaminated sites possibly not already identified and implementation of appropriate cleanup and disposal procedures. The Market Demand Alternative would have a less-than-significant hazards and hazardous materials impact, and would be considered similar to the Project.

j. Hydrology and Water Quality. Development associated with implementation of this alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply would still be required under this alternative. The Market Demand Alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

k. Land Use Planning. As with the Project, the Market Demand Alternative would not physically divide an established community. All goals and policies associated with the Project would be applicable to this alternative as well. Similar to the Project, this alternative would have a less-than-significant land use impact.

l. Mineral Resources. No regionally valuable mineral resources or mineral resource recovery sites are within the Planning Area. Similar to the Project, this alternative would have no impact on mineral resources.

m. Noise. The Project would result in a significant unavoidable noise impact. Implementation of this alternative would result in a reduced amount of development compared to the Project. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While development would be reduced under this alternative, and the traffic noise impact reduced compared to the Project, this impact would still likely be significant and unavoidable.

n. Population and Housing. This alternative would result in less residential development and population growth, and would be more in-line with population forecast prepared by SCAG. This alternative would result in a reduced less-than-significant impact related to population and housing compared to the Project.

o. Public Services. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for public services when compared to the Project. As with the Project, this alternative would result in a less-than-significant public services impact.

p. Recreation. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities when compared to the Project. Given the reduction in residential growth, this alternative would result in a reduced less-than-significant recreation impact.

q. Transportation. The Project would result in a significant unavoidable transportation impact. This alternative would result in a reduction in development compared to the Project. Given the reduction, it is possible that some of the intersections that were impacted by the Project would not be impacted under this alternative. The transportation impacts associated with this alternative would be reduced when compared to the Project, but significant unavoidable impacts are expected to remain.

r. Tribal Cultural Resources. As with the Project, development under the Market Demand Alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impacts would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

s. Utilities and Service Systems. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for utilities services when compared to the Project. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply would still be required under this alternative. The Market Demand Alternative would have a reduced less-than-significant utilities and service system impact compared to the Project.

t. Wildfire. As with the Project and under the Market Demand Alternative, the Planning Area is not identified as within a very high fire hazard severity zone. The existing Safety and Community Services Element policies regarding brush clearance and weed abatement would continue to be applicable, and in accordance with City polices, the City would review all potential development proposals to determine the possible impacts of each development on emergency services and potential fire risk. Similar to the Project, this alternative would result in a less-than-significant wildfire impact.

Attainment of Project Objectives

Given the reduction in development associated with this alternative, the Market Demand Alternative would attain the following objective, but not to the same degree as the Project would:

1. Encourage economic investment and revitalization within the City's Focus Areas.

2. Create new housing opportunities for a full range of housing types and to increase housing affordability.

3. Encourage infill development within underutilized areas of the City.

4. Accommodate job-generating land uses in order to increase employment in the City.

5. Accommodate commercial/retail uses in order to expand the City's tax base.

5.5 – ALTERNATIVE 3: REDUCED DENSITY/INTENSITY

5.5.1 – Principal Characteristics

The Reduced Density/Intensity Alternative assumes that overall development associated with the Project would be reduced by one third (33 percent). While the amount of development would be reduced, this alternative assumes that policies, goals, and development standards associated with the Focused General Plan Update would be applicable to development under this alternative. Development assumptions for this alternative are shown in Table 5.1.

5.5.2 – Analysis of Reduced Density/Intensity Alternative

a. Aesthetics. While the total amount of development under the Reduced/Density Intensity Alternative would be less than the Project, this alternative assumes new development would occur under the proposed development standards, which would result in denser and taller structures than currently allowed. As with the Project, aesthetic impacts are anticipated to be less-than-significant under this alternative; no protected scenic views are identified by the General Plan, and there are no scenic highways within or adjacent to the Planning Area. Any new development under this alternative would be required to undergo design review, which would ensure compliance with regulations and review potential for light and glare. Given the reduction in the total amount of development, this alternative would result in a reduced less-than-significant impact on aesthetics.

b. Agriculture and Forestry Resources. No agriculture or forestry resources are within the Planning Area. Similar to the Project, this alternative would have no impact on agriculture and forestry resources.

c. Air Quality. The Project would result in a significant unavoidable air quality impact. The Reduced Density/Intensity Alternative would not be consistent with SCAG forecasts for Monterey Park; as such, this alternative would likely not be considered consistent with the SCAQMD 2016 Air Quality Management Plan (2016 AQMP). Because this alternative has a reduced level of development when compared to the Project, the overall air emissions generated by this alternative would be reduced; however, it is likely that air quality mitigation measures needed for the Project would also be required for this alternative. This alternative would likely result in reduced, but still significant and unavoidable, impacts compared to the Project.

d. Biological Resources. As with the Project, development under this alternative would occur within urban areas that currently have existing development. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including site-specific pre-construction surveys when development projects are proposed. Similar to the Project, this alternative would have less-than-significant impact on biological resources with the implementation of identified mitigation measures.

e. Cultural Resources. As with the Project, development under this alternative could uncover previously unknown cultural resources or destroy/change structures that could be considered historic. Mitigation measures required under this alternative would likely be similar to those identified for the Project, including evaluation of structures over 45 years old to determine historic significance. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with implementation of the identified mitigation and adherence to existing regulations.

f. Energy. As with the Project, development associated with this alternative would require the consumption of electricity, natural gas, and vehicle fuel resources to accommodate growth. This alternative supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. Given the reduction in development, this alternative would have a reduced less-than-significant energy impact compared to the Project.

g. Geology and Soils. The same policies and regulations regarding geology and soils would be applicable to this alternative as to the Project. In addition, both the alternative and the Project would be exposed to the same existing geologic conditions within Monterey Park. The Reduced Density/Intensity Alternative would have a less-than-significant geology impact, and would be considered similar to the Project.

h. Greenhouse Gas Emissions. The Project would result in a significant unavoidable greenhouse gas (GHG) emissions impact. This alternative has reduced residential and commercial/office/industrial development compared to the Project. While overall GHG emissions associated with the alternative would be reduced due to the decrease in development, it is likely that mitigation measures identified for the Project would also be required for this alternative. Given the reduction in development associated with this alternative, GHG emissions associated with this alternative would be reduced compared to the Project but would still likely result in significant and unavoidable impacts.

i. Hazards and Hazardous Materials. Hazardous material would be present during construction and operation of development associated with the Reduced Density/Intensity Alternative. The amount and use of these chemicals present during construction would be limited, would be in compliance with existing government regulations, and would not be considered a significant hazard. As with the Project, any future development under this alternative would be subject to the City's standard environmental review, which would include identification of any contaminated sites possibly not already identified and implementation of appropriate cleanup and disposal procedures. The Reduced Density/Intensity Alternative would have a less-than-significant hazards and hazardous materials impact, and would be considered similar to the Project.

j. Hydrology and Water Quality. Development under this alternative would be subject to all existing water quality regulations and programs. This alternative assumes a population and housing increase that would be less than the Project; however, the mitigation measure regarding water supply would still be required under this alternative. This alternative would have a less-than-significant hydrology and water quality impact, and would be considered similar to the Project.

k. Land Use Planning. As with the Project, this alternative would not physically divide an established community. All goals and policies associated with the Project would be applicable to this alternative as well. Similar to the Project, this alternative would have a less-than-significant land use impact.

l. Mineral Resources. No regionally valuable mineral resources or mineral resource recovery sites are within the Planning Area. Similar to the Project, this alternative would have no impact on mineral resources.

m. Noise. The Project would result in a significant unavoidable noise impact. Implementation of this alternative would result in less development than the Project. Under this alternative, measures would still be required to ensure that construction noise is mitigated for projects located near sensitive receptors. While development would be reduced under this

alternative, and the traffic noise impact reduced compared to the Project, this impact would still likely be significant and unavoidable.

n. Population and Housing. This alternative would result in less residential development and population growth. Compared to the Project, this alternative would result in a reduced less-than-significant impact related to population and housing.

o. Public Services. This alternative would result in a reduced amount of development and population growth, which would result in less demand for public services when compared to the Project. This alternative would result in a reduced less-than-significant public services impact compared to the Project.

p. Recreation. This alternative would result in a reduced amount of residential development and population growth, which would result in less demand for recreational facilities. This alternative would result in a reduced less-than-significant recreation impact.

q. Transportation. The Project would result in a significant unavoidable transportation impact. This alternative would result in significantly less development than would occur under the Project. Given the significant reduction in development associated with this alternative, it is likely that several of the intersections that were impacted by the Project would not be impacted under this alternative. The transportation impacts associated with this alternative would be reduced compared to the Project, but significant unavoidable impacts are expected to remain.

r. Tribal Cultural Resources. As with the Project, development under this alternative could uncover previously unknown Tribal Cultural Resources. Compliance with existing regulations regarding burial grounds and consultation with Native American tribes would ensure that potential impact would be reduced. Similar to the Project, this alternative would have a less-than-significant impact on cultural resources with adherence to existing regulations.

s. Utilities and Service Systems. This alternative would result in a reduced amount of residential development and population and employment growth, which would result in less demand for utility services when compared to the Project. While this alternative assumes a population and housing increase that would be less than the Project, the mitigation measure regarding water supply would still be required under this alternative. This alternative would have a reduced less-than-significant utilities and service system impact, and would be considered similar to the Project.

t. Wildfire. As with the Project, under this alternative the Planning Area is not identified as within a very high fire hazard severity zone. The existing Safety and Community Services Element policies regarding brush clearance and weed abatement would continue to be applicable, and in accordance with City polices, the City would review all potential development proposals to determine the possible impacts of each development on emergency services and potential fire risk. Similar to the Project, this alternative would result less-than-significant wildfire impact.

Attainment of Project Objectives

Given the reduction in development associated with this alternative, the Reduced Density/Intensity Alternative would attain the following objectives, but not to the same degree as the Project would:

1. Encourage economic investment and revitalization within the City's Focus Areas.

2. Create new housing opportunities for a full range of housing types and to increase housing affordability.
3. Encourage infill development within underutilized areas of the City.
4. Accommodate job-generating land uses in order to increase employment in the City.
5. Accommodate commercial/retail uses in order to expand the City's tax base.

5.6 ENVIRONMENTALLY SUPERIOR ALTERNATIVE

The CEQA Guidelines Section 15126.2(e)(2) state: "*If the environmentally superior alternative is the 'no project' alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives."* Other than the No Project Alternative, Alternative 3: Reduced Density/Intensity would result in the least adverse environmental impacts and would therefore be the "environmentally superior alternative." This conclusion is based on the comparative impact conclusions in Table 5-2 and the analysis within this chapter. However, this alternative would not fully meet the objectives at the same level as the Project.

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6 – CEQA Conclusions

As required by CEQA, this chapter discusses the following types of impacts that could result from implementation of the Focused General Plan Update: growth-inducing effects, significant unavoidable adverse impacts, cumulative impacts, significant irreversible environmental changes, and effects found not to be significant.

6.1 – GROWTH-INDUCING IMPACTS

CEQA Guidelines Section 15126.2(e) states that an EIR shall: "*Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing either directly or indirectly, in the surrounding environment.…It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment."* Implementation of the Focused General Plan Update would foster economic growth, resulting in population growth and the construction of additional housing units and non-residential development within the Planning Area.

As shown in Table 3-4, included in Chapter 3, Project Description, implementation of the Focused General Plan allows for the following net new development: 3,816 dwelling units; 619,932 square feet of new commercial uses; 883,902 square feet of new office space; and 607 hotel rooms.

New development could result in an estimated 11,693 new residents and 2,730 new employees within the Planning Area, resulting in a 17 percent population increase over the next 20 years. This population increase is more growth than the 2016-2040 RTP/SCS anticipates for the City of Monterey Park between 2020 and 2040 (2,400 residents); however, the City's estimated current population also exceeds the 2016-2040 RTP/SCS 2035 population forecast for the City. The 2016-2040 RTP/SCS does anticipate significant population and housing growth within the Los Angeles County region – an increase of approximately 1,188,600 residents and 452,900 households by 2040. Implementation of the Focused General Plan Update could result in the addition of planned housing units, which would help to meet the anticipated regional housing demand.

Growth within the Planning Area would generate jobs and City revenue. Anticipated population and employment growth under the Project would be concentrated in the identified Focus Areas, which currently include urban development.

6.2 – SIGNIFICANT UNAVOIDABLE ADVERSE IMPACTS

CEQA Guidelines Section 15126.2(c) requires that the EIR discuss "*significant environmental effects which cannot be avoided if the proposed project is implemented*." Significant unavoidable impacts are those that could not be reduced to less-than-significant levels by feasible mitigation measures. The Focused General Plan Update could result in the following significant unavoidable impacts:

- Impact AIR-1: Conflict with or obstruct implementation of applicable air quality plan (Chapter 4.3)
- Impact AIR-2 (Operational): Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal

or State ambient air quality standard (Chapter 4.3)

- Impact GHG-1 (Operational): Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (Chapter 4.8)
- Impact GHG-2 (Plan Consistency): Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (Chapter 4.8)
- Impact NOISE-2 (Operational): Result in the generation of a substantial permanent increase in the 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 (Chapter 4.13)
- Impact TRANS-1 (Plan Consistency): Conflict with a program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Chapter 4.17)

6.3 – CUMULATIVE IMPACTS

The Focused General Plan Update could result in a cumulatively considerable contribution and thus a significant impact related to the following:

- Impact AIR-1: Conflict with or obstruct implementation of applicable air quality plan (Chapter 4.3)
- Impact AIR-2 (Operational): Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (Chapter 4.3)
- Impact GHG-1 (Operational): Generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment (Chapter 4.8)
- Impact GHG-2 (Plan Consistency): Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs (Chapter 4.8)
- Impact NOISE-2 (Operational): Result in the generation of a substantial permanent increase in the 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 (Chapter 4.13)
- Impact TRANS-1 (Plan Consistency): Conflict with program plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities (Chapter 4.17)

6.4 - IRREVERSIBLE ENVIRONMENTAL CHANGES

CEQA Guidelines Section 15126.2(d) requires that an EIR also discuss *"significant irreversible environmental changes which would be caused by the proposed project should it be implemented."*

The Focused General Plan Update could commit future generations to an increase in development intensity within the Focus Areas. Given the significant private investments associated with these changes, and the anticipated lifetime of these improvements, these changes would not likely be reversed or significantly changed for many years. Implementation of the Focused General Plan Update would not be expected to involve significant quantities of

hazardous materials, nor substantial potential for environmental accidents. While development allowed by the implementation of the Project would involve the use, transport, storage, and disposal of hazardous materials, such activities would comply with existing federal, State, and County regulations and standards, and the routine practices of regulatory and oversight agencies, which would reduce the likelihood and severity of environmental accidents that could result in irreversible environmental damage.

Development allowed by the Project implementation would irreversibly commit construction materials and non-renewable energy resources. These energy resource demands would be used for demolition, construction, transportation of people and goods, heating, ventilation and air conditioning, lighting, and other associated energy needs (see EIR Chapter 4.6, Energy).

Non-renewable and slowly renewable resources consumed by Project implementation would include, but not be limited to, lumber and other forest products; sand and gravel; asphalt; petrochemical construction materials; steel; copper; other metals; water; etc. The impacts of the Focused General Plan Update related to consumption of non-renewable and slowly renewable resources are considered to be less than significant because these projects would not use unusual amounts of energy or construction materials.

The Project supports redevelopment of existing land uses with newer, more efficient development that would reduce energy consumption compared to existing conditions. In addition, the Project could facilitate higher density, mixed use development that could reduce vehicle miles traveled (VMT) and fuel consumption as compared to other, more suburban types of development. The use of energy resources in the Planning Area could become substantially more efficient over time with the changes in land uses envisioned by the Project and the application of more stringent regulations that mandate energy efficiency.

6.5 – EFFECTS FOUND NOT TO BE SIGNIFICANT

The Draft EIR covers all 20 of the CEQA Appendix G checklist environmental topics. No topics suggested for consideration in the CEQA Statue or Guidelines have been eliminated from detailed analysis (see Chapters 4.1 through 4.20).

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7.0 PREPARATION TEAM

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SENT VIA USPS AND E-MAIL: May 1, 2019

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Notice of Preparation of a Draft Environmental Impact Report for the Proposed Monterey Park Focused General Plan Update and Title 21 Amendments

South Coast Air Quality Management District (South Coast AQMD) staff appreciates the opportunity to comment on the above-mentioned document. South Coast AQMD staff's comments are recommendations regarding the analysis of potential air quality impacts from the Proposed Project that should be included in the Draft Environmental Impact Report (EIR). Please send South Coast AQMD a copy of the Draft EIR upon its completion. Note that copies of the Draft EIR that are submitted to the State Clearinghouse are not forwarded to South Coast AQMD. Please forward a copy of the Draft EIR directly to South Coast AQMD at the address shown in the letterhead. **In addition, please send with the Draft EIR all appendices or technical documents related to the air quality, health risk, and greenhouse gas analyses and electronic versions of all air quality modeling and health risk assessment files[1]. These include emission calculation spreadsheets and modeling input and output files (not PDF files). Without all files and supporting documentation, South Coast AQMD staff will be unable to complete our review of the air quality analyses in a timely manner. Any delays in providing all supporting documentation will require additional time for review beyond the end of the comment period.**

Air Quality Analysis

South Coast AQMD adopted its California Environmental Quality Act (CEQA) Air Quality Handbook in 1993 to assist other public agencies with the preparation of air quality analyses. South Coast AQMD staff recommends that the Lead Agency use this Handbook as guidance when preparing its air quality analyses. Copies of the Handbook are available from the South Coast AQMD's Subscription Services Department by calling (909) 396-3720. More recent guidance developed since this Handbook was published is also available on South Coast AQMD's website at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/ceqa-air-quality-handbook-(1993). South Coast AQMD staff also recommends that the Lead Agency use the CalEEMod land use emissions software. This software has recently been updated to incorporate up-to-date state and locally approved emission factors and methodologies for estimating pollutant emissions from typical land use development. CalEEMod is the only software model maintained by the California Air Pollution Control Officers Association (CAPCOA) and replaces the now outdated URBEMIS. This model is available free of charge at: www.caleemod.com.

On March 3, 2017, the South Coast AQMD's Governing Board adopted the 2016 Air Quality Management Plan (2016 AQMP), which was later approved by the California Air Resources Board on

[1] Pursuant to the CEQA Guidelines Section 15174, the information contained in an EIR shall include summarized technical data, maps, plot plans, diagrams, and similar relevant information sufficient to permit full assessment of significant environmental impacts by reviewing agencies and members of the public. Placement of highly technical and specialized analysis and data in the body of an EIR should be avoided through inclusion of supporting information and analyses as appendices to the main body of the EIR. Appendices to the EIR may be prepared in volumes separate from the basic EIR document, but shall be readily available for public examination and shall be submitted to all clearinghouses which assist in public review.

March 23, 2017. Built upon the progress in implementing the 2007 and 2012 AQMPs, the 2016 AQMP provides a regional perspective on air quality and the challenges facing the South Coast Air Basin. The most significant air quality challenge in the Basin is to achieve an additional 45 percent reduction in nitrogen oxide (NOx) emissions in 2023 and an additional 55 percent NOx reduction beyond 2031 levels for ozone attainment. The 2016 AQMP is available on South Coast AQMD's website at: http://www.aqmd.gov/home/library/clean-air-plans/air-quality-mgt-plan.

South Coast AQMD staff recognizes that there are many factors Lead Agencies must consider when making local planning and land use decisions. To facilitate stronger collaboration between Lead Agencies and South Coast AQMD to reduce community exposure to source-specific and cumulative air pollution impacts, South Coast AQMD adopted the Guidance Document for Addressing Air Quality Issues in General Plans and Local Planning in 2005. This Guidance Document provides suggested policies that local governments can use in their General Plans or through local planning to prevent or reduce potential air pollution impacts and protect public health. South Coast AQMD staff recommends that the Lead Agency review this Guidance Document as a tool when making local planning and land use decisions. This Guidance Document is available on South Coast AQMD's website at: http://www.aqmd.gov/docs/default-source/planning/air-quality-guidance/complete-guidance-document.pdf. Additional guidance on siting incompatible land uses (such as placing homes near freeways or other polluting sources) can be found in the California Air Resources Board's *Air Quality and Land Use Handbook: A Community Health Perspective*, which can be found at: http://www.arb.ca.gov/ch/handbook.pdf. Guidance[2] on strategies to reduce air pollution exposure near high-volume roadways can be found at: https://www.arb.ca.gov/ch/rd_technical_advisory_final.PDF.

South Coast AQMD has also developed both regional and localized air quality significance thresholds. South Coast AQMD staff requests that the Lead Agency compare the emissions to the recommended regional significance thresholds found here: http://www.aqmd.gov/docs/default-source/ceqa/handbook/scaqmd-air-quality-significance-thresholds.pdf. In addition to analyzing regional air quality impacts, South Coast AQMD staff recommends calculating localized air quality impacts and comparing the results to localized significance thresholds (LSTs). LSTs can be used in addition to the recommended regional significance thresholds as a second indication of air quality impacts when preparing a CEQA document. Therefore, when preparing the air quality analysis for the Proposed Project, it is recommended that the Lead Agency perform a localized analysis by either using the LSTs developed by South Coast AQMD or performing dispersion modeling as necessary. Guidance for performing a localized air quality analysis can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/localized-significance-thresholds.

When specific development is reasonably foreseeable as result of the goals, policies, and guidelines in the Proposed Project, the Lead Agency should identify any potential adverse air quality impacts and sources of air pollution that could occur using its best efforts to find out and a good-faith effort at full disclosure in the EIR. The degree of specificity will correspond to the degree of specificity involved in the underlying activity which is described in the EIR (CEQA Guidelines Section 15146). When quantifying air quality emissions, emissions from both construction (including demolition, if any) and operations should be calculated. Construction-related air quality impacts typically include, but are not limited to, emissions from the use of heavy-duty equipment from grading, earth-loading/unloading, paving, architectural coatings, off-road mobile sources (e.g., heavy-duty construction equipment) and on-road mobile sources (e.g., construction worker vehicle trips, material transport trips). Operation-related air

[2] In April 2017, CARB published a technical advisory, *Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways: Technical Advisory*, to supplement CARB's Air Quality and Land Use Handbook: A Community Health Perspective. This technical advisory is intended to provide information on strategies to reduce exposures to traffic emissions near high-volume roadways to assist land use planning and decision-making in order to protect public health and promote equity and environmental justice. The technical advisory is available at: https://www.arb.ca.gov/ch/landuse.htm.

quality impacts may include, but are not limited to, emissions from stationary sources (e.g., boilers), area sources (e.g., solvents and coatings), and vehicular trips (e.g., on- and off-road tailpipe emissions and entrained dust). Air quality impacts from indirect sources, such as sources that generate or attract vehicular trips, should be included in the analysis. Furthermore, for phased projects where there will be an overlap between construction and operation, the emissions from the overlapping construction and operational activities should be combined and compared to South Coast AQMD's regional air quality CEQA *operational* thresholds to determine the level of significance.

If the Proposed Project generates or attracts vehicular trips, especially heavy-duty diesel-fueled vehicles, it is recommended that the Lead Agency perform a mobile source health risk assessment. Guidance for performing a mobile source health risk assessment ("*Health Risk Assessment Guidance for Analyzing Cancer Risk from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis*") can be found at: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mobile-source-toxics-analysis. An analysis of all toxic air contaminant impacts due to the use of equipment potentially generating such air pollutants should also be included.

Mitigation Measures

If the Proposed Project generates significant adverse air quality impacts, CEQA requires that all feasible mitigation measures that go beyond what is required by law be utilized during project construction and operation to minimize or eliminate these impacts. Pursuant to CEQA Guidelines Section 15126.4 (a)(1)(D), any impacts resulting from mitigation measures must also be discussed. Several resources are available to assist the Lead Agency with identifying possible mitigation measures for the Proposed Project, including:

- Chapter 11 "Mitigating the Impact of a Project" of South Coast AQMD's *CEQA Air Quality Handbook*
- South Coast AQMD's CEQA web pages available here: http://www.aqmd.gov/home/regulations/ceqa/air-quality-analysis-handbook/mitigation-measures-and-control-efficiencies
- South Coast AQMD's Rule 403 – Fugitive Dust, and the Implementation Handbook for controlling construction-related emissions and Rule 1403 – Asbestos Emissions from Demolition/Renovation Activities
- California Air Pollution Control Officers Association's (CAPCOA) *Quantifying Greenhouse Gas Mitigation Measures* available here: http://www.capcoa.org/wp-content/uploads/2010/11/CAPCOA-Quantification-Report-9-14-Final.pdf

Alternatives

If the Proposed Project generates significant adverse air quality impacts, CEQA requires the consideration and discussion of alternatives to the project or its location which are capable of avoiding or substantially lessening any of the significant effects of the project. The discussion of a reasonable range of potentially feasible alternatives, including a "no project" alternative, is intended to foster informed decision-making and public participation. Pursuant to CEQA Guidelines Section 15126.6(d), the Draft EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the Proposed Project.

Permits

If implementation of the Proposed Project requires a permit from South Coast AQMD, South Coast AQMD should be identified as a Responsible Agency for the Proposed Project in the Draft EIR. For more information on permits, please visit South Coast AQMD's webpage at:

http://www.aqmd.gov/home/permits. Questions on permits can be directed to South Coast AQMD's Engineering and Permitting staff at (909) 396-3385.

Data Sources

South Coast AQMD rules and relevant air quality reports and data are available by calling the South Coast AQMD's Public Information Center at (909) 396-2039. Much of the information available through the Public Information Center is also available via the South Coast AQMD's webpage (http://www.aqmd.gov).

South Coast AQMD staff is available to work with the Lead Agency to ensure that project air quality impacts are accurately evaluated and mitigated where feasible. Please contact me at lsun@aqmd.gov, should you have any questions.

Sincerely,

Lijin Sun

Lijin Sun, J.D.
Program Supervisor, CEQA IGR
Planning, Rule Development & Area Sources

LS
LAC190416-04
Control Number

May 2, 2019

VIA EMAIL

Samantha Tewasart, Senior Planner
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Dear Ms. Tewasart:

NOTICE OF PREPARATION
DRAFT ENVIRONMENTAL IMPACT REPORT
CITY OF MONTEREY PARK
FOCUSED GENERAL PLAN UPDATE AND
TITLE 21 AMENDMENT
SCH: NO. 2001011074

The Department of Conservation's Division of Oil, Gas, and Geothermal Resources (Division) has reviewed the above-referenced project for impacts with Division jurisdictional authority. The Division supervises the drilling, maintenance, and plugging and abandonment of oil, gas, and geothermal wells in California. The Division offers the following comments for your consideration.

The project area is in Los Angeles County and mostly lies outside any administrative oil field boundary. A small area of the southeast portion of the project area lies within the northernmost portion of the Montebello oil field. Division records indicate the presence of no active oil and gas (O&G) wells, four idle (buried) O&G wells, and approximately 25 plugged O&G wells. Division information can be found at: www.conservation.ca.gov. Individual well records are also available on the Division's web site, or by emailing dogdist1@conservation.ca.gov.

The scope and content of information that is germane to the Division's responsibility are contained in Section 3000 et seq. of the Public Resources Code, and administrative regulations under Title 14, Division 2, Chapters 2, 3 and 4 of the California Code of Regulations.

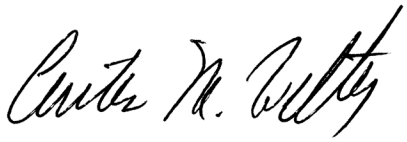
If any wells, including any plugged, abandoned or unrecorded wells, are damaged or uncovered during excavation or grading, remedial plugging operations may be required. If such damage or discovery occurs, the Division's district office must be

contacted to obtain information on the requirements and approval to perform remedial operations.

The possibility for future problems from oil and gas wells that have been plugged and abandoned, or reabandoned, to the Division's current specifications are remote. However, the Division recommends that a diligent effort be made to avoid building over any plugged and abandoned well.

To ensure proper review of this project, please contact our Construction Well Site Review Program for a well consultation. Questions regarding the Division's Construction Site Well Review Program can be addressed to the local Division's office in Long Beach by emailing DOGDIST1@conservation.ca.gov or by calling (714) 816-6847.

Sincerely,



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Environmental CEQA File

Native American Heritage Commission
Tribal Consultation List
May 2, 2019

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This list is current only as of the date of this document and is based on the information available to the Commission on the date it was produced.

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and safety Code, Section 5097 .94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

This list is applicable only for consultation with Native American tribes under Government Code Sections 65352.3 and 65362.4 et seq for the proposed :
General Plan Update, City of Monterey Park, Los Angeles County.

NATIVE AMERICAN HERITAGE COMMISSION Cultural and Environmental Department 1550 Harbor Blvd., Suite 100
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Phone: (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

May 2, 2019

Samantha Tewasart
City of Monterey Park

VIA Email to: stewasart@monterypark.ca.gov

RE: Native American Consultation, Pursuant to Senate Bill 18, Government Code §65352.3 and §65352.4, GPA City of Monterey Park, Los Angeles County.

Dear Ms. Tewasart:

Attached is a consultation list of tribes with traditional lands or cultural places located within the boundaries of the above referenced counties.

Government Code §65352.3 and §65362.4 require local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) for the purpose of avoiding, protecting, and/or mitigating impacts to cultural places when creating or amending General Plans, Specific Plans and Community Plans.

The law does not preclude initiating consultation with the tribes that are culturally and traditionally affiliated within your jurisdiction. The NAHC believes that this is the best practice to ensure that tribes are consulted commensurate with the intent of the law.

The NAHC also believes that agencies should also include with their notification letters, information regarding any cultural resources assessment that has been completed on the area of potential effect (APE), such as:

1. The results of any record search that may have been conducted at an Information Center of the California Historical Resources Information System (CHRIS), including, but not limited to:

   - A listing of any and all known cultural resources that have already been recorded or are adjacent to the APE, such as known archaeological sites;

   - Copies of any and all cultural resource records and study reports that may have been provided by the Information Center as part of the records search response;

   - Whether the records search indicates a low, moderate or high probability that unrecorded cultural resources are located in the APE; and

   - If a survey is recommended by the Information Center to determine whether previously unrecorded cultural resources are present.

2. The results of any archaeological inventory survey that was conducted, including:

   - Any report that may contain site forms, site significance, and suggested mitigation measures.

     All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for public disclosure in accordance with Government Code §6254.10.

3. The result of any Sacred Lands File (SLF) check conducted through the Native American Heritage Commission. The request form can be found at http://nahc.ca.gov/wp-content/uploads/2015/08/LocalGovernment-Tribal-Consultation-List-Request-Form-update.pdf.
4. Any ethnographic studies conducted for any area including all or part of the potential APE; and

5. Any geotechnical reports regarding all or part of the potential APE.

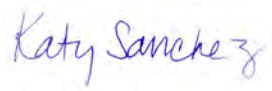
Lead agencies should be aware that records maintained by the NAHC and CHRIS are not exhaustive. A negative response to these searches does not preclude the existence of a cultural place. A tribe may be the only source of information regarding the existence of a tribal cultural resource.

This information will aid tribes in determining whether to request formal consultation. In the case that they do, having the information beforehand will help to facilitate the consultation process.

If you receive notification of change of addresses and phone numbers from tribes, please notify me. With your assistance, we are able to assure that our consultation list remains current.

If you have any questions or need additional information, please contact me at my email address: katy.sanchez@nahc.ca.gov .

Sincerely,



KATY SANCHEZ
Associate Environmental Planner

Attachment

Monterey Park General Plan EIR Scoping Meeting Notes

On May 7, 2019, the City of Monterey Park conducted an EIR scoping meeting for the General Plan Land Use Element. The meeting was conducted at City Hall in the Council chambers as started at 6:00 PM. Approximately 10 people attended the meeting. The following issues were identified by attendees as issues of concern needed to be addressed in the EIR:

- Traffic impacts from new development. Examine future conditions both without adoption of the proposed land use plan and build-out of the plan.
- Factor the presence of Lyft and Uber into the traffic analysis.
- Report traffic impacts in terms of Vehicle Miles Traveled (VMT).
- Noise issues where new residential development will interface with office and industrial uses.
- Parking impacts
- Impacts of new development on water infrastructure and water resources

SCAG
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Transportation
Cheryl Viegas-Walker, El Centro

May 13, 2019

Ms. Samantha Tewasart, Senior Planner
City of Monterey Park, Community and Economic Development Department
320 West Newmark Avenue
Monterey Park, California 91754
Phone: (626) 307-1324
E-mail: stewasart@montereypark.ca.gov

RE: SCAG Comments on the Notice of Preparation of a Draft Environmental Impact Report for the Monterey Park Focused General Plan Update and Title 21 Amendment [SCAG NO. IGR9882]

Dear Ms. Tewasart,

Thank you for submitting the Notice of Preparation of a Draft Environmental Impact Report for the Monterey Park Focused General Plan Update and Title 21 Amendment ("proposed project") to the Southern California Association of Governments (SCAG) for review and comment. SCAG is the authorized regional agency for Inter-Governmental Review (IGR) of programs proposed for Federal financial assistance and direct Federal development activities, pursuant to Presidential Executive Order 12372. Additionally, SCAG reviews the Environmental Impact Reports of projects of regional significance for consistency with regional plans pursuant to the California Environmental Quality Act (CEQA) and CEQA Guidelines.

SCAG is also the designated Regional Transportation Planning Agency under state law, and is responsible for preparation of the Regional Transportation Plan (RTP) including the Sustainable Communities Strategy (SCS) pursuant to Senate Bill (SB) 375. As the clearinghouse for regionally significant projects per Executive Order 12372, SCAG reviews the consistency of local plans, projects, and programs with regional plans.[1] SCAG's feedback is intended to assist local jurisdictions and project proponents to implement projects that have the potential to contribute to attainment of Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals and align with RTP/SCS policies.

SCAG staff has reviewed the Notice of Preparation of a Draft Environmental Impact Report for the Monterey Park Focused General Plan Update and Title 21 Amendment in Los Angeles County. The proposed project includes amending Title 21 to delete Chapter 21.42 in Monterey Park's Zoning Code, and updating the city's General Plan to promote economic growth across the approximately 4,270 acre planning area.

When available, please send environmental documentation to *SCAG's Los Angeles office in Los Angeles (900 Wilshire Boulevard, Ste. 1700, Los Angeles, California 90017) or by email to au@scag.ca.gov* providing, at a minimum, the full public comment period for review.

If you have any questions regarding the attached comments, please contact the Inter-Governmental Review (IGR) Program, attn.: Anita Au, Associate Regional Planner, at (213) 236-1874 or au@scag.ca.gov. Thank you.

Sincerely,

Ping Chang
Manager, Compliance and Performance Monitoring

[1] Lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the 2016 RTP/SCS for the purpose of determining consistency for CEQA. Any "consistency" finding by SCAG pursuant to the IGR process should not be construed as a determination of consistency with the 2016 RTP/SCS for CEQA.

COMMENTS ON THE NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE MONTEREY PARK FOCUSED GENERAL PLAN UPDATE & TITLE 21 AMENDMENT [SCAG NO. IGR9882]

CONSISTENCY WITH RTP/SCS

SCAG reviews environmental documents for regionally significant projects for their consistency with the adopted RTP/SCS. For the purpose of determining consistency with CEQA, lead agencies such as local jurisdictions have the sole discretion in determining a local project's consistency with the RTP/SCS.

2016 RTP/SCS GOALS

The SCAG Regional Council adopted the 2016 RTP/SCS in April 2016. The 2016 RTP/SCS seeks to improve mobility, promote sustainability, facilitate economic development and preserve the quality of life for the residents in the region. The long-range visioning plan balances future mobility and housing needs with goals for the environment, the regional economy, social equity and environmental justice, and public health (see http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx). The goals included in the 2016 RTP/SCS may be pertinent to the proposed project. These goals are meant to provide guidance for considering the proposed project within the context of regional goals and policies. Among the relevant goals of the 2016 RTP/SCS are the following:

SCAG 2016 RTP/SCS GOALS	
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*
RTP/SCS G3:	*Ensure travel safety and reliability for all people and goods in the region*
RTP/SCS G4:	*Preserve and ensure a sustainable regional transportation system*
RTP/SCS G5:	*Maximize the productivity of our transportation system*
RTP/SCS G6:	*Protect the environment and health for our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)*
RTP/SCS G7:	*Actively encourage and create incentives for energy efficiency, where possible*
RTP/SCS G8:	*Encourage land use and growth patterns that facilitate transit and active transportation*
RTP/SCS G9:	*Maximize the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies**
	**SCAG does not yet have an agreed-upon security performance measure.*

For ease of review, we encourage the use of a side-by-side comparison of SCAG goals with discussions of the consistency, non-consistency or non-applicability of the goals and supportive analysis in a table format. Suggested format is as follows:

SCAG 2016 RTP/SCS GOALS		
	Goal	Analysis
RTP/SCS G1:	*Align the plan investments and policies with improving regional economic development and competitiveness*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
RTP/SCS G2:	*Maximize mobility and accessibility for all people and goods in the region*	*Consistent: Statement as to why;* *Not-Consistent: Statement as to why;* *Or* *Not Applicable: Statement as to why;* *DEIR page number reference*
etc.		etc.

2016 RTP/SCS STRATEGIES

To achieve the goals of the 2016 RTP/SCS, a wide range of land use and transportation strategies are included in the 2016 RTP/SCS. Technical appendances of the 2016 RTP/SCS provide additional supporting information in detail. To view the 2016 RTP/SCS, please visit: http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. The 2016 RTP/SCS builds upon the progress from the 2012 RTP/SCS and continues to focus on integrated, coordinated, and balanced planning for land use and transportation that the SCAG region strives toward a more sustainable region, while the region meets and exceeds in meeting all of applicable statutory requirements pertinent to the 2016 RTP/SCS. These strategies within the regional context are provided as guidance for lead agencies such as local jurisdictions when the proposed project is under consideration.

DEMOGRAPHICS AND GROWTH FORECASTS

Local input plays an important role in developing a reasonable growth forecast for the 2016 RTP/SCS. SCAG used a bottom-up local review and input process and engaged local jurisdictions in establishing the base geographic and socioeconomic projections including population, household and employment. At the time of this letter, the most recently adopted SCAG jurisdictional-level growth forecasts that were developed in accordance with the bottom-up local review and input process consist of the 2020, 2035, and 2040 population, households and employment forecasts. To view them, please visit http://www.scag.ca.gov/Documents/2016GrowthForecastByJurisdiction.pdf. The growth forecasts for the region and applicable jurisdictions are below.

	Adopted SCAG Region Wide Forecasts			Adopted City of Monterey Park Forecasts		
	Year 2020	**Year 2035**	**Year 2040**	**Year 2020**	**Year 2035**	**Year 2040**
Population	19,663,000	22,091,000	22,138,800	62,600	64,100	65,000
Households	6,458,000	7,325,000	7,412,300	20,800	21,300	21,500
Employment	8,414,000	9,441,000	9,871,500	34,300	35,700	36,500

MITIGATION MEASURES

SCAG staff recommends that you review the Final Program Environmental Impact Report (Final PEIR) for the 2016 RTP/SCS for guidance, as appropriate. SCAG's Regional Council certified the Final PEIR and adopted the associated Findings of Fact and a Statement of Overriding Considerations (FOF/SOC) and Mitigation Monitoring and Reporting Program (MMRP) on April 7, 2016 (please see: http://scagrtpscs.net/Pages/FINAL2016PEIR.aspx). The Final PEIR includes a list of project-level performance standards-based mitigation measures that may be considered for adoption and implementation by lead, responsible, or trustee agencies in the region, as applicable and feasible. Project-level mitigation measures are within responsibility, authority, and/or jurisdiction of project-implementing agency or other public agency serving as lead agency under CEQA in subsequent project- and site- specific design, CEQA review, and decision-making processes, to meet the performance standards for each of the CEQA resource categories.

DEPARTMENT OF TRANSPORTATION
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LOS ANGELES, CA 90012
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FAX (213) 897-1337
TTY 711
www.dot.ca.gov

Making Conservation a California Way of Life.

May 15, 2019

Ms. Samantha Tewasart
City of Monterey Park
320 W. Newmark Avenue
Monterey Park, CA 91754

RE: Monterey Park Focused General Plan Update and Title 21 Amendment– Notice of Preparation (NOP)
SCH # 2001011074
GTS # 07-LA-2019-02423
Vic. LA-710/PM: 26.113 – LA-60/PM: R 7.119

Dear Ms. Samantha Tewasart:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for this project's NOP. Monterey Park proposes a focused update to the General Plan consisting of revisions to the Land Use Element, last comprehensively updated in 2001. The purpose of updating the Land Use Element is ensure land use policies allow the City to attract investment and development consistent with its vision, and to facilitate economic growth and creation of new housing opportunities. The Land Use Element update is a community-driven process designed to reflect local values and needs, with desired the outcome being meaningful results and actions. The project also proposes deletion of Per 21.42 (Voter Approval of Changes) of the Zoning Code (Title 21 of the Monterey Park Municipal Code.)

After reviewing the NOP, Caltrans does not expect project approval to result in a direct adverse impact to the existing State transportation facilities.

Further information included for your consideration

Caltrans is moving towards replacing Level of Service (LOS) with Vehicle Miles Traveled (VMT) when evaluating traffic impact. For any future project we encourage the Lead Agency to integrate transportation and land use in a way that reduces VMT and Greenhouse Gas (GHG) emissions by facilitating the provision of more proximate goods and services to shorten trip lengths and achieve a high level of non-motorized travel and transit use.

Caltrans recommends the Lead Agency develop a verifiable performance-based Vehicle Miles Travelled (VMT) criteria as this is required by SB 743.

Caltrans seeks to promote safe, accessible multimodal transportation. Methods to reduce pedestrian and bicyclist exposure to vehicles improve safety by lessening the time that the user is in the likely path of a motor vehicle. These methods include the construction of physically separated facilities such as sidewalks, raised medians, refuge islands, and off-road paths and trails, or a reduction in crossing distances through roadway narrowing.

Caltrans recommends the project to consider the use of methods such as, but not limited to, pedestrian

and bicyclist warning signage, flashing beacons, crosswalks, signage and striping, be used to indicate to motorists that they should expect to see and yield to pedestrians and bicyclists. Visual indication from signage can be reinforced by road design features such as lane widths, landscaping, street furniture, and other design elements.

If you have any questions, please contact Reece Allen, the project coordinator, at reece.allen@dot.ca.gov, and refer to GTS # 07-LA-2019-02423

Sincerely,

MIYA EDMONSON
IGR/CEQA Branch Chief
cc: Scott Morgan, State Clearinghouse

NATIVE AMERICAN HERITAGE COMMISSION
Cultural and Environmental Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691 Phone (916) 373-3710
Email: nahc@nahc.ca.gov
Website: http://www.nahc.ca.gov
Twitter: @CA_NAHC

May 17, 2019

Samantha Tewasart
City of Monterey Park
320 W. Newmark Avenue
Monterey Park, CA 91754

RE: SCH# 2001011074 Monterey Park Focused General Plan Update and Title 21 Amendment, Los Angeles County

Dear Ms. Tewasart:

The Native American Heritage Commission (NAHC) has received the Notice of Preparation (NOP), Draft Environmental Impact Report (DEIR) or Early Consultation for the project referenced above. The California Environmental Quality Act (CEQA) (Pub. Resources Code §21000 et seq.), specifically Public Resources Code §21084.1, states that a project that may cause a substantial adverse change in the significance of a historical resource, is a project that may have a significant effect on the environment. (Pub. Resources Code § 21084.1; Cal. Code Regs., tit.14, §15064.5 (b) (CEQA Guidelines §15064.5 (b)). If there is substantial evidence, in light of the whole record before a lead agency, that a project may have a significant effect on the environment, an Environmental Impact Report (EIR) shall be prepared. (Pub. Resources Code §21080 (d); Cal. Code Regs., tit. 14, § 5064 subd.(a)(1) (CEQA Guidelines §15064 (a)(1)). In order to determine whether a project will cause a substantial adverse change in the significance of a historical resource, a lead agency will need to determine whether there are historical resources within the area of potential effect (APE).

CEQA was amended significantly in 2014. Assembly Bill 52 (Gatto, Chapter 532, Statutes of 2014) (AB 52) amended CEQA to create a separate category of cultural resources, "tribal cultural resources" (Pub. Resources Code §21074) and provides that a project with an effect that may cause a substantial adverse change in the significance of a tribal cultural resource is a project that may have a significant effect on the environment. (Pub. Resources Code §21084.2). Public agencies shall, when feasible, avoid damaging effects to any tribal cultural resource. (Pub. Resources Code §21084.3 (a)). **AB 52 applies to any project for which a notice of preparation, a notice of negative declaration, or a mitigated negative declaration is filed on or after July 1, 2015.** If your project involves the adoption of or amendment to a general plan or a specific plan, or the designation or proposed designation of open space, on or after March 1, 2005, it may also be subject to Senate Bill 18 (Burton, Chapter 905, Statutes of 2004) (SB 18). **Both SB 18 and AB 52 have tribal consultation requirements.** If your project is also subject to the federal National Environmental Policy Act (42 U.S.C. § 4321 et seq.) (NEPA), the tribal consultation requirements of Section 106 of the National Historic Preservation Act of 1966 (154 U.S.C. 300101, 36 C.F.R. §800 et seq.) may also apply.

The NAHC recommends consultation with California Native American tribes that are traditionally and culturally affiliated with the geographic area of your proposed project as early as possible in order to avoid inadvertent discoveries of Native American human remains and best protect tribal cultural resources. Below is a brief summary of portions of AB 52 and SB 18 as well as the NAHC's recommendations for conducting cultural resources assessments.

Consult your legal counsel about compliance with AB 52 and SB 18 as well as compliance with any other applicable laws.

AB 52

AB 52 has added to CEQA the additional requirements listed below, along with many other requirements:

1. Fourteen Day Period to Provide Notice of Completion of an Application/Decision to Undertake a Project: Within fourteen (14) days of determining that an application for a project is complete or of a decision by a public agency to undertake a project, a lead agency shall provide formal notification to a designated contact of, or tribal representative of, traditionally and culturally affiliated California Native American tribes that have requested notice, to be accomplished by at least one written notice that includes:
   a. A brief description of the project.
   b. The lead agency contact information.
   c. Notification that the California Native American tribe has 30 days to request consultation. (Pub. Resources Code §21080.3.1 (d)).
   d. A "California Native American tribe" is defined as a Native American tribe located in California that is on the contact list maintained by the NAHC for the purposes of Chapter 905 of Statutes of 2004 (SB 18). (Pub. Resources Code §21073).

2. Begin Consultation Within 30 Days of Receiving a Tribe's Request for Consultation and Before Releasing a Negative Declaration, Mitigated Negative Declaration, or Environmental Impact Report: A lead agency shall begin the consultation process within 30 days of receiving a request for consultation from a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the proposed project. (Pub. Resources Code §21080.3.1, subds. (d) and (e)) and prior to the release of a negative declaration, mitigated negative declaration or Environmental Impact Report. (Pub. Resources Code §21080.3.1(b)).
   a. For purposes of AB 52, "consultation shall have the same meaning as provided in Gov. Code §65352.4 (SB 18). (Pub. Resources Code §21080.3.1 (b)).

3. Mandatory Topics of Consultation If Requested by a Tribe: The following topics of consultation, if a tribe requests to discuss them, are mandatory topics of consultation:
   a. Alternatives to the project.
   b. Recommended mitigation measures.
   c. Significant effects. (Pub. Resources Code §21080.3.2 (a)).

4. Discretionary Topics of Consultation: The following topics are discretionary topics of consultation:
   a. Type of environmental review necessary.
   b. Significance of the tribal cultural resources.
   c. Significance of the project's impacts on tribal cultural resources.
   d. If necessary, project alternatives or appropriate measures for preservation or mitigation that the tribe may recommend to the lead agency. (Pub. Resources Code §21080.3.2 (a)).

5. Confidentiality of Information Submitted by a Tribe During the Environmental Review Process: With some exceptions, any information, including but not limited to, the location, description, and use of tribal cultural resources submitted by a California Native American tribe during the environmental review process shall not be included in the environmental document or otherwise disclosed by the lead agency or any other public agency to the public, consistent with Government Code §6254 (r) and §6254.10. Any information submitted by a California Native American tribe during the consultation or environmental review process shall be published in a confidential appendix to the environmental document unless the tribe that provided the information consents, in writing, to the disclosure of some or all of the information to the public. (Pub. Resources Code §21082.3 (c)(1)).

6. Discussion of Impacts to Tribal Cultural Resources in the Environmental Document: If a project may have a significant impact on a tribal cultural resource, the lead agency's environmental document shall discuss both of the following:
   a. Whether the proposed project has a significant impact on an identified tribal cultural resource.
   b. Whether feasible alternatives or mitigation measures, including those measures that may be agreed to pursuant to Public Resources Code §21082.3, subdivision (a), avoid or substantially lessen the impact on the identified tribal cultural resource. (Pub. Resources Code §21082.3 (b)).

7. Conclusion of Consultation: Consultation with a tribe shall be considered concluded when either of the following occurs:
    a. The parties agree to measures to mitigate or avoid a significant effect, if a significant effect exists, on a tribal cultural resource; or
    b. A party, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached. (Pub. Resources Code §21080.3.2 (b)).

8. Recommending Mitigation Measures Agreed Upon in Consultation in the Environmental Document: Any mitigation measures agreed upon in the consultation conducted pursuant to Public Resources Code §21080.3.2 shall be recommended for inclusion in the environmental document and in an adopted mitigation monitoring and reporting program, if determined to avoid or lessen the impact pursuant to Public Resources Code §21082.3, subdivision (b), paragraph 2, and shall be fully enforceable. (Pub. Resources Code §21082.3 (a)).

9. Required Consideration of Feasible Mitigation: If mitigation measures recommended by the staff of the lead agency as a result of the consultation process are not included in the environmental document or if there are no agreed upon mitigation measures at the conclusion of consultation, or if consultation does not occur, and if substantial evidence demonstrates that a project will cause a significant effect to a tribal cultural resource, the lead agency shall consider feasible mitigation pursuant to Public Resources Code §21084.3 (b). (Pub. Resources Code §21082.3 (e)).

10. Examples of Mitigation Measures That, If Feasible, May Be Considered to Avoid or Minimize Significant Adverse Impacts to Tribal Cultural Resources:
    a. Avoidance and preservation of the resources in place, including, but not limited to:
        i. Planning and construction to avoid the resources and protect the cultural and natural context.
        ii. Planning greenspace, parks, or other open space, to incorporate the resources with culturally appropriate protection and management criteria.
    b. Treating the resource with culturally appropriate dignity, taking into account the tribal cultural values and meaning of the resource, including, but not limited to, the following:
        i. Protecting the cultural character and integrity of the resource.
        ii. Protecting the traditional use of the resource.
        iii. Protecting the confidentiality of the resource.
    c. Permanent conservation easements or other interests in real property, with culturally appropriate management criteria for the purposes of preserving or utilizing the resources or places.
    d. Protecting the resource. (Pub. Resource Code §21084.3 (b)).
    e. Please note that a federally recognized California Native American tribe or a non-federally recognized California Native American tribe that is on the contact list maintained by the NAHC to protect a California prehistoric, archaeological, cultural, spiritual, or ceremonial place may acquire and hold conservation easements if the conservation easement is voluntarily conveyed. (Civ. Code §815.3 (c)).
    f. Please note that it is the policy of the state that Native American remains and associated grave artifacts shall be repatriated. (Pub. Resources Code §5097.991).

11. Prerequisites for Certifying an Environmental Impact Report or Adopting a Mitigated Negative Declaration or Negative Declaration with a Significant Impact on an Identified Tribal Cultural Resource: An Environmental Impact Report may not be certified, nor may a mitigated negative declaration or a negative declaration be adopted unless one of the following occurs:
    a. The consultation process between the tribes and the lead agency has occurred as provided in Public Resources Code §21080.3.1 and §21080.3.2 and concluded pursuant to Public Resources Code §21080.3.2.
    b. The tribe that requested consultation failed to provide comments to the lead agency or otherwise failed to engage in the consultation process.
    c. The lead agency provided notice of the project to the tribe in compliance with Public Resources Code §21080.3.1 (d) and the tribe failed to request consultation within 30 days. (Pub. Resources Code §21082.3 (d)).

The NAHC's PowerPoint presentation titled, "Tribal Consultation Under AB 52: Requirements and Best Practices" may be found online at: http://nahc.ca.gov/wp-content/uploads/2015/10/AB52TribalConsultation_CalEPAPDF.pdf

SB 18

SB 18 applies to local governments and requires local governments to contact, provide notice to, refer plans to, and consult with tribes prior to the adoption or amendment of a general plan or a specific plan, or the designation of open space. (Gov. Code §65352.3). Local governments should consult the Governor's Office of Planning and Research's "Tribal Consultation Guidelines," which can be found online at: https://www.opr.ca.gov/docs/09_14_05_Updated_Guidelines_922.pdf

Some of SB 18's provisions include:

1. Tribal Consultation: If a local government considers a proposal to adopt or amend a general plan or a specific plan, or to designate open space it is required to contact the appropriate tribes identified by the NAHC by requesting a "Tribal Consultation List." If a tribe, once contacted, requests consultation the local government must consult with the tribe on the plan proposal. **A tribe has 90 days from the date of receipt of notification to request consultation unless a shorter timeframe has been agreed to by the tribe.** (Gov. Code §65352.3 (a)(2)).
2. No Statutory Time Limit on SB 18 Tribal Consultation. There is no statutory time limit on SB 18 tribal consultation.
3. Confidentiality: Consistent with the guidelines developed and adopted by the Office of Planning and Research pursuant to Gov. Code §65040.2, the city or county shall protect the confidentiality of the information concerning the specific identity, location, character, and use of places, features and objects described in Public Resources Code §5097.9 and §5097.993 that are within the city's or county's jurisdiction. (Gov. Code §65352.3 (b)).
4. Conclusion of SB 18 Tribal Consultation: Consultation should be concluded at the point in which:
    a. The parties to the consultation come to a mutual agreement concerning the appropriate measures for preservation or mitigation; or
    b. Either the local government or the tribe, acting in good faith and after reasonable effort, concludes that mutual agreement cannot be reached concerning the appropriate measures of preservation or mitigation. (Tribal Consultation Guidelines, Governor's Office of Planning and Research (2005) at p. 18).

Agencies should be aware that neither AB 52 nor SB 18 precludes agencies from initiating tribal consultation with tribes that are traditionally and culturally affiliated with their jurisdictions before the timeframes provided in AB 52 and SB 18. For that reason, we urge you to continue to request Native American Tribal Contact Lists and "Sacred Lands File" searches from the NAHC. The request forms can be found online at: http://nahc.ca.gov/resources/forms/

NAHC Recommendations for Cultural Resources Assessments

To adequately assess the existence and significance of tribal cultural resources and plan for avoidance, preservation in place, or barring both, mitigation of project-related impacts to tribal cultural resources, the NAHC recommends the following actions:

1. Contact the appropriate regional California Historical Research Information System (CHRIS) Center (http://ohp.parks.ca.gov/?page_id=1068) for an archaeological records search. The records search will determine:
    a. If part or all of the APE has been previously surveyed for cultural resources.
    b. If any known cultural resources have already been recorded on or adjacent to the APE.
    c. If the probability is low, moderate, or high that cultural resources are located in the APE.
    d. If a survey is required to determine whether previously unrecorded cultural resources are present.

2. If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
    a. The final report containing site forms, site significance, and mitigation measures should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure.
    b. The final written report should be submitted within 3 months after work has been completed to the appropriate regional CHRIS center.

3. Contact the NAHC for:
    a. A Sacred Lands File search. Remember that tribes do not always record their sacred sites in the Sacred Lands File, nor are they required to do so. A Sacred Lands File search is not a substitute for consultation with tribes that are traditionally and culturally affiliated with the geographic area of the project's APE.
    b. A Native American Tribal Consultation List of appropriate tribes for consultation concerning the project site and to assist in planning for avoidance, preservation in place, or, failing both, mitigation measures.

4. Remember that the lack of surface evidence of archaeological resources (including tribal cultural resources) does not preclude their subsurface existence.
    a. Lead agencies should include in their mitigation and monitoring reporting program plan provisions for the identification and evaluation of inadvertently discovered archaeological resources per Cal. Code Regs., tit. 14, §15064.5(f) (CEQA Guidelines §15064.5(f)). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American with knowledge of cultural resources should monitor all ground-disturbing activities.
    b. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the disposition of recovered cultural items that are not burial associated in consultation with culturally affiliated Native Americans.
    c. Lead agencies should include in their mitigation and monitoring reporting program plans provisions for the treatment and disposition of inadvertently discovered Native American human remains. Health and Safety Code §7050.5, Public Resources Code §5097.98, and Cal. Code Regs., tit. 14, §15064.5, subdivisions (d) and (e) (CEQA Guidelines §15064.5, subds. (d) and (e)) address the processes to be followed in the event of an inadvertent discovery of any Native American human remains and associated grave goods in a location other than a dedicated cemetery.

If you have any questions or need additional information, please contact me at my email address: Steven.Quinn@nahc.ca.gov.

Sincerely,

for

Steven Quinn
Associate Governmental Program Analyst

cc: State Clearinghouse

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Monterey Park Focused GPU

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,252.16	1000sqft	195.00	5,252,164.00	0
Elementary School	6,264.00	Student	74.00	523,691.51	0
Junior College (2Yr)	36,790.00	Student	77.00	1,605,965.81	0
General Light Industry	2,025.80	1000sqft	46.51	2,025,800.00	0
Hotel	727.00	Room	9.00	803,246.00	0
Apartments Low Rise	8,994.00	Dwelling Unit	592.00	8,994,000.00	25723
Single Family Housing	13,488.00	Dwelling Unit	2,078.00	24,278,400.00	38576
Regional Shopping Center	5,741.49	1000sqft	174.00	5,741,492.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	530.76	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU - Los Angeles-South Coast County, Summer

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect SCE 2019 energy mix.

Land Use - EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Grading - Existing Condition model run - no construction emissions modeled.

Trips and VMT - Existing Condition model run - no construction emissions modeled.

Architectural Coating - Existing Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value. Weekend rates for all land uses reflect default values.

Energy Use - T24 standards adjusted upwards to reflect decreased efficiency between 2013/2016 standards. See CalEEMod Appendix E5, Tables 1, 3, and 4.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	7,976,180.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	23,928,539.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	22,458,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	67,376,610.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblConstructionPhase	PhaseEndDate	3/10/2817	1/10/2775
tblConstructionPhase	PhaseEndDate	11/11/2732	9/26/2138
tblConstructionPhase	PhaseEndDate	4/28/2056	12/31/2017
tblConstructionPhase	PhaseEndDate	9/26/2138	4/28/2079

Monterey Park Focused GPU - Los Angeles-South Coast County, Summer

tblConstructionPhase	PhaseEndDate	1/10/2775	11/11/2732
tblConstructionPhase	PhaseEndDate	4/28/2079	4/28/2056
tblEnergyUse	LightingElect	2.59	2.63
tblEnergyUse	LightingElect	3.10	3.15
tblEnergyUse	LightingElect	3.77	9.91
tblEnergyUse	LightingElect	2.14	2.17
tblEnergyUse	LightingElect	3.39	3.44
tblEnergyUse	LightingElect	6.26	6.36
tblEnergyUse	T24E	257.27	291.36
tblEnergyUse	T24E	1.74	1.82
tblEnergyUse	T24E	2.25	2.36
tblEnergyUse	T24E	4.60	4.82
tblEnergyUse	T24E	2.55	2.67
tblEnergyUse	T24E	3.04	3.19
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24E	443.48	502.24
tblEnergyUse	T24NG	9,955.77	12,602.24
tblEnergyUse	T24NG	9.32	9.37
tblEnergyUse	T24NG	13.65	13.72
tblEnergyUse	T24NG	10.02	93.86
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.62
tblEnergyUse	T24NG	1.15	1.16
tblEnergyUse	T24NG	21,090.59	26,696.95
tblGrading	AcresOfGrading	38,750.00	0.00
tblLandUse	LandUseSquareFeet	5,252,160.00	5,252,164.00
tblLandUse	LandUseSquareFeet	1,055,604.00	803,246.00

tblLandUse	LandUseSquareFeet	5,741,490.00	5,741,492.00
tblLandUse	LotAcreage	120.57	195.00
tblLandUse	LotAcreage	12.02	74.00
tblLandUse	LotAcreage	36.87	77.00
tblLandUse	LotAcreage	24.23	9.00
tblLandUse	LotAcreage	562.13	592.00
tblLandUse	LotAcreage	4,379.22	2,078.00
tblLandUse	LotAcreage	131.81	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	530.76
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	PhaseName		Demolition
tblTripsAndVMT	PhaseName		Site Preparation
tblTripsAndVMT	PhaseName		Grading
tblTripsAndVMT	PhaseName		Building Construction
tblTripsAndVMT	PhaseName		Paving
tblTripsAndVMT	PhaseName		Architectural Coating
tblTripsAndVMT	VendorTripNumber	5,018.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	16,932.00	0.00

tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3,386.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	8.17	8.32
tblVehicleTrips	WD_TR	1.23	1.15
tblVehicleTrips	WD_TR	42.70	37.75
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Energy	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
Mobile	1,267.9742	5,666.3437	16,057.7045	47.9775	3,573.7718	54.1457	3,627.9175	956.5792	50.8870	1,007.4663		4,869,974.4384	4,869,974.4384	283.7532		4,877,068.2676
Total	**8,325.1312**	**6,474.0199**	**29,564.6770**	**79.2202**	**3,573.7718**	**1,806.7853**	**5,380.5571**	**956.5792**	**1,803.5266**	**2,760.1058**	**210,587.0595**	**5,673,415.9544**	**5,884,003.0138**	**922.6551**	**21.5424**	**5,913,489.0269**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Energy	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
Mobile	1,267.9742	5,666.3437	16,057.7045	47.9775	3,573.7718	54.1457	3,627.9175	956.5792	50.8870	1,007.4663		4,869,974.4384	4,869,974.4384	283.7532		4,877,068.2676
Total	**8,325.1312**	**6,474.0199**	**29,564.6770**	**79.2202**	**3,573.7718**	**1,806.7853**	**5,380.5571**	**956.5792**	**1,803.5266**	**2,760.1058**	**210,587.0595**	**5,673,415.9544**	**5,884,003.0138**	**922.6551**	**21.5424**	**5,913,489.0269**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	12/31/2017	5	0	
2	Site Preparation	Site Preparation	4/29/2056	4/28/2056	5	0	
3	Grading	Grading	4/29/2079	4/28/2079	5	0	
4	Building Construction	Building Construction	9/27/2138	9/26/2138	5	0	
5	Paving	Paving	11/12/2732	11/11/2732	5	0	
6	Architectural Coating	Architectural Coating	1/11/2775	1/10/2775	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Monterey Park Focused GPU - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2056

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,267.9742	5,666.3437	16,057.7045	47.9775	3,573.7718	54.1457	3,627.9175	956.5792	50.8870	1,007.4663		4,869,974.4384	4,869,974.4384	283.7532		4,877,068.2676
Unmitigated	1,267.9742	5,666.3437	16,057.7045	47.9775	3,573.7718	54.1457	3,627.9175	956.5792	50.8870	1,007.4663		4,869,974.4384	4,869,974.4384	283.7532		4,877,068.2676

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	65,836.08	64,397.04	54593.58	218,417,186	218,417,186
Elementary School	8,080.56	0.00	0.00	19,891,937	19,891,937
General Light Industry	10,047.97	2,674.06	1377.54	34,345,366	34,345,366
General Office Building	51,156.08	12,920.32	5514.77	126,196,353	126,196,353
Hotel	6,048.64	5,954.13	4325.65	13,813,537	13,813,537
Junior College (2Yr)	42,308.50	15,451.80	1471.60	98,578,409	98,578,409
Regional Shopping Center	216,741.32	286,902.36	144915.26	468,263,202	468,263,202
Single Family Housing	127,326.72	133,666.08	116266.56	432,070,114	432,070,114
Total	527,545.87	521,965.78	328,464.96	1,411,576,106	1,411,576,106

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Elementary School	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Light Industry	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Hotel	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Junior College (2Yr)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
NaturalGas Unmitigated	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	467842	5.0454	43.1148	18.3467	0.2752		3.4859	3.4859		3.4859	3.4859		55,040.2071	55,040.2071	1.0549	1.0091	55,367.2835
Elementary School	14993.4	0.1617	1.4699	1.2348	8.8200e-003		0.1117	0.1117		0.1117	0.1117		1,763.9247	1,763.9247	0.0338	0.0323	1,774.4068
General Light Industry	100846	1.0876	9.8869	8.3050	0.0593		0.7514	0.7514		0.7514	0.7514		11,864.2340	11,864.2340	0.2274	0.2175	11,934.7372
General Office Building	1.35621e+006	14.6258	132.9617	111.6878	0.7978		10.1051	10.1051		10.1051	10.1051		159,554.0554	159,554.0554	3.0581	2.9252	160,502.2054
Hotel	52992.2	0.5715	5.1953	4.3641	0.0312		0.3948	0.3948		0.3948	0.3948		6,234.3799	6,234.3799	0.1195	0.1143	6,271.4277
Junior College (2Yr)	119721	1.2911	11.7374	9.8594	0.0704		0.8920	0.8920		0.8920	0.8920		14,084.8766	14,084.8766	0.2700	0.2582	14,168.5760
Regional Shopping Center	25954.7	0.2799	2.5446	2.1375	0.0153		0.1934	0.1934		0.1934	0.1934		3,053.4929	3,053.4929	0.0585	0.0560	3,071.6383
Single Family Housing	1.22245e+006	13.1833	112.6576	47.9394	0.7191		9.1085	9.1085		9.1085	9.1085		143,818.1613	143,818.1613	2.7565	2.6367	144,672.8008
Total		**36.2462**	**319.5682**	**203.8746**	**1.9771**		**25.0428**	**25.0428**		**25.0428**	**25.0428**		**395,413.3320**	**395,413.3320**	**7.5788**	**7.2493**	**397,763.0757**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	467.842	5.0454	43.1148	18.3467	0.2752		3.4859	3.4859		3.4859	3.4859		55,040.2071	55,040.2071	1.0549	1.0091	55,367.2835
Elementary School	14.9934	0.1617	1.4699	1.2348	8.8200e-003		0.1117	0.1117		0.1117	0.1117		1,763.9247	1,763.9247	0.0338	0.0323	1,774.4068
General Light Industry	100.846	1.0876	9.8869	8.3050	0.0593		0.7514	0.7514		0.7514	0.7514		11,864.2340	11,864.2340	0.2274	0.2175	11,934.7372
General Office Building	1356.21	14.6258	132.9617	111.6878	0.7978		10.1051	10.1051		10.1051	10.1051		159,554.0554	159,554.0554	3.0581	2.9252	160,502.2054
Hotel	52.9922	0.5715	5.1953	4.3641	0.0312		0.3948	0.3948		0.3948	0.3948		6,234.3799	6,234.3799	0.1195	0.1143	6,271.4277
Junior College (2Yr)	119.721	1.2911	11.7374	9.8594	0.0704		0.8920	0.8920		0.8920	0.8920		14,084.8766	14,084.8766	0.2700	0.2582	14,168.5760
Regional Shopping Center	25.9547	0.2799	2.5446	2.1375	0.0153		0.1934	0.1934		0.1934	0.1934		3,053.4929	3,053.4929	0.0585	0.0560	3,071.6383
Single Family Housing	1222.45	13.1833	112.6576	47.9394	0.7191		9.1085	9.1085		9.1085	9.1085		143,818.1613	143,818.1613	2.7565	2.6367	144,672.8008
Total		**36.2462**	**319.5682**	**203.8746**	**1.9771**		**25.0428**	**25.0428**		**25.0428**	**25.0428**		**395,413.3320**	**395,413.3320**	**7.5788**	**7.2493**	**397,763.0757**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Unmitigated	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.5540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	974.6502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	57.6133	21.6443	1,869.8355	0.0984		10.2345	10.2345		10.2345	10.2345		3,352.1840	3,352.1840	3.3119		3,434.9814
Total	**7,020.9108**	**488.1081**	**13,303.0979**	**29.2656**		**1,727.5967**	**1,727.5967**		**1,727.5967**	**1,727.5967**	**210,587.0595**	**408,028.1840**	**618,615.2435**	**631.3232**	**14.2932**	**638,657.6836**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.5540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	974.6502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	57.6133	21.6443	1,869.8355	0.0984		10.2345	10.2345		10.2345	10.2345		3,352.1840	3,352.1840	3.3119		3,434.9814
Total	**7,020.9108**	**488.1081**	**13,303.0979**	**29.2656**		**1,727.5967**	**1,727.5967**		**1,727.5967**	**1,727.5967**	**210,587.0595**	**408,028.1840**	**618,615.2435**	**631.3232**	**14.2932**	**638,657.6836**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,252.16	1000sqft	195.00	5,252,164.00	0
Elementary School	6,264.00	Student	74.00	523,691.51	0
Junior College (2Yr)	36,790.00	Student	77.00	1,605,965.81	0
General Light Industry	2,025.80	1000sqft	46.51	2,025,800.00	0
Hotel	727.00	Room	9.00	803,246.00	0
Apartments Low Rise	8,994.00	Dwelling Unit	592.00	8,994,000.00	25723
Single Family Housing	13,488.00	Dwelling Unit	2,078.00	24,278,400.00	38576
Regional Shopping Center	5,741.49	1000sqft	174.00	5,741,492.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	530.76	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU - Los Angeles-South Coast County, Winter

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect SCE 2019 energy mix.

Land Use - EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Grading - Existing Condition model run - no construction emissions modeled.

Trips and VMT - Existing Condition model run - no construction emissions modeled.

Architectural Coating - Existing Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value. Weekend rates for all land uses reflect default values.

Energy Use - T24 standards adjusted upwards to reflect decreased efficiency between 2013/2016 standards. See CalEEMod Appendix E5, Tables 1, 3, and 4.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	7,976,180.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	23,928,539.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	22,458,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	67,376,610.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblConstructionPhase	PhaseEndDate	3/10/2817	1/10/2775
tblConstructionPhase	PhaseEndDate	11/11/2732	9/26/2138
tblConstructionPhase	PhaseEndDate	4/28/2056	12/31/2017
tblConstructionPhase	PhaseEndDate	9/26/2138	4/28/2079

Monterey Park Focused GPU - Los Angeles-South Coast County, Winter

tblConstructionPhase	PhaseEndDate	1/10/2775	11/11/2732
tblConstructionPhase	PhaseEndDate	4/28/2079	4/28/2056
tblEnergyUse	LightingElect	2.59	2.63
tblEnergyUse	LightingElect	3.10	3.15
tblEnergyUse	LightingElect	3.77	9.91
tblEnergyUse	LightingElect	2.14	2.17
tblEnergyUse	LightingElect	3.39	3.44
tblEnergyUse	LightingElect	6.26	6.36
tblEnergyUse	T24E	257.27	291.36
tblEnergyUse	T24E	1.74	1.82
tblEnergyUse	T24E	2.25	2.36
tblEnergyUse	T24E	4.60	4.82
tblEnergyUse	T24E	2.55	2.67
tblEnergyUse	T24E	3.04	3.19
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24E	443.48	502.24
tblEnergyUse	T24NG	9,955.77	12,602.24
tblEnergyUse	T24NG	9.32	9.37
tblEnergyUse	T24NG	13.65	13.72
tblEnergyUse	T24NG	10.02	93.86
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.62
tblEnergyUse	T24NG	1.15	1.16
tblEnergyUse	T24NG	21,090.59	26,696.95
tblGrading	AcresOfGrading	38,750.00	0.00
tblLandUse	LandUseSquareFeet	5,252,160.00	5,252,164.00
tblLandUse	LandUseSquareFeet	1,055,604.00	803,246.00

tblLandUse	LandUseSquareFeet	5,741,490.00	5,741,492.00
tblLandUse	LotAcreage	120.57	195.00
tblLandUse	LotAcreage	12.02	74.00
tblLandUse	LotAcreage	36.87	77.00
tblLandUse	LotAcreage	24.23	9.00
tblLandUse	LotAcreage	562.13	592.00
tblLandUse	LotAcreage	4,379.22	2,078.00
tblLandUse	LotAcreage	131.81	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	530.76
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	PhaseName		Demolition
tblTripsAndVMT	PhaseName		Site Preparation
tblTripsAndVMT	PhaseName		Grading
tblTripsAndVMT	PhaseName		Building Construction
tblTripsAndVMT	PhaseName		Paving
tblTripsAndVMT	PhaseName		Architectural Coating
tblTripsAndVMT	VendorTripNumber	5,018.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	16,932.00	0.00

tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3,386.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	8.17	8.32
tblVehicleTrips	WD_TR	1.23	1.15
tblVehicleTrips	WD_TR	42.70	37.75
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction (Maximum Daily Emission)

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.2250	0.0000	0.0000	0.2250	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0737	0.0000	0.0000	0.0737	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.1164	0.0000	0.0000	0.1164	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	7.4300e-003	0.0000	0.0000	7.4300e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.2250**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Energy	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
Mobile	1,236.1654	5,815.3569	15,401.7508	45.5899	3,573.7718	54.5483	3,628.3201	956.5792	51.2722	1,007.8514		4,629,937.3602	4,629,937.3602	283.1329		4,637,015.6838
Total	**8,293.3225**	**6,623.0332**	**28,908.7233**	**76.8326**	**3,573.7718**	**1,807.1878**	**5,380.9596**	**956.5792**	**1,803.9117**	**2,760.4909**	**210,587.0595**	**5,433,378.8762**	**5,643,965.9357**	**922.0349**	**21.5424**	**5,673,436.4431**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Energy	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
Mobile	1,236.1654	5,815.3569	15,401.7508	45.5899	3,573.7718	54.5483	3,628.3201	956.5792	51.2722	1,007.8514		4,629,937.3602	4,629,937.3602	283.1329		4,637,015.6838
Total	**8,293.3225**	**6,623.0332**	**28,908.7233**	**76.8326**	**3,573.7718**	**1,807.1878**	**5,380.9596**	**956.5792**	**1,803.9117**	**2,760.4909**	**210,587.0595**	**5,433,378.8762**	**5,643,965.9357**	**922.0349**	**21.5424**	**5,673,436.4431**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	12/31/2017	5	0	
2	Site Preparation	Site Preparation	4/29/2056	4/28/2056	5	0	
3	Grading	Grading	4/29/2079	4/28/2079	5	0	
4	Building Construction	Building Construction	9/27/2138	9/26/2138	5	0	
5	Paving	Paving	11/12/2732	11/11/2732	5	0	
6	Architectural Coating	Architectural Coating	1/11/2775	1/10/2775	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2056

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	1,236.1654	5,815.3569	15,401.7508	45.5899	3,573.7718	54.5483	3,628.3201	956.5792	51.2722	1,007.8514		4,629,937.3602	4,629,937.3602	283.1329		4,637,015.6838
Unmitigated	1,236.1654	5,815.3569	15,401.7508	45.5899	3,573.7718	54.5483	3,628.3201	956.5792	51.2722	1,007.8514		4,629,937.3602	4,629,937.3602	283.1329		4,637,015.6838

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	65,836.08	64,397.04	54593.58	218,417,186	218,417,186
Elementary School	8,080.56	0.00	0.00	19,891,937	19,891,937
General Light Industry	10,047.97	2,674.06	1377.54	34,345,366	34,345,366
General Office Building	51,156.08	12,920.32	5514.77	126,196,353	126,196,353
Hotel	6,048.64	5,954.13	4325.65	13,813,537	13,813,537
Junior College (2Yr)	42,308.50	15,451.80	1471.60	98,578,409	98,578,409
Regional Shopping Center	216,741.32	286,902.36	144915.26	468,263,202	468,263,202
Single Family Housing	127,326.72	133,666.08	116266.56	432,070,114	432,070,114
Total	527,545.87	521,965.78	328,464.96	1,411,576,106	1,411,576,106

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Elementary School	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Light Industry	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Hotel	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Junior College (2Yr)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757
NaturalGas Unmitigated	36.2462	319.5682	203.8746	1.9771		25.0428	25.0428		25.0428	25.0428		395,413.3320	395,413.3320	7.5788	7.2492	397,763.0757

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	467842	5.0454	43.1148	18.3467	0.2752		3.4859	3.4859		3.4859	3.4859		55,040.2071	55,040.2071	1.0549	1.0091	55,367.2835
Elementary School	14993.4	0.1617	1.4699	1.2348	8.8200e-003		0.1117	0.1117		0.1117	0.1117		1,763.9247	1,763.9247	0.0338	0.0323	1,774.4068
General Light Industry	100846	1.0876	9.8869	8.3050	0.0593		0.7514	0.7514		0.7514	0.7514		11,864.2340	11,864.2340	0.2274	0.2175	11,934.7372
General Office Building	1.35621e+006	14.6258	132.9617	111.6878	0.7978		10.1051	10.1051		10.1051	10.1051		159,554.0554	159,554.0554	3.0581	2.9252	160,502.2054
Hotel	52992.2	0.5715	5.1953	4.3641	0.0312		0.3948	0.3948		0.3948	0.3948		6,234.3799	6,234.3799	0.1195	0.1143	6,271.4277
Junior College (2Yr)	119721	1.2911	11.7374	9.8594	0.0704		0.8920	0.8920		0.8920	0.8920		14,084.8766	14,084.8766	0.2700	0.2582	14,168.5760
Regional Shopping Center	25954.7	0.2799	2.5446	2.1375	0.0153		0.1934	0.1934		0.1934	0.1934		3,053.4929	3,053.4929	0.0585	0.0560	3,071.6383
Single Family Housing	1.22245e+006	13.1833	112.6576	47.9394	0.7191		9.1085	9.1085		9.1085	9.1085		143,818.1613	143,818.1613	2.7565	2.6367	144,672.8008
Total		**36.2462**	**319.5682**	**203.8746**	**1.9771**		**25.0428**	**25.0428**		**25.0428**	**25.0428**		**395,413.3320**	**395,413.3320**	**7.5788**	**7.2493**	**397,763.0757**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	467.842	5.0454	43.1148	18.3467	0.2752		3.4859	3.4859		3.4859	3.4859		55,040.2071	55,040.2071	1.0549	1.0091	55,367.2835
Elementary School	14.9934	0.1617	1.4699	1.2348	8.8200e-003		0.1117	0.1117		0.1117	0.1117		1,763.9247	1,763.9247	0.0338	0.0323	1,774.4068
General Light Industry	100.846	1.0876	9.8869	8.3050	0.0593		0.7514	0.7514		0.7514	0.7514		11,864.2340	11,864.2340	0.2274	0.2175	11,934.7372
General Office Building	1356.21	14.6258	132.9617	111.6878	0.7978		10.1051	10.1051		10.1051	10.1051		159,554.0554	159,554.0554	3.0581	2.9252	160,502.2054
Hotel	52.9922	0.5715	5.1953	4.3641	0.0312		0.3948	0.3948		0.3948	0.3948		6,234.3799	6,234.3799	0.1195	0.1143	6,271.4277
Junior College (2Yr)	119.721	1.2911	11.7374	9.8594	0.0704		0.8920	0.8920		0.8920	0.8920		14,084.8766	14,084.8766	0.2700	0.2582	14,168.5760
Regional Shopping Center	25.9547	0.2799	2.5446	2.1375	0.0153		0.1934	0.1934		0.1934	0.1934		3,053.4929	3,053.4929	0.0585	0.0560	3,071.6383
Single Family Housing	1222.45	13.1833	112.6576	47.9394	0.7191		9.1085	9.1085		9.1085	9.1085		143,818.1613	143,818.1613	2.7565	2.6367	144,672.8008
Total		**36.2462**	**319.5682**	**203.8746**	**1.9771**		**25.0428**	**25.0428**		**25.0428**	**25.0428**		**395,413.3320**	**395,413.3320**	**7.5788**	**7.2493**	**397,763.0757**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836
Unmitigated	7,020.9108	488.1081	13,303.0979	29.2656		1,727.5967	1,727.5967		1,727.5967	1,727.5967	210,587.0595	408,028.1840	618,615.2435	631.3232	14.2932	638,657.6836

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.5540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	974.6502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	57.6133	21.6443	1,869.8355	0.0984		10.2345	10.2345		10.2345	10.2345		3,352.1840	3,352.1840	3.3119		3,434.9814
Total	**7,020.9108**	**488.1081**	**13,303.0979**	**29.2656**		**1,727.5967**	**1,727.5967**		**1,727.5967**	**1,727.5967**	**210,587.0595**	**408,028.1840**	**618,615.2435**	**631.3232**	**14.2932**	**638,657.6836**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.5540					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	974.6502					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	57.6133	21.6443	1,869.8355	0.0984		10.2345	10.2345		10.2345	10.2345		3,352.1840	3,352.1840	3.3119		3,434.9814
Total	**7,020.9108**	**488.1081**	**13,303.0979**	**29.2656**		**1,727.5967**	**1,727.5967**		**1,727.5967**	**1,727.5967**	**210,587.0595**	**408,028.1840**	**618,615.2435**	**631.3232**	**14.2932**	**638,657.6836**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,252.16	1000sqft	195.00	5,252,164.00	0
Elementary School	6,264.00	Student	74.00	523,691.51	0
Junior College (2Yr)	36,790.00	Student	77.00	1,605,965.81	0
General Light Industry	2,025.80	1000sqft	46.51	2,025,800.00	0
Hotel	727.00	Room	9.00	803,246.00	0
Apartments Low Rise	8,994.00	Dwelling Unit	592.00	8,994,000.00	25723
Single Family Housing	13,488.00	Dwelling Unit	2,078.00	24,278,400.00	38576
Regional Shopping Center	5,741.49	1000sqft	174.00	5,741,492.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2019
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	530.76	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU - Los Angeles-South Coast County, Annual

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect SCE 2019 energy mix.

Land Use - EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Off-road Equipment - Existing Condition model run - no construction emissions modeled.

Grading - Existing Condition model run - no construction emissions modeled.

Trips and VMT - Existing Condition model run - no construction emissions modeled.

Architectural Coating - Existing Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value. Weekend rates for all land uses reflect default values.

Energy Use - T24 standards adjusted upwards to reflect decreased efficiency between 2013/2016 standards. See CalEEMod Appendix E5, Tables 1, 3, and 4.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	7,976,180.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	23,928,539.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	22,458,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	67,376,610.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	155,000.00	0.00
tblConstructionPhase	NumDays	10,000.00	0.00
tblConstructionPhase	NumDays	15,500.00	0.00
tblConstructionPhase	NumDays	11,000.00	0.00
tblConstructionPhase	NumDays	6,000.00	0.00
tblConstructionPhase	PhaseEndDate	3/10/2817	1/10/2775
tblConstructionPhase	PhaseEndDate	11/11/2732	9/26/2138
tblConstructionPhase	PhaseEndDate	4/28/2056	12/31/2017
tblConstructionPhase	PhaseEndDate	9/26/2138	4/28/2079

tblConstructionPhase	PhaseEndDate	1/10/2775	11/11/2732
tblConstructionPhase	PhaseEndDate	4/28/2079	4/28/2056
tblEnergyUse	LightingElect	2.59	2.63
tblEnergyUse	LightingElect	3.10	3.15
tblEnergyUse	LightingElect	3.77	9.91
tblEnergyUse	LightingElect	2.14	2.17
tblEnergyUse	LightingElect	3.39	3.44
tblEnergyUse	LightingElect	6.26	6.36
tblEnergyUse	T24E	257.27	291.36
tblEnergyUse	T24E	1.74	1.82
tblEnergyUse	T24E	2.25	2.36
tblEnergyUse	T24E	4.60	4.82
tblEnergyUse	T24E	2.55	2.67
tblEnergyUse	T24E	3.04	3.19
tblEnergyUse	T24E	4.01	4.20
tblEnergyUse	T24E	443.48	502.24
tblEnergyUse	T24NG	9,955.77	12,602.24
tblEnergyUse	T24NG	9.32	9.37
tblEnergyUse	T24NG	13.65	13.72
tblEnergyUse	T24NG	10.02	93.86
tblEnergyUse	T24NG	19.92	20.02
tblEnergyUse	T24NG	26.49	26.62
tblEnergyUse	T24NG	1.15	1.16
tblEnergyUse	T24NG	21,090.59	26,696.95
tblGrading	AcresOfGrading	38,750.00	0.00
tblLandUse	LandUseSquareFeet	5,252,160.00	5,252,164.00
tblLandUse	LandUseSquareFeet	1,055,604.00	803,246.00

tblLandUse	LandUseSquareFeet	5,741,490.00	5,741,492.00
tblLandUse	LotAcreage	120.57	195.00
tblLandUse	LotAcreage	12.02	74.00
tblLandUse	LotAcreage	36.87	77.00
tblLandUse	LotAcreage	24.23	9.00
tblLandUse	LotAcreage	562.13	592.00
tblLandUse	LotAcreage	4,379.22	2,078.00
tblLandUse	LotAcreage	131.81	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	530.76
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	PhaseName		Demolition
tblTripsAndVMT	PhaseName		Site Preparation
tblTripsAndVMT	PhaseName		Grading
tblTripsAndVMT	PhaseName		Building Construction
tblTripsAndVMT	PhaseName		Paving
tblTripsAndVMT	PhaseName		Architectural Coating
tblTripsAndVMT	VendorTripNumber	5,018.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	16,932.00	0.00

tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	3,386.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.96
tblVehicleTrips	WD_TR	11.03	9.74
tblVehicleTrips	WD_TR	8.17	8.32
tblVehicleTrips	WD_TR	1.23	1.15
tblVehicleTrips	WD_TR	42.70	37.75
tblVehicleTrips	WD_TR	9.52	9.44

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

2.1 Overall Construction

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2056	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2079	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2138	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2732	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
2775	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	276.5176	8.5363	376.6452	0.3769		22.7463	22.7463		22.7463	22.7463	2,388.0171	4,969.0799	7,357.0970	7.4971	0.1621	7,592.8246
Energy	6.6149	58.3212	37.2071	0.3608		4.5703	4.5703		4.5703	4.5703	0.0000	156,793.3380	156,793.3380	6.9331	1.8885	157,529.4310
Mobile	182.1335	899.7119	2,374.2028	7.0635	535.8018	8.2815	544.0832	143.6505	7.7836	151.4341	0.0000	650,685.1838	650,685.1838	38.9791	0.0000	651,659.6618
Waste						0.0000	0.0000		0.0000	0.0000	8,451.2953	0.0000	8,451.2953	499.4572	0.0000	20,937.7264
Water						0.0000	0.0000		0.0000	0.0000	1,080.0686	15,809.1135	16,889.1821	111.9163	2.7385	20,503.1696
Total	**465.2661**	**966.5695**	**2,788.0551**	**7.8012**	**535.8018**	**35.5981**	**571.3999**	**143.6505**	**35.1003**	**178.7507**	**11,919.3809**	**828,256.7152**	**840,176.0961**	**664.7829**	**4.7891**	**858,222.8133**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	276.5176	8.5363	376.6452	0.3769		22.7463	22.7463		22.7463	22.7463	2,388.0171	4,969.0799	7,357.0970	7.4971	0.1621	7,592.8246
Energy	6.6149	58.3212	37.2071	0.3608		4.5703	4.5703		4.5703	4.5703	0.0000	156,793.3380	156,793.3380	6.9331	1.8885	157,529.4310
Mobile	182.1335	899.7119	2,374.2028	7.0635	535.8018	8.2815	544.0832	143.6505	7.7836	151.4341	0.0000	650,685.1838	650,685.1838	38.9791	0.0000	651,659.6618
Waste						0.0000	0.0000		0.0000	0.0000	8,451.2953	0.0000	8,451.2953	499.4572	0.0000	20,937.7264
Water						0.0000	0.0000		0.0000	0.0000	1,080.0686	15,809.1135	16,889.1821	111.9163	2.7385	20,503.1696
Total	**465.2661**	**966.5695**	**2,788.0551**	**7.8012**	**535.8018**	**35.5981**	**571.3999**	**143.6505**	**35.1003**	**178.7507**	**11,919.3809**	**828,256.7152**	**840,176.0961**	**664.7829**	**4.7891**	**858,222.8133**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2018	12/31/2017	5	0	
2	Site Preparation	Site Preparation	4/29/2056	4/28/2056	5	0	
3	Grading	Grading	4/29/2079	4/28/2079	5	0	
4	Building Construction	Building Construction	9/27/2138	9/26/2138	5	0	
5	Paving	Paving	11/12/2732	11/11/2732	5	0	
6	Architectural Coating	Architectural Coating	1/11/2775	1/10/2775	5	0	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00		14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.3 Site Preparation - 2056

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2056

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2079

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2138

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2732

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2775

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	182.1335	899.7119	2,374.2028	7.0635	535.8018	8.2815	544.0832	143.6505	7.7836	151.4341	0.0000	650,685.1838	650,685.1838	38.9791	0.0000	651,659.6618
Unmitigated	182.1335	899.7119	2,374.2028	7.0635	535.8018	8.2815	544.0832	143.6505	7.7836	151.4341	0.0000	650,685.1838	650,685.1838	38.9791	0.0000	651,659.6618

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	65,836.08	64,397.04	54593.58	218,417,186	218,417,186
Elementary School	8,080.56	0.00	0.00	19,891,937	19,891,937
General Light Industry	10,047.97	2,674.06	1377.54	34,345,366	34,345,366
General Office Building	51,156.08	12,920.32	5514.77	126,196,353	126,196,353
Hotel	6,048.64	5,954.13	4325.65	13,813,537	13,813,537
Junior College (2Yr)	42,308.50	15,451.80	1471.60	98,578,409	98,578,409
Regional Shopping Center	216,741.32	286,902.36	144915.26	468,263,202	468,263,202
Single Family Housing	127,326.72	133,666.08	116266.56	432,070,114	432,070,114
Total	527,545.87	521,965.78	328,464.96	1,411,576,106	1,411,576,106

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Elementary School	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Light Industry	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
General Office Building	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Hotel	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Junior College (2Yr)	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Regional Shopping Center	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925
Single Family Housing	0.548007	0.045751	0.200309	0.124119	0.017133	0.006025	0.018861	0.028423	0.002391	0.002469	0.004915	0.000672	0.000925

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91,328.2263	91,328.2263	5.6783	0.6883	91,675.2928
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	91,328.2263	91,328.2263	5.6783	0.6883	91,675.2928
NaturalGas Mitigated	6.6149	58.3212	37.2071	0.3608		4.5703	4.5703		4.5703	4.5703	0.0000	65,465.1117	65,465.1117	1.2548	1.2002	65,854.1381
NaturalGas Unmitigated	6.6149	58.3212	37.2071	0.3608		4.5703	4.5703		4.5703	4.5703	0.0000	65,465.1117	65,465.1117	1.2548	1.2002	65,854.1381

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.70762e+008	0.9208	7.8685	3.3483	0.0502		0.6362	0.6362		0.6362	0.6362	0.0000	9,112.5236	9,112.5236	0.1747	0.1671	9,166.6747
Elementary School	5.47258e+006	0.0295	0.2683	0.2253	1.6100e-003		0.0204	0.0204		0.0204	0.0204	0.0000	292.0375	292.0375	5.6000e-003	5.3500e-003	293.7729
General Light Industry	3.68088e+007	0.1985	1.8044	1.5157	0.0108		0.1371	0.1371		0.1371	0.1371	0.0000	1,964.2570	1,964.2570	0.0377	0.0360	1,975.9296
General Office Building	4.95016e+008	2.6692	24.2655	20.3830	0.1456		1.8442	1.8442		1.8442	1.8442	0.0000	26,415.9633	26,415.9633	0.5063	0.4843	26,572.9402
Hotel	1.93422e+007	0.1043	0.9482	0.7964	5.6900e-003		0.0721	0.0721		0.0721	0.0721	0.0000	1,032.1715	1,032.1715	0.0198	0.0189	1,038.3052
Junior College (2Yr)	4.36983e+007	0.2356	2.1421	1.7993	0.0129		0.1628	0.1628		0.1628	0.1628	0.0000	2,331.9093	2,331.9093	0.0447	0.0428	2,345.7667
Regional Shopping Center	9.47346e+006	0.0511	0.4644	0.3901	2.7900e-003		0.0353	0.0353		0.0353	0.0353	0.0000	505.5400	505.5400	9.6900e-003	9.2700e-003	508.5442
Single Family Housing	4.46196e+008	2.4060	20.5600	8.7489	0.1312		1.6623	1.6623		1.6623	1.6623	0.0000	23,810.7095	23,810.7095	0.4564	0.4365	23,952.2047
Total		**6.6150**	**58.3212**	**37.2071**	**0.3608**		**4.5703**	**4.5703**		**4.5703**	**4.5703**	**0.0000**	**65,465.1117**	**65,465.1117**	**1.2548**	**1.2002**	**65,854.1381**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	1.70762e+008	0.9208	7.8685	3.3483	0.0502		0.6362	0.6362		0.6362	0.6362	0.0000	9,112.5236	9,112.5236	0.1747	0.1671	9,166.6747
Elementary School	5.47258e+006	0.0295	0.2683	0.2253	1.6100e-003		0.0204	0.0204		0.0204	0.0204	0.0000	292.0375	292.0375	5.6000e-003	5.3500e-003	293.7729
General Light Industry	3.68088e+007	0.1985	1.8044	1.5157	0.0108		0.1371	0.1371		0.1371	0.1371	0.0000	1,964.2570	1,964.2570	0.0377	0.0360	1,975.9296
General Office Building	4.95016e+008	2.6692	24.2655	20.3830	0.1456		1.8442	1.8442		1.8442	1.8442	0.0000	26,415.9633	26,415.9633	0.5063	0.4843	26,572.9402
Hotel	1.93422e+007	0.1043	0.9482	0.7964	5.6900e-003		0.0721	0.0721		0.0721	0.0721	0.0000	1,032.1715	1,032.1715	0.0198	0.0189	1,038.3052
Junior College (2Yr)	4.36983e+007	0.2356	2.1421	1.7993	0.0129		0.1628	0.1628		0.1628	0.1628	0.0000	2,331.9093	2,331.9093	0.0447	0.0428	2,345.7667
Regional Shopping Center	9.47346e+006	0.0511	0.4644	0.3901	2.7900e-003		0.0353	0.0353		0.0353	0.0353	0.0000	505.5400	505.5400	9.6900e-003	9.2700e-003	508.5442
Single Family Housing	4.46196e+008	2.4060	20.5600	8.7489	0.1312		1.6623	1.6623		1.6623	1.6623	0.0000	23,810.7095	23,810.7095	0.4564	0.4365	23,952.2047
Total		**6.6150**	**58.3212**	**37.2071**	**0.3608**		**4.5703**	**4.5703**		**4.5703**	**4.5703**	**0.0000**	**65,465.1117**	**65,465.1117**	**1.2548**	**1.2002**	**65,854.1381**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.84447e+007	9,255.5024	0.5755	0.0698	9,290.6753
Elementary School	3.1631e+006	761.5114	0.0474	5.7400e-003	764.4053
General Light Industry	2.28105e+007	5,491.5998	0.3414	0.0414	5,512.4691
General Office Building	1.01629e+008	24,467.1381	1.5212	0.1844	24,560.1184
Hotel	6.20909e+006	1,494.8306	0.0929	0.0113	1,500.5113
Junior College (2Yr)	1.6413e+007	3,951.4011	0.2457	0.0298	3,966.4173
Regional Shopping Center	7.91752e+007	19,061.3193	1.1851	0.1437	19,133.7563
Single Family Housing	1.11506e+008	26,844.9235	1.6691	0.2023	26,946.9399
Total		**91,328.2263**	**5.6783**	**0.6883**	**91,675.2928**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	3.84447e+007	9,255.5024	0.5755	0.0698	9,290.6753
Elementary School	3.1631e+006	761.5114	0.0474	5.7400e-003	764.4053
General Light Industry	2.28105e+007	5,491.5998	0.3414	0.0414	5,512.4691
General Office Building	1.01629e+008	24,467.1381	1.5212	0.1844	24,560.1184
Hotel	6.20909e+006	1,494.8306	0.0929	0.0113	1,500.5113
Junior College (2Yr)	1.6413e+007	3,951.4011	0.2457	0.0298	3,966.4173
Regional Shopping Center	7.91752e+007	19,061.3193	1.1851	0.1437	19,133.7563
Single Family Housing	1.11506e+008	26,844.9235	1.6691	0.2023	26,946.9399
Total		**91,328.2263**	**5.6783**	**0.6883**	**91,675.2928**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	276.5176	8.5363	376.6452	0.3769		22.7463	22.7463		22.7463	22.7463	2,388.0171	4,969.0799	7,357.0970	7.4971	0.1621	7,592.8246
Unmitigated	276.5176	8.5363	376.6452	0.3769		22.7463	22.7463		22.7463	22.7463	2,388.0171	4,969.0799	7,357.0970	7.4971	0.1621	7,592.8246

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	17.8036					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	177.8737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	73.6387	5.8308	142.9158	0.3646		21.4670	21.4670		21.4670	21.4670	2,388.0171	4,588.9487	6,976.9657	7.1215	0.1621	7,203.3043
Landscaping	7.2017	2.7055	233.7294	0.0123		1.2793	1.2793		1.2793	1.2793	0.0000	380.1313	380.1313	0.3756	0.0000	389.5203
Total	**276.5176**	**8.5363**	**376.6452**	**0.3769**		**22.7463**	**22.7463**		**22.7463**	**22.7463**	**2,388.0171**	**4,969.0799**	**7,357.0970**	**7.4971**	**0.1621**	**7,592.8246**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	17.8036					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	177.8737					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	73.6387	5.8308	142.9158	0.3646		21.4670	21.4670		21.4670	21.4670	2,388.0171	4,588.9487	6,976.9657	7.1215	0.1621	7,203.3043
Landscaping	7.2017	2.7055	233.7294	0.0123		1.2793	1.2793		1.2793	1.2793	0.0000	380.1313	380.1313	0.3756	0.0000	389.5203
Total	**276.5176**	**8.5363**	**376.6452**	**0.3769**		**22.7463**	**22.7463**		**22.7463**	**22.7463**	**2,388.0171**	**4,969.0799**	**7,357.0970**	**7.4971**	**0.1621**	**7,592.8246**

7.0 Water Detail

7.1 Mitigation Measures Water

Monterey Park Focused GPU - Los Angeles-South Coast County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	16,889.1821	111.9163	2.7385	20,503.1696
Unmitigated	16,889.1821	111.9163	2.7385	20,503.1696

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	585.995 / 369.432	3,011.0066	19.2703	0.4722	3,633.4674
Elementary School	15.1854 / 39.0483	156.8639	0.5043	0.0128	173.2939
General Light Industry	468.466 / 0	1,617.1654	15.3563	0.3715	2,111.7816
General Office Building	933.486 / 572.137	4,752.7377	30.6948	0.7518	5,744.1467
Hotel	18.4416 / 2.04907	69.1420	0.6049	0.0147	88.6339
Junior College (2Yr)	78.7711 / 123.206	601.4625	2.6026	0.0650	685.8829
Regional Shopping Center	425.287 / 260.66	2,165.2983	13.9842	0.3425	2,616.9741
Single Family Housing	878.797 / 554.025	4,515.5056	28.8991	0.7081	5,448.9892
Total		**16,889.1821**	**111.9164**	**2.7385**	**20,503.1696**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	585.995 / 369.432	3,011.0066	19.2703	0.4722	3,633.4674
Elementary School	15.1854 / 39.0483	156.8639	0.5043	0.0128	173.2939
General Light Industry	468.466 / 0	1,617.1654	15.3563	0.3715	2,111.7816
General Office Building	933.486 / 572.137	4,752.7377	30.6948	0.7518	5,744.1467
Hotel	18.4416 / 2.04907	69.1420	0.6049	0.0147	88.6339
Junior College (2Yr)	78.7711 / 123.206	601.4625	2.6026	0.0650	685.8829
Regional Shopping Center	425.287 / 260.66	2,165.2983	13.9842	0.3425	2,616.9741
Single Family Housing	878.797 / 554.025	4,515.5056	28.8991	0.7081	5,448.9892
Total		**16,889.1821**	**111.9164**	**2.7385**	**20,503.1696**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8,451.2953	499.4572	0.0000	20,937.7264
Unmitigated	8,451.2953	499.4572	0.0000	20,937.7264

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4137.24	839.8223	49.6321	0.0000	2,080.6243
Elementary School	1143.18	232.0552	13.7141	0.0000	574.9070
General Light Industry	2511.99	509.9113	30.1349	0.0000	1,263.2836
General Office Building	4884.51	991.5114	58.5966	0.0000	2,456.4275
Hotel	398.03	80.7965	4.7749	0.0000	200.1699
Junior College (2Yr)	6714.18	1,362.9179	80.5461	0.0000	3,376.5713
Regional Shopping Center	6028.56	1,223.7432	72.3212	0.0000	3,031.7720
Single Family Housing	15816.2	3,210.5376	189.7373	0.0000	7,953.9709
Total		**8,451.2953**	**499.4572**	**0.0000**	**20,937.7264**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	4137.24	839.8223	49.6321	0.0000	2,080.6243
Elementary School	1143.18	232.0552	13.7141	0.0000	574.9070
General Light Industry	2511.99	509.9113	30.1349	0.0000	1,263.2836
General Office Building	4884.51	991.5114	58.5966	0.0000	2,456.4275
Hotel	398.03	80.7965	4.7749	0.0000	200.1699
Junior College (2Yr)	6714.18	1,362.9179	80.5461	0.0000	3,376.5713
Regional Shopping Center	6028.56	1,223.7432	72.3212	0.0000	3,031.7720
Single Family Housing	15816.2	3,210.5376	189.7373	0.0000	7,953.9709
Total		**8,451.2953**	**499.4572**	**0.0000**	**20,937.7264**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

MontPark_Focused_GPU_2040FutBase

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,252.16	1000sqft	195.00	5,252,160.00	0
Elementary School	6,264.00	Student	74.00	589,400.00	0
Junior College (2Yr)	36,970.00	Student	77.00	1,613,823.21	0
General Light Industry	2,025.80	1000sqft	143.00	2,025,800.00	0
Hotel	727.00	Room	9.00	803,246.00	0
Apartments Low Rise	8,994.00	Dwelling Unit	592.00	8,994,000.00	0
Single Family Housing	13,488.00	Dwelling Unit	2,078.00	24,278,400.00	0
Regional Shopping Center	5,741.49	1000sqft	174.00	5,741,490.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	53.58	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Summer

Project Characteristics - MIG Modeler: Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source: EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Grading - Operational emissions run only. No construction emissions estimates needed.

Trips and VMT - Operational emissions run only. No construction emissions estimates needed.

Architectural Coating - Operational emissions run only. No construction emissions estimates needed.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value. Future baseline rates reflects TIA growth rate of 1.06.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	8,012,960.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	24,038,879.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	22,458,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	67,376,610.00	0.00
tblConstructionPhase	NumDays	11,000.00	1.00
tblConstructionPhase	NumDays	155,000.00	2.00
tblConstructionPhase	NumDays	10,000.00	3.00
tblConstructionPhase	NumDays	15,500.00	1.00
tblConstructionPhase	NumDays	11,000.00	2.00
tblConstructionPhase	NumDays	6,000.00	2.00
tblConstructionPhase	PhaseEndDate	3/12/2838	1/17/2039

tblConstructionPhase	PhaseEndDate	11/13/2753	1/12/2039
tblConstructionPhase	PhaseEndDate	4/30/2077	1/5/2039
tblConstructionPhase	PhaseEndDate	9/28/2159	1/10/2039
tblConstructionPhase	PhaseEndDate	1/12/2796	1/14/2039
tblConstructionPhase	PhaseEndDate	4/30/2100	1/7/2039
tblConstructionPhase	PhaseStartDate	1/13/2796	1/15/2039
tblConstructionPhase	PhaseStartDate	9/29/2159	1/11/2039
tblConstructionPhase	PhaseStartDate	5/1/2100	1/8/2039
tblConstructionPhase	PhaseStartDate	11/14/2753	1/13/2039
tblConstructionPhase	PhaseStartDate	5/1/2077	1/6/2039
tblLandUse	LandUseSquareFeet	523,691.51	589,400.00
tblLandUse	LandUseSquareFeet	1,055,604.00	803,246.00
tblLandUse	LotAcreage	120.57	195.00
tblLandUse	LotAcreage	12.02	74.00
tblLandUse	LotAcreage	37.05	77.00
tblLandUse	LotAcreage	46.51	143.00
tblLandUse	LotAcreage	24.23	9.00
tblLandUse	LotAcreage	562.13	592.00
tblLandUse	LotAcreage	4,379.22	2,078.00
tblLandUse	LotAcreage	131.81	174.00
tblLandUse	Population	25,723.00	0.00
tblLandUse	Population	38,576.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	53.58
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	VendorTripNumber	5,030.00	0.00
tblTripsAndVMT	WorkerTripNumber	16,963.00	0.00
tblTripsAndVMT	WorkerTripNumber	3,393.00	0.00
tblVehicleTrips	ST_TR	7.16	7.60
tblVehicleTrips	ST_TR	1.32	1.40
tblVehicleTrips	ST_TR	2.46	2.61
tblVehicleTrips	ST_TR	8.19	8.70
tblVehicleTrips	ST_TR	0.42	0.45
tblVehicleTrips	ST_TR	49.97	53.05
tblVehicleTrips	ST_TR	9.91	10.52

tblVehicleTrips	SU_TR	6.07	6.44
tblVehicleTrips	SU_TR	0.68	0.72
tblVehicleTrips	SU_TR	1.05	1.11
tblVehicleTrips	SU_TR	5.95	6.32
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	SU_TR	8.62	9.15
tblVehicleTrips	WD_TR	6.59	7.77
tblVehicleTrips	WD_TR	1.29	1.37
tblVehicleTrips	WD_TR	6.97	5.27
tblVehicleTrips	WD_TR	11.03	10.34
tblVehicleTrips	WD_TR	8.17	8.88
tblVehicleTrips	WD_TR	1.23	1.22
tblVehicleTrips	WD_TR	42.70	40.08
tblVehicleTrips	WD_TR	9.52	10.02

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Energy	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
Mobile	517.3837	3,351.3181	6,470.1095	36.2392	3,799.0504	15.0154	3,814.0658	1,016.4525	13.9748	1,030.4274		3,729,227.0076	3,729,227.0076	138.9733		3,732,701.3390
Total	**7,558.3948**	**4,015.4414**	**19,849.7250**	**66.6127**	**3,799.0504**	**1,756.7161**	**5,555.7665**	**1,016.4525**	**1,755.6755**	**2,772.1280**	**210,587.0595**	**4,358,814.9736**	**4,569,402.0330**	**774.4421**	**18.3551**	**4,594,232.9017**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Energy	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
Mobile	517.3837	3,351.3181	6,470.1095	36.2392	3,799.0504	15.0154	3,814.0658	1,016.4525	13.9748	1,030.4274		3,729,227.0076	3,729,227.0076	138.9733		3,732,701.3390
Total	**7,558.3948**	**4,015.4414**	**19,849.7250**	**66.6127**	**3,799.0504**	**1,756.7161**	**5,555.7665**	**1,016.4525**	**1,755.6755**	**2,772.1280**	**210,587.0595**	**4,358,814.9736**	**4,569,402.0330**	**774.4421**	**18.3551**	**4,594,232.9017**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2039	1/5/2039	5	3	
2	Site Preparation	Site Preparation	1/6/2039	1/7/2039	5	2	
3	Grading	Grading	1/8/2039	1/10/2039	5	1	
4	Building Construction	Building Construction	1/11/2039	1/12/2039	5	2	
5	Paving	Paving	1/13/2039	1/14/2039	5	2	
6	Architectural Coating	Architectural Coating	1/15/2039	1/17/2039	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	517.3837	3,351.3181	6,470.1095	36.2392	3,799.0504	15.0154	3,814.0658	1,016.4525	13.9748	1,030.4274		3,729,227.0076	3,729,227.0076	138.9733		3,732,701.3390
Unmitigated	517.3837	3,351.3181	6,470.1095	36.2392	3,799.0504	15.0154	3,814.0658	1,016.4525	13.9748	1,030.4274		3,729,227.0076	3,729,227.0076	138.9733		3,732,701.3390

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	69,883.38	68,354.40	57921.36	232,216,298	232,216,298
Elementary School	8,581.68	0.00	0.00	21,125,545	21,125,545
General Light Industry	10,675.97	2,836.12	1458.58	36,485,544	36,485,544
General Office Building	54,307.33	13,708.14	5829.90	133,955,116	133,955,116
Hotel	6,455.76	6,324.90	4594.64	14,725,518	14,725,518
Junior College (2Yr)	45,103.40	16,636.50	1478.80	105,122,404	105,122,404
Regional Shopping Center	230,118.92	304,586.04	153871.93	497,161,376	497,161,376
Single Family Housing	135,149.76	141,893.76	123415.20	459,391,047	459,391,047
Total	560,276.20	554,339.86	348,570.41	1,500,182,848	1,500,182,848

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Elementary School	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Light Industry	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Office Building	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Hotel	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Junior College (2Yr)	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Regional Shopping Center	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Single Family Housing	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
NaturalGas Unmitigated	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	402630	4.3421	37.1051	15.7894	0.2368		3.0000	3.0000		3.0000	3.0000		47,368.2164	47,368.2164	0.9079	0.8684	47,649.7020
Elementary School	16793.9	0.1811	1.6465	1.3830	9.8800e-003		0.1251	0.1251		0.1251	0.1251		1,975.7486	1,975.7486	0.0379	0.0362	1,987.4895
General Light Industry	100457	1.0834	9.8488	8.2730	0.0591		0.7485	0.7485		0.7485	0.7485		11,818.5270	11,818.5270	0.2265	0.2167	11,888.7586
General Office Building	149794	1.6154	14.6857	12.3360	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.8801	17,622.8801	0.3378	0.3231	17,727.6041
Hotel	52772.2	0.5691	5.1737	4.3459	0.0310		0.3932	0.3932		0.3932	0.3932		6,208.4896	6,208.4896	0.1190	0.1138	6,245.3836
Junior College (2Yr)	119732	1.2912	11.7385	9.8603	0.0704		0.8921	0.8921		0.8921	0.8921		14,086.1668	14,086.1668	0.2700	0.2583	14,169.8739
Regional Shopping Center	25797.4	0.2782	2.5292	2.1245	0.0152		0.1922	0.1922		0.1922	0.1922		3,034.9859	3,034.9859	0.0582	0.0556	3,053.0213
Single Family Housing	1.01528e+006	10.9491	93.5650	39.8149	0.5972		7.5648	7.5648		7.5648	7.5648		119,444.7284	119,444.7284	2.2894	2.1898	120,154.5287
Total		**20.3096**	**176.2925**	**93.9271**	**1.1078**		**14.0321**	**14.0321**		**14.0321**	**14.0321**		**221,559.7428**	**221,559.7428**	**4.2466**	**4.0619**	**222,876.3616**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	402.63	4.3421	37.1051	15.7894	0.2368		3.0000	3.0000		3.0000	3.0000		47,368.2164	47,368.2164	0.9079	0.8684	47,649.7020
Elementary School	16.7939	0.1811	1.6465	1.3830	9.8800e-003		0.1251	0.1251		0.1251	0.1251		1,975.7486	1,975.7486	0.0379	0.0362	1,987.4895
General Light Industry	100.457	1.0834	9.8488	8.2730	0.0591		0.7485	0.7485		0.7485	0.7485		11,818.5270	11,818.5270	0.2265	0.2167	11,888.7586
General Office Building	149.794	1.6154	14.6857	12.3360	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.8801	17,622.8801	0.3378	0.3231	17,727.6041
Hotel	52.7722	0.5691	5.1737	4.3459	0.0310		0.3932	0.3932		0.3932	0.3932		6,208.4896	6,208.4896	0.1190	0.1138	6,245.3836
Junior College (2Yr)	119.732	1.2912	11.7385	9.8603	0.0704		0.8921	0.8921		0.8921	0.8921		14,086.1668	14,086.1668	0.2700	0.2583	14,169.8739
Regional Shopping Center	25.7974	0.2782	2.5292	2.1245	0.0152		0.1922	0.1922		0.1922	0.1922		3,034.9859	3,034.9859	0.0582	0.0556	3,053.0213
Single Family Housing	1015.28	10.9491	93.5650	39.8149	0.5972		7.5648	7.5648		7.5648	7.5648		119,444.7284	119,444.7284	2.2894	2.1898	120,154.5287
Total		**20.3096**	**176.2925**	**93.9271**	**1.1078**		**14.0321**	**14.0321**		**14.0321**	**14.0321**		**221,559.7428**	**221,559.7428**	**4.2466**	**4.0619**	**222,876.3616**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Unmitigated	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.7408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	976.1067					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	55.7606	21.3670	1,852.4260	0.0984		10.3063	10.3063		10.3063	10.3063		3,352.2231	3,352.2231	3.2110		3,432.4988
Total	**7,020.7015**	**487.8308**	**13,285.6885**	**29.2656**		**1,727.6685**	**1,727.6685**		**1,727.6685**	**1,727.6685**	**210,587.0595**	**408,028.2231**	**618,615.2826**	**631.2223**	**14.2932**	**638,655.2011**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.7408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	976.1067					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	55.7606	21.3670	1,852.4260	0.0984		10.3063	10.3063		10.3063	10.3063		3,352.2231	3,352.2231	3.2110		3,432.4988
Total	**7,020.7015**	**487.8308**	**13,285.6885**	**29.2656**		**1,727.6685**	**1,727.6685**		**1,727.6685**	**1,727.6685**	**210,587.0595**	**408,028.2231**	**618,615.2826**	**631.2223**	**14.2932**	**638,655.2011**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

MontPark_Focused_GPU_2040FutBase

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	5,252.16	1000sqft	195.00	5,252,160.00	0
Elementary School	6,264.00	Student	74.00	589,400.00	0
Junior College (2Yr)	36,970.00	Student	77.00	1,613,823.21	0
General Light Industry	2,025.80	1000sqft	143.00	2,025,800.00	0
Hotel	727.00	Room	9.00	803,246.00	0
Apartments Low Rise	8,994.00	Dwelling Unit	592.00	8,994,000.00	0
Single Family Housing	13,488.00	Dwelling Unit	2,078.00	24,278,400.00	0
Regional Shopping Center	5,741.49	1000sqft	174.00	5,741,490.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	53.58	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Winter

Project Characteristics - MIG Modeler: Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source: EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions run only. No construction emissions estimates needed.

Grading - Operational emissions run only. No construction emissions estimates needed.

Trips and VMT - Operational emissions run only. No construction emissions estimates needed.

Architectural Coating - Operational emissions run only. No construction emissions estimates needed.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value. Future baseline rates reflects TIA growth rate of 1.06.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	8,012,960.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	24,038,879.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	22,458,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	67,376,610.00	0.00
tblConstructionPhase	NumDays	11,000.00	1.00
tblConstructionPhase	NumDays	155,000.00	2.00
tblConstructionPhase	NumDays	10,000.00	3.00
tblConstructionPhase	NumDays	15,500.00	1.00
tblConstructionPhase	NumDays	11,000.00	2.00
tblConstructionPhase	NumDays	6,000.00	2.00
tblConstructionPhase	PhaseEndDate	3/12/2838	1/17/2039

tblConstructionPhase	PhaseEndDate	11/13/2753	1/12/2039
tblConstructionPhase	PhaseEndDate	4/30/2077	1/5/2039
tblConstructionPhase	PhaseEndDate	9/28/2159	1/10/2039
tblConstructionPhase	PhaseEndDate	1/12/2796	1/14/2039
tblConstructionPhase	PhaseEndDate	4/30/2100	1/7/2039
tblConstructionPhase	PhaseStartDate	1/13/2796	1/15/2039
tblConstructionPhase	PhaseStartDate	9/29/2159	1/11/2039
tblConstructionPhase	PhaseStartDate	5/1/2100	1/8/2039
tblConstructionPhase	PhaseStartDate	11/14/2753	1/13/2039
tblConstructionPhase	PhaseStartDate	5/1/2077	1/6/2039
tblLandUse	LandUseSquareFeet	523,691.51	589,400.00
tblLandUse	LandUseSquareFeet	1,055,604.00	803,246.00
tblLandUse	LotAcreage	120.57	195.00
tblLandUse	LotAcreage	12.02	74.00
tblLandUse	LotAcreage	37.05	77.00
tblLandUse	LotAcreage	46.51	143.00
tblLandUse	LotAcreage	24.23	9.00
tblLandUse	LotAcreage	562.13	592.00
tblLandUse	LotAcreage	4,379.22	2,078.00
tblLandUse	LotAcreage	131.81	174.00
tblLandUse	Population	25,723.00	0.00
tblLandUse	Population	38,576.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	53.58
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	VendorTripNumber	5,030.00	0.00
tblTripsAndVMT	WorkerTripNumber	16,963.00	0.00
tblTripsAndVMT	WorkerTripNumber	3,393.00	0.00
tblVehicleTrips	ST_TR	7.16	7.60
tblVehicleTrips	ST_TR	1.32	1.40
tblVehicleTrips	ST_TR	2.46	2.61
tblVehicleTrips	ST_TR	8.19	8.70
tblVehicleTrips	ST_TR	0.42	0.45
tblVehicleTrips	ST_TR	49.97	53.05
tblVehicleTrips	ST_TR	9.91	10.52

tblVehicleTrips	SU_TR	6.07	6.44
tblVehicleTrips	SU_TR	0.68	0.72
tblVehicleTrips	SU_TR	1.05	1.11
tblVehicleTrips	SU_TR	5.95	6.32
tblVehicleTrips	SU_TR	25.24	26.80
tblVehicleTrips	SU_TR	8.62	9.15
tblVehicleTrips	WD_TR	6.59	7.77
tblVehicleTrips	WD_TR	1.29	1.37
tblVehicleTrips	WD_TR	6.97	5.27
tblVehicleTrips	WD_TR	11.03	10.34
tblVehicleTrips	WD_TR	8.17	8.88
tblVehicleTrips	WD_TR	1.23	1.22
tblVehicleTrips	WD_TR	42.70	40.08
tblVehicleTrips	WD_TR	9.52	10.02

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Energy	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
Mobile	504.3292	3,367.8177	6,200.7079	34.5659	3,799.0504	15.0540	3,814.1044	1,016.4525	14.0117	1,030.4642		3,558,850.2738	3,558,850.2738	141.0202		3,562,375.7785
Total	**7,545.3404**	**4,031.9409**	**19,580.3234**	**64.9394**	**3,799.0504**	**1,756.7546**	**5,555.8050**	**1,016.4525**	**1,755.7123**	**2,772.1649**	**210,587.0595**	**4,188,438.2398**	**4,399,025.2993**	**776.4891**	**18.3551**	**4,423,907.3411**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Energy	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
Mobile	504.3292	3,367.8177	6,200.7079	34.5659	3,799.0504	15.0540	3,814.1044	1,016.4525	14.0117	1,030.4642		3,558,850.2738	3,558,850.2738	141.0202		3,562,375.7785
Total	**7,545.3404**	**4,031.9409**	**19,580.3234**	**64.9394**	**3,799.0504**	**1,756.7546**	**5,555.8050**	**1,016.4525**	**1,755.7123**	**2,772.1649**	**210,587.0595**	**4,188,438.2398**	**4,399,025.2993**	**776.4891**	**18.3551**	**4,423,907.3411**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/3/2039	1/5/2039	5	3	
2	Site Preparation	Site Preparation	1/6/2039	1/7/2039	5	2	
3	Grading	Grading	1/8/2039	1/10/2039	5	1	
4	Building Construction	Building Construction	1/11/2039	1/12/2039	5	2	
5	Paving	Paving	1/13/2039	1/14/2039	5	2	
6	Architectural Coating	Architectural Coating	1/15/2039	1/17/2039	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	0	6.00	78	0.48
Demolition	Excavators	0	8.00	158	0.38
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Grading	Excavators	0	8.00	158	0.38
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Paving	Pavers	0	8.00	130	0.42
Paving	Rollers	0	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Grading	Graders	0	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Paving	Paving Equipment	0	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Building Construction	Welders	0	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	504.3292	3,367.8177	6,200.7079	34.5659	3,799.0504	15.0540	3,814.1044	1,016.4525	14.0117	1,030.4642		3,558,850.2738	3,558,850.2738	141.0202		3,562,375.7785
Unmitigated	504.3292	3,367.8177	6,200.7079	34.5659	3,799.0504	15.0540	3,814.1044	1,016.4525	14.0117	1,030.4642		3,558,850.2738	3,558,850.2738	141.0202		3,562,375.7785

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	69,883.38	68,354.40	57921.36	232,216,298	232,216,298
Elementary School	8,581.68	0.00	0.00	21,125,545	21,125,545
General Light Industry	10,675.97	2,836.12	1458.58	36,485,544	36,485,544
General Office Building	54,307.33	13,708.14	5829.90	133,955,116	133,955,116
Hotel	6,455.76	6,324.90	4594.64	14,725,518	14,725,518
Junior College (2Yr)	45,103.40	16,636.50	1478.80	105,122,404	105,122,404
Regional Shopping Center	230,118.92	304,586.04	153871.93	497,161,376	497,161,376
Single Family Housing	135,149.76	141,893.76	123415.20	459,391,047	459,391,047
Total	560,276.20	554,339.86	348,570.41	1,500,182,848	1,500,182,848

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Elementary School	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Light Industry	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Office Building	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Hotel	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Junior College (2Yr)	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Regional Shopping Center	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Single Family Housing	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

MontPark_Focused_GPU_2040FutBase - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616
NaturalGas Unmitigated	20.3096	176.2925	93.9271	1.1078		14.0321	14.0321		14.0321	14.0321		221,559.7428	221,559.7428	4.2466	4.0619	222,876.3616

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	402630	4.3421	37.1051	15.7894	0.2368		3.0000	3.0000		3.0000	3.0000		47,368.2164	47,368.2164	0.9079	0.8684	47,649.7020
Elementary School	16793.9	0.1811	1.6465	1.3830	9.8800e-003		0.1251	0.1251		0.1251	0.1251		1,975.7486	1,975.7486	0.0379	0.0362	1,987.4895
General Light Industry	100457	1.0834	9.8488	8.2730	0.0591		0.7485	0.7485		0.7485	0.7485		11,818.5270	11,818.5270	0.2265	0.2167	11,888.7586
General Office Building	149794	1.6154	14.6857	12.3360	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.8801	17,622.8801	0.3378	0.3231	17,727.6041
Hotel	52772.2	0.5691	5.1737	4.3459	0.0310		0.3932	0.3932		0.3932	0.3932		6,208.4896	6,208.4896	0.1190	0.1138	6,245.3836
Junior College (2Yr)	119732	1.2912	11.7385	9.8603	0.0704		0.8921	0.8921		0.8921	0.8921		14,086.1668	14,086.1668	0.2700	0.2583	14,169.8739
Regional Shopping Center	25797.4	0.2782	2.5292	2.1245	0.0152		0.1922	0.1922		0.1922	0.1922		3,034.9859	3,034.9859	0.0582	0.0556	3,053.0213
Single Family Housing	1.01528e+006	10.9491	93.5650	39.8149	0.5972		7.5648	7.5648		7.5648	7.5648		119,444.7284	119,444.7284	2.2894	2.1898	120,154.5287
Total		**20.3096**	**176.2925**	**93.9271**	**1.1078**		**14.0321**	**14.0321**		**14.0321**	**14.0321**		**221,559.7428**	**221,559.7428**	**4.2466**	**4.0619**	**222,876.3616**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	402.63	4.3421	37.1051	15.7894	0.2368		3.0000	3.0000		3.0000	3.0000		47,368.2164	47,368.2164	0.9079	0.8684	47,649.7020
Elementary School	16.7939	0.1811	1.6465	1.3830	9.8800e-003		0.1251	0.1251		0.1251	0.1251		1,975.7486	1,975.7486	0.0379	0.0362	1,987.4895
General Light Industry	100.457	1.0834	9.8488	8.2730	0.0591		0.7485	0.7485		0.7485	0.7485		11,818.5270	11,818.5270	0.2265	0.2167	11,888.7586
General Office Building	149.794	1.6154	14.6857	12.3360	0.0881		1.1161	1.1161		1.1161	1.1161		17,622.8801	17,622.8801	0.3378	0.3231	17,727.6041
Hotel	52.7722	0.5691	5.1737	4.3459	0.0310		0.3932	0.3932		0.3932	0.3932		6,208.4896	6,208.4896	0.1190	0.1138	6,245.3836
Junior College (2Yr)	119.732	1.2912	11.7385	9.8603	0.0704		0.8921	0.8921		0.8921	0.8921		14,086.1668	14,086.1668	0.2700	0.2583	14,169.8739
Regional Shopping Center	25.7974	0.2782	2.5292	2.1245	0.0152		0.1922	0.1922		0.1922	0.1922		3,034.9859	3,034.9859	0.0582	0.0556	3,053.0213
Single Family Housing	1015.28	10.9491	93.5650	39.8149	0.5972		7.5648	7.5648		7.5648	7.5648		119,444.7284	119,444.7284	2.2894	2.1898	120,154.5287
Total		**20.3096**	**176.2925**	**93.9271**	**1.1078**		**14.0321**	**14.0321**		**14.0321**	**14.0321**		**221,559.7428**	**221,559.7428**	**4.2466**	**4.0619**	**222,876.3616**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011
Unmitigated	7,020.7015	487.8308	13,285.6885	29.2656		1,727.6685	1,727.6685		1,727.6685	1,727.6685	210,587.0595	408,028.2231	618,615.2826	631.2223	14.2932	638,655.2011

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.7408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	976.1067					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	55.7606	21.3670	1,852.4260	0.0984		10.3063	10.3063		10.3063	10.3063		3,352.2231	3,352.2231	3.2110		3,432.4988
Total	**7,020.7015**	**487.8308**	**13,285.6885**	**29.2656**		**1,727.6685**	**1,727.6685**		**1,727.6685**	**1,727.6685**	**210,587.0595**	**408,028.2231**	**618,615.2826**	**631.2223**	**14.2932**	**638,655.2011**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	97.7408					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	976.1067					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,891.0934	466.4637	11,433.2625	29.1673		1,717.3622	1,717.3622		1,717.3622	1,717.3622	210,587.0595	404,676.0000	615,263.0595	628.0113	14.2932	635,222.7023
Landscaping	55.7606	21.3670	1,852.4260	0.0984		10.3063	10.3063		10.3063	10.3063		3,352.2231	3,352.2231	3.2110		3,432.4988
Total	**7,020.7015**	**487.8308**	**13,285.6885**	**29.2656**		**1,727.6685**	**1,727.6685**		**1,727.6685**	**1,727.6685**	**210,587.0595**	**408,028.2231**	**618,615.2826**	**631.2223**	**14.2932**	**638,655.2011**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU Construction

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	88.39	1000sqft	2.03	88,390.20	0
Elementary School	10.98	1000sqft	0.25	10,980.00	0
Junior College (2Yr)	369.70	Student	0.00	16,138.23	0
Hotel	60.70	Room	2.02	88,136.40	0
Apartments Low Rise	365.33	Dwelling Unit	22.83	365,333.30	1045
Regional Shopping Center	61.99	1000sqft	0.00	61,993.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	474.88	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Summer

Project Characteristics - MIG Modeler: Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Construction lengths altered to represent one year of construction

Demolition -

Construction Off-road Equipment Mitigation -

Area Mitigation - 'Super Compliant' SCAQMD Rule 1113

Architectural Coating - SCAQMD Rule 1113 Super Compliant

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Summer

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Parking	100.00	10.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	10.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	10.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	440.00	167.00
tblConstructionPhase	PhaseEndDate	4/26/2022	4/24/2020
tblConstructionPhase	PhaseEndDate	1/18/2022	12/31/2020
tblConstructionPhase	PhaseEndDate	3/8/2022	3/6/2020
tblConstructionPhase	PhaseStartDate	3/9/2022	3/9/2020
tblConstructionPhase	PhaseStartDate	1/19/2022	1/19/2020
tblLandUse	LandUseSquareFeet	365,333.00	365,333.30
tblLandUse	LotAcreage	0.37	0.00
tblLandUse	LotAcreage	1.42	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	474.88
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.2140	56.5909	38.2392	0.0910	19.0723	2.9533	21.3890	10.1975	2.7170	12.7455	0.0000	9,086.3744	9,086.3744	1.9983	0.0000	9,108.7908
Maximum	**25.2140**	**56.5909**	**38.2392**	**0.0910**	**19.0723**	**2.9533**	**21.3890**	**10.1975**	**2.7170**	**12.7455**	**0.0000**	**9,086.3744**	**9,086.3744**	**1.9983**	**0.0000**	**9,108.7908**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.2140	56.5909	38.2392	0.0910	8.0518	2.9533	10.3686	4.1398	2.7170	6.6878	0.0000	9,086.3744	9,086.3744	1.9983	0.0000	9,108.7908
Maximum	**25.2140**	**56.5909**	**38.2392**	**0.0910**	**8.0518**	**2.9533**	**10.3686**	**4.1398**	**2.7170**	**6.6878**	**0.0000**	**9,086.3744**	**9,086.3744**	**1.9983**	**0.0000**	**9,108.7908**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**57.78**	**0.00**	**51.52**	**59.40**	**0.00**	**47.53**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	110.4629	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Energy	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
Mobile	13.9169	63.6427	176.0700	0.5959	46.6174	0.4938	47.1112	12.4761	0.4610	12.9370		60,600.0418	60,600.0418	3.2063		60,680.1983
Total	**124.6651**	**74.0698**	**393.6341**	**1.0872**	**46.6174**	**28.7698**	**75.3872**	**12.4761**	**28.7370**	**41.2131**	**3,422.6720**	**70,342.7003**	**73,765.3723**	**13.5259**	**0.2893**	**74,189.7438**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	109.3547	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Energy	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
Mobile	13.9169	63.6427	176.0700	0.5959	46.6174	0.4938	47.1112	12.4761	0.4610	12.9370		60,600.0418	60,600.0418	3.2063		60,680.1983
Total	**123.5568**	**74.0698**	**393.6341**	**1.0872**	**46.6174**	**28.7698**	**75.3872**	**12.4761**	**28.7370**	**41.2131**	**3,422.6720**	**70,342.7003**	**73,765.3723**	**13.5259**	**0.2893**	**74,189.7438**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	2/11/2020	5	30	
2	Paving	Paving	1/19/2020	3/6/2020	5	35	
3	Site Preparation	Site Preparation	2/12/2020	3/10/2020	5	20	
4	Architectural Coating	Architectural Coating	3/9/2020	4/24/2020	5	35	
5	Grading	Grading	3/11/2020	5/12/2020	5	45	
6	Building Construction	Building Construction	5/13/2020	12/31/2020	5	167	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 739,800; Residential Outdoor: 246,600; Non-Residential Indoor: 398,457; Non-Residential Outdoor: 132,819; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	360.00	83.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	245.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7669	0.0000	1.7669	0.2675	0.0000	0.2675			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**1.7669**	**1.6587**	**3.4256**	**0.2675**	**1.5419**	**1.8094**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0713	2.3483	0.5204	6.4500e-003	0.1428	7.4900e-003	0.1503	0.0391	7.1700e-003	0.0463		698.9293	698.9293	0.0476		700.1187
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.1404**	**2.3974**	**1.1771**	**8.2200e-003**	**0.3105**	**8.8900e-003**	**0.3194**	**0.0836**	**8.4600e-003**	**0.0921**		**875.3463**	**875.3463**	**0.0531**		**876.6746**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6891	0.0000	0.6891	0.1043	0.0000	0.1043			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.6891**	**1.6587**	**2.3478**	**0.1043**	**1.5419**	**1.6462**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0713	2.3483	0.5204	6.4500e-003	0.1428	7.4900e-003	0.1503	0.0391	7.1700e-003	0.0463		698.9293	698.9293	0.0476		700.1187
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.1404**	**2.3974**	**1.1771**	**8.2200e-003**	**0.3105**	**8.8900e-003**	**0.3194**	**0.0836**	**8.4600e-003**	**0.0921**		**875.3463**	**875.3463**	**0.0531**		**876.6746**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0690	0.0491	0.6568	1.7700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		176.4169	176.4169	5.5600e-003		176.5560
Total	**0.0690**	**0.0491**	**0.6568**	**1.7700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**176.4169**	**176.4169**	**5.5600e-003**		**176.5560**

3.4 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.4 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0828**	**0.0589**	**0.7881**	**2.1300e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**211.7003**	**211.7003**	**6.6700e-003**		**211.8672**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**7.0458**	**2.1974**	**9.2433**	**3.8730**	**2.0216**	**5.8946**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.4 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0828	0.0589	0.7881	2.1300e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		211.7003	211.7003	6.6700e-003		211.8672
Total	**0.0828**	**0.0589**	**0.7881**	**2.1300e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**211.7003**	**211.7003**	**6.6700e-003**		**211.8672**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.0984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**20.3406**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3314	0.2357	3.1525	8.5000e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196		846.8013	846.8013	0.0267		847.4687
Total	**0.3314**	**0.2357**	**3.1525**	**8.5000e-003**	**0.8048**	**6.7300e-003**	**0.8115**	**0.2134**	**6.2000e-003**	**0.2196**		**846.8013**	**846.8013**	**0.0267**		**847.4687**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.0984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**20.3406**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3314	0.2357	3.1525	8.5000e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196		846.8013	846.8013	0.0267		847.4687
Total	**0.3314**	**0.2357**	**3.1525**	**8.5000e-003**	**0.8048**	**6.7300e-003**	**0.8115**	**0.2134**	**6.2000e-003**	**0.2196**		**846.8013**	**846.8013**	**0.0267**		**847.4687**

3.6 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.6 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.0920**	**0.0655**	**0.8757**	**2.3600e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**235.2226**	**235.2226**	**7.4200e-003**		**235.4080**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3826	0.0000	3.3826	1.4026	0.0000	1.4026			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**3.3826**	**2.1739**	**5.5565**	**1.4026**	**2.0000**	**3.4026**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.6 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0655	0.8757	2.3600e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		235.2226	235.2226	7.4200e-003		235.4080
Total	**0.0920**	**0.0655**	**0.8757**	**2.3600e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**235.2226**	**235.2226**	**7.4200e-003**		**235.4080**

3.7 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.7 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2952	8.8289	2.3133	0.0215	0.5314	0.0416	0.5729	0.1530	0.0398	0.1927		2,299.3050	2,299.3050	0.1403		2,302.8127
Worker	1.6567	1.1786	15.7624	0.0425	4.0240	0.0336	4.0576	1.0672	0.0310	1.0982		4,234.0063	4,234.0063	0.1335		4,237.3436
Total	**1.9519**	**10.0075**	**18.0757**	**0.0641**	**4.5553**	**0.0752**	**4.6305**	**1.2202**	**0.0707**	**1.2909**		**6,533.3113**	**6,533.3113**	**0.2738**		**6,540.1563**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.7 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.2952	8.8289	2.3133	0.0215	0.5314	0.0416	0.5729	0.1530	0.0398	0.1927		2,299.3050	2,299.3050	0.1403		2,302.8127
Worker	1.6567	1.1786	15.7624	0.0425	4.0240	0.0336	4.0576	1.0672	0.0310	1.0982		4,234.0063	4,234.0063	0.1335		4,237.3436
Total	**1.9519**	**10.0075**	**18.0757**	**0.0641**	**4.5553**	**0.0752**	**4.6305**	**1.2202**	**0.0707**	**1.2909**		**6,533.3113**	**6,533.3113**	**0.2738**		**6,540.1563**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.9169	63.6427	176.0700	0.5959	46.6174	0.4938	47.1112	12.4761	0.4610	12.9370		60,600.0418	60,600.0418	3.2063		60,680.1983
Unmitigated	13.9169	63.6427	176.0700	0.5959	46.6174	0.4938	47.1112	12.4761	0.4610	12.9370		60,600.0418	60,600.0418	3.2063		60,680.1983

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	2,407.55	2,615.79	2217.57	8,235,869	8,235,869
Elementary School	169.42	0.00	0.00	417,065	417,065
General Office Building	974.94	217.44	92.81	2,386,168	2,386,168
Hotel	495.92	497.13	361.17	1,137,826	1,137,826
Junior College (2Yr)	454.73	155.27	14.79	1,054,414	1,054,414
Regional Shopping Center	2,647.11	3,097.80	1564.71	5,530,101	5,530,101
Total	7,149.67	6,583.43	4,251.04	18,761,443	18,761,443

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Elementary School	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
General Office Building	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
NaturalGas Unmitigated	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	16354.7	0.1764	1.5072	0.6414	9.6200e-003		0.1219	0.1219		0.1219	0.1219		1,924.0813	1,924.0813	0.0369	0.0353	1,935.5151
Elementary School	312.855	3.3700e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003		36.8065	36.8065	7.1000e-004	6.7000e-004	37.0252
General Office Building	2520.94	0.0272	0.2472	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5808	296.5808	5.6800e-003	5.4400e-003	298.3433
Hotel	5790.44	0.0625	0.5677	0.4769	3.4100e-003		0.0431	0.0431		0.0431	0.0431		681.2283	681.2283	0.0131	0.0125	685.2765
Junior College (2Yr)	1197.32	0.0129	0.1174	0.0986	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003		140.8617	140.8617	2.7000e-003	2.5800e-003	141.6987
Regional Shopping Center	278.545	3.0000e-003	0.0273	0.0229	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003		32.7700	32.7700	6.3000e-004	6.0000e-004	32.9647
Total		**0.2853**	**2.4974**	**1.4731**	**0.0156**		**0.1971**	**0.1971**		**0.1971**	**0.1971**		**3,112.3285**	**3,112.3285**	**0.0597**	**0.0571**	**3,130.8235**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	16.3547	0.1764	1.5072	0.6414	9.6200e-003		0.1219	0.1219		0.1219	0.1219		1,924.0813	1,924.0813	0.0369	0.0353	1,935.5151
Elementary School	0.312855	3.3700e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003		36.8065	36.8065	7.1000e-004	6.7000e-004	37.0252
General Office Building	2.52094	0.0272	0.2472	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5808	296.5808	5.6800e-003	5.4400e-003	298.3433
Hotel	5.79044	0.0625	0.5677	0.4769	3.4100e-003		0.0431	0.0431		0.0431	0.0431		681.2283	681.2283	0.0131	0.0125	685.2765
Junior College (2Yr)	1.19732	0.0129	0.1174	0.0986	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003		140.8617	140.8617	2.7000e-003	2.5800e-003	141.6987
Regional Shopping Center	0.278545	3.0000e-003	0.0273	0.0229	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003		32.7700	32.7700	6.3000e-004	6.0000e-004	32.9647
Total		**0.2853**	**2.4974**	**1.4731**	**0.0156**		**0.1971**	**0.1971**		**0.1971**	**0.1971**		**3,112.3285**	**3,112.3285**	**0.0597**	**0.0571**	**3,130.8235**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	109.3547	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Unmitigated	110.4629	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.4932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	95.7478	7.5804	185.8244	0.4741		27.9122	27.9122		27.9122	27.9122	3,422.6720	6,575.9294	9,998.6014	10.2070	0.2323	10,322.9980
Landscaping	0.9209	0.3492	30.2666	1.6000e-003		0.1667	0.1667		0.1667	0.1667		54.4006	54.4006	0.0529		55.7240
Total	**110.4629**	**7.9297**	**216.0910**	**0.4757**		**28.0789**	**28.0789**		**28.0789**	**28.0789**	**3,422.6720**	**6,630.3300**	**10,053.0020**	**10.2600**	**0.2323**	**10,378.7220**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1927					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.4932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	95.7478	7.5804	185.8244	0.4741		27.9122	27.9122		27.9122	27.9122	3,422.6720	6,575.9294	9,998.6014	10.2070	0.2323	10,322.9980
Landscaping	0.9209	0.3492	30.2666	1.6000e-003		0.1667	0.1667		0.1667	0.1667		54.4006	54.4006	0.0529		55.7240
Total	**109.3547**	**7.9297**	**216.0910**	**0.4757**		**28.0789**	**28.0789**		**28.0789**	**28.0789**	**3,422.6720**	**6,630.3300**	**10,053.0020**	**10.2600**	**0.2323**	**10,378.7220**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU Construction

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	88.39	1000sqft	2.03	88,390.20	0
Elementary School	10.98	1000sqft	0.25	10,980.00	0
Junior College (2Yr)	369.70	Student	0.00	16,138.23	0
Hotel	60.70	Room	2.02	88,136.40	0
Apartments Low Rise	365.33	Dwelling Unit	22.83	365,333.30	1045
Regional Shopping Center	61.99	1000sqft	0.00	61,993.20	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2021
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	474.88	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Winter

Project Characteristics - MIG Modeler: Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Construction lengths altered to represent one year of construction

Demolition -

Construction Off-road Equipment Mitigation -

Area Mitigation - 'Super Compliant' SCAQMD Rule 1113

Architectural Coating - SCAQMD Rule 1113 Super Compliant

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Winter

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	10.00
tblArchitecturalCoating	EF_Nonresidential_Interior	100.00	10.00
tblArchitecturalCoating	EF_Parking	100.00	10.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	10.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	10.00
tblAreaMitigation	UseLowVOCPaintNonresidentialExteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	100	10
tblAreaMitigation	UseLowVOCPaintParkingCheck	False	True
tblAreaMitigation	UseLowVOCPaintParkingValue	100	10
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	50	10
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	10
tblConstructionPhase	NumDays	440.00	167.00
tblConstructionPhase	PhaseEndDate	4/26/2022	4/24/2020
tblConstructionPhase	PhaseEndDate	1/18/2022	12/31/2020
tblConstructionPhase	PhaseEndDate	3/8/2022	3/6/2020
tblConstructionPhase	PhaseStartDate	3/9/2022	3/9/2020
tblConstructionPhase	PhaseStartDate	1/19/2022	1/19/2020
tblLandUse	LandUseSquareFeet	365,333.00	365,333.30
tblLandUse	LotAcreage	0.37	0.00
tblLandUse	LotAcreage	1.42	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	474.88
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.2608	56.6025	38.1613	0.0879	19.0723	2.9533	21.3890	10.1975	2.7170	12.7455	0.0000	8,776.2037	8,776.2037	1.9963	0.0000	8,798.6553
Maximum	**25.2608**	**56.6025**	**38.1613**	**0.0879**	**19.0723**	**2.9533**	**21.3890**	**10.1975**	**2.7170**	**12.7455**	**0.0000**	**8,776.2037**	**8,776.2037**	**1.9963**	**0.0000**	**8,798.6553**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2020	25.2608	56.6025	38.1613	0.0879	8.0518	2.9533	10.3686	4.1398	2.7170	6.6878	0.0000	8,776.2037	8,776.2037	1.9963	0.0000	8,798.6552
Maximum	**25.2608**	**56.6025**	**38.1613**	**0.0879**	**8.0518**	**2.9533**	**10.3686**	**4.1398**	**2.7170**	**6.6878**	**0.0000**	**8,776.2037**	**8,776.2037**	**1.9963**	**0.0000**	**8,798.6552**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**57.78**	**0.00**	**51.52**	**59.40**	**0.00**	**47.53**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	110.4629	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Energy	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
Mobile	13.5186	65.0718	168.4058	0.5665	46.6174	0.4968	47.1142	12.4761	0.4638	12.9399		57,637.7628	57,637.7628	3.2048		57,717.8827
Total	**124.2668**	**75.4989**	**385.9700**	**1.0577**	**46.6174**	**28.7728**	**75.3902**	**12.4761**	**28.7399**	**41.2159**	**3,422.6720**	**67,380.4213**	**70,803.0933**	**13.5244**	**0.2893**	**71,227.4282**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	109.3547	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Energy	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
Mobile	13.5186	65.0718	168.4058	0.5665	46.6174	0.4968	47.1142	12.4761	0.4638	12.9399		57,637.7628	57,637.7628	3.2048		57,717.8827
Total	**123.1586**	**75.4989**	**385.9700**	**1.0577**	**46.6174**	**28.7728**	**75.3902**	**12.4761**	**28.7399**	**41.2159**	**3,422.6720**	**67,380.4213**	**70,803.0933**	**13.5244**	**0.2893**	**71,227.4282**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.89**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2020	2/11/2020	5	30	
2	Paving	Paving	1/19/2020	3/6/2020	5	35	
3	Site Preparation	Site Preparation	2/12/2020	3/10/2020	5	20	
4	Architectural Coating	Architectural Coating	3/9/2020	4/24/2020	5	35	
5	Grading	Grading	3/11/2020	5/12/2020	5	45	
6	Building Construction	Building Construction	5/13/2020	12/31/2020	5	167	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 112.5

Acres of Paving: 0

Residential Indoor: 739,800; Residential Outdoor: 246,600; Non-Residential Indoor: 398,457; Non-Residential Outdoor: 132,819; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Excavators	3	8.00	158	0.38
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Excavators	2	8.00	158	0.38
Building Construction	Cranes	1	7.00	231	0.29
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Paving	Pavers	2	8.00	130	0.42
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	2	8.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Graders	1	8.00	187	0.41
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Paving	Paving Equipment	2	8.00	132	0.36
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Architectural Coating	1	72.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	360.00	83.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	6	15.00	0.00	245.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Water Exposed Area

3.2 Demolition - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.7669	0.0000	1.7669	0.2675	0.0000	0.2675			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419		3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**1.7669**	**1.6587**	**3.4256**	**0.2675**	**1.5419**	**1.8094**		**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0731	2.3786	0.5530	6.3400e-003	0.1428	7.6100e-003	0.1504	0.0391	7.2800e-003	0.0464		686.8935	686.8935	0.0493		688.1261
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.1497**	**2.4330**	**1.1545**	**8.0100e-003**	**0.3105**	**9.0100e-003**	**0.3195**	**0.0836**	**8.5700e-003**	**0.0922**		**853.0066**	**853.0066**	**0.0545**		**854.3700**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.6891	0.0000	0.6891	0.1043	0.0000	0.1043			0.0000			0.0000
Off-Road	3.3121	33.2010	21.7532	0.0388		1.6587	1.6587		1.5419	1.5419	0.0000	3,747.7049	3,747.7049	1.0580		3,774.1536
Total	**3.3121**	**33.2010**	**21.7532**	**0.0388**	**0.6891**	**1.6587**	**2.3478**	**0.1043**	**1.5419**	**1.6462**	**0.0000**	**3,747.7049**	**3,747.7049**	**1.0580**		**3,774.1536**

3.2 Demolition - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0731	2.3786	0.5530	6.3400e-003	0.1428	7.6100e-003	0.1504	0.0391	7.2800e-003	0.0464		686.8935	686.8935	0.0493		688.1261
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.1497**	**2.4330**	**1.1545**	**8.0100e-003**	**0.3105**	**9.0100e-003**	**0.3195**	**0.0836**	**8.5700e-003**	**0.0922**		**853.0066**	**853.0066**	**0.0545**		**854.3700**

3.3 Paving - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926		2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**		**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.3 Paving - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.3566	14.0656	14.6521	0.0228		0.7528	0.7528		0.6926	0.6926	0.0000	2,207.7334	2,207.7334	0.7140		2,225.5841
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.3566**	**14.0656**	**14.6521**	**0.0228**		**0.7528**	**0.7528**		**0.6926**	**0.6926**	**0.0000**	**2,207.7334**	**2,207.7334**	**0.7140**		**2,225.5841**

3.3 Paving - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0767	0.0544	0.6015	1.6700e-003	0.1677	1.4000e-003	0.1691	0.0445	1.2900e-003	0.0458		166.1131	166.1131	5.2400e-003		166.2440
Total	**0.0767**	**0.0544**	**0.6015**	**1.6700e-003**	**0.1677**	**1.4000e-003**	**0.1691**	**0.0445**	**1.2900e-003**	**0.0458**		**166.1131**	**166.1131**	**5.2400e-003**		**166.2440**

3.4 Site Preparation - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					18.0663	0.0000	18.0663	9.9307	0.0000	9.9307			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216		3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**18.0663**	**2.1974**	**20.2637**	**9.9307**	**2.0216**	**11.9523**		**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.4 Site Preparation - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0920**	**0.0652**	**0.7218**	**2.0000e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**199.3357**	**199.3357**	**6.2800e-003**		**199.4927**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					7.0458	0.0000	7.0458	3.8730	0.0000	3.8730			0.0000			0.0000
Off-Road	4.0765	42.4173	21.5136	0.0380		2.1974	2.1974		2.0216	2.0216	0.0000	3,685.1016	3,685.1016	1.1918		3,714.8975
Total	**4.0765**	**42.4173**	**21.5136**	**0.0380**	**7.0458**	**2.1974**	**9.2433**	**3.8730**	**2.0216**	**5.8946**	**0.0000**	**3,685.1016**	**3,685.1016**	**1.1918**		**3,714.8975**

3.4 Site Preparation - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0920	0.0652	0.7218	2.0000e-003	0.2012	1.6800e-003	0.2029	0.0534	1.5500e-003	0.0549		199.3357	199.3357	6.2800e-003		199.4927
Total	**0.0920**	**0.0652**	**0.7218**	**2.0000e-003**	**0.2012**	**1.6800e-003**	**0.2029**	**0.0534**	**1.5500e-003**	**0.0549**		**199.3357**	**199.3357**	**6.2800e-003**		**199.4927**

3.5 Architectural Coating - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.0984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109		281.4481	281.4481	0.0218		281.9928
Total	**20.3406**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**		**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.5 Architectural Coating - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3679	0.2610	2.8873	8.0100e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196		797.3427	797.3427	0.0251		797.9710
Total	**0.3679**	**0.2610**	**2.8873**	**8.0100e-003**	**0.8048**	**6.7300e-003**	**0.8115**	**0.2134**	**6.2000e-003**	**0.2196**		**797.3427**	**797.3427**	**0.0251**		**797.9710**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	20.0984					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2422	1.6838	1.8314	2.9700e-003		0.1109	0.1109		0.1109	0.1109	0.0000	281.4481	281.4481	0.0218		281.9928
Total	**20.3406**	**1.6838**	**1.8314**	**2.9700e-003**		**0.1109**	**0.1109**		**0.1109**	**0.1109**	**0.0000**	**281.4481**	**281.4481**	**0.0218**		**281.9928**

3.5 Architectural Coating - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.3679	0.2610	2.8873	8.0100e-003	0.8048	6.7300e-003	0.8115	0.2134	6.2000e-003	0.2196		797.3427	797.3427	0.0251		797.9710
Total	**0.3679**	**0.2610**	**2.8873**	**8.0100e-003**	**0.8048**	**6.7300e-003**	**0.8115**	**0.2134**	**6.2000e-003**	**0.2196**		**797.3427**	**797.3427**	**0.0251**		**797.9710**

3.6 Grading - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					8.6733	0.0000	8.6733	3.5965	0.0000	3.5965			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000		6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**8.6733**	**2.1739**	**10.8472**	**3.5965**	**2.0000**	**5.5965**		**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.6 Grading - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1022**	**0.0725**	**0.8020**	**2.2200e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**221.4841**	**221.4841**	**6.9800e-003**		**221.6586**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					3.3826	0.0000	3.3826	1.4026	0.0000	1.4026			0.0000			0.0000
Off-Road	4.4501	50.1975	31.9583	0.0620		2.1739	2.1739		2.0000	2.0000	0.0000	6,005.8653	6,005.8653	1.9424		6,054.4257
Total	**4.4501**	**50.1975**	**31.9583**	**0.0620**	**3.3826**	**2.1739**	**5.5565**	**1.4026**	**2.0000**	**3.4026**	**0.0000**	**6,005.8653**	**6,005.8653**	**1.9424**		**6,054.4257**

3.6 Grading - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.1022	0.0725	0.8020	2.2200e-003	0.2236	1.8700e-003	0.2254	0.0593	1.7200e-003	0.0610		221.4841	221.4841	6.9800e-003		221.6586
Total	**0.1022**	**0.0725**	**0.8020**	**2.2200e-003**	**0.2236**	**1.8700e-003**	**0.2254**	**0.0593**	**1.7200e-003**	**0.0610**		**221.4841**	**221.4841**	**6.9800e-003**		**221.6586**

3.7 Building Construction - 2020

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503		2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**		**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.7 Building Construction - 2020

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3086	8.8271	2.5513	0.0210	0.5314	0.0422	0.5736	0.1530	0.0404	0.1934		2,236.4272	2,236.4272	0.1496		2,240.1659
Worker	1.8397	1.3049	14.4364	0.0400	4.0240	0.0336	4.0576	1.0672	0.0310	1.0982		3,986.7134	3,986.7134	0.1257		3,989.8548
Total	**2.1483**	**10.1320**	**16.9877**	**0.0610**	**4.5553**	**0.0759**	**4.6312**	**1.2202**	**0.0714**	**1.2915**		**6,223.1406**	**6,223.1406**	**0.2752**		**6,230.0208**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.1198	19.1860	16.8485	0.0269		1.1171	1.1171		1.0503	1.0503	0.0000	2,553.0631	2,553.0631	0.6229		2,568.6345
Total	**2.1198**	**19.1860**	**16.8485**	**0.0269**		**1.1171**	**1.1171**		**1.0503**	**1.0503**	**0.0000**	**2,553.0631**	**2,553.0631**	**0.6229**		**2,568.6345**

3.7 Building Construction - 2020

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.3086	8.8271	2.5513	0.0210	0.5314	0.0422	0.5736	0.1530	0.0404	0.1934		2,236.4272	2,236.4272	0.1496		2,240.1659
Worker	1.8397	1.3049	14.4364	0.0400	4.0240	0.0336	4.0576	1.0672	0.0310	1.0982		3,986.7134	3,986.7134	0.1257		3,989.8548
Total	**2.1483**	**10.1320**	**16.9877**	**0.0610**	**4.5553**	**0.0759**	**4.6312**	**1.2202**	**0.0714**	**1.2915**		**6,223.1406**	**6,223.1406**	**0.2752**		**6,230.0208**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.5186	65.0718	168.4058	0.5665	46.6174	0.4968	47.1142	12.4761	0.4638	12.9399		57,637.7628	57,637.7628	3.2048		57,717.8827
Unmitigated	13.5186	65.0718	168.4058	0.5665	46.6174	0.4968	47.1142	12.4761	0.4638	12.9399		57,637.7628	57,637.7628	3.2048		57,717.8827

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	2,407.55	2,615.79	2217.57	8,235,869	8,235,869
Elementary School	169.42	0.00	0.00	417,065	417,065
General Office Building	974.94	217.44	92.81	2,386,168	2,386,168
Hotel	495.92	497.13	361.17	1,137,826	1,137,826
Junior College (2Yr)	454.73	155.27	14.79	1,054,414	1,054,414
Regional Shopping Center	2,647.11	3,097.80	1564.71	5,530,101	5,530,101
Total	7,149.67	6,583.43	4,251.04	18,761,443	18,761,443

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Elementary School	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
General Office Building	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Hotel	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Junior College (2Yr)	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891
Regional Shopping Center	0.547192	0.045177	0.202743	0.121510	0.016147	0.006143	0.019743	0.029945	0.002479	0.002270	0.005078	0.000682	0.000891

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU Construction - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235
NaturalGas Unmitigated	0.2853	2.4974	1.4731	0.0156		0.1971	0.1971		0.1971	0.1971		3,112.3285	3,112.3285	0.0597	0.0571	3,130.8235

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	16354.7	0.1764	1.5072	0.6414	9.6200e-003		0.1219	0.1219		0.1219	0.1219		1,924.0813	1,924.0813	0.0369	0.0353	1,935.5151
Elementary School	312.855	3.3700e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003		36.8065	36.8065	7.1000e-004	6.7000e-004	37.0252
General Office Building	2520.94	0.0272	0.2472	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5808	296.5808	5.6800e-003	5.4400e-003	298.3433
Hotel	5790.44	0.0625	0.5677	0.4769	3.4100e-003		0.0431	0.0431		0.0431	0.0431		681.2283	681.2283	0.0131	0.0125	685.2765
Junior College (2Yr)	1197.32	0.0129	0.1174	0.0986	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003		140.8617	140.8617	2.7000e-003	2.5800e-003	141.6987
Regional Shopping Center	278.545	3.0000e-003	0.0273	0.0229	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003		32.7700	32.7700	6.3000e-004	6.0000e-004	32.9647
Total		**0.2853**	**2.4974**	**1.4731**	**0.0156**		**0.1971**	**0.1971**		**0.1971**	**0.1971**		**3,112.3285**	**3,112.3285**	**0.0597**	**0.0571**	**3,130.8235**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	16.3547	0.1764	1.5072	0.6414	9.6200e-003		0.1219	0.1219		0.1219	0.1219		1,924.0813	1,924.0813	0.0369	0.0353	1,935.5151
Elementary School	0.312855	3.3700e-003	0.0307	0.0258	1.8000e-004		2.3300e-003	2.3300e-003		2.3300e-003	2.3300e-003		36.8065	36.8065	7.1000e-004	6.7000e-004	37.0252
General Office Building	2.52094	0.0272	0.2472	0.2076	1.4800e-003		0.0188	0.0188		0.0188	0.0188		296.5808	296.5808	5.6800e-003	5.4400e-003	298.3433
Hotel	5.79044	0.0625	0.5677	0.4769	3.4100e-003		0.0431	0.0431		0.0431	0.0431		681.2283	681.2283	0.0131	0.0125	685.2765
Junior College (2Yr)	1.19732	0.0129	0.1174	0.0986	7.0000e-004		8.9200e-003	8.9200e-003		8.9200e-003	8.9200e-003		140.8617	140.8617	2.7000e-003	2.5800e-003	141.6987
Regional Shopping Center	0.278545	3.0000e-003	0.0273	0.0229	1.6000e-004		2.0800e-003	2.0800e-003		2.0800e-003	2.0800e-003		32.7700	32.7700	6.3000e-004	6.0000e-004	32.9647
Total		**0.2853**	**2.4974**	**1.4731**	**0.0156**		**0.1971**	**0.1971**		**0.1971**	**0.1971**		**3,112.3285**	**3,112.3285**	**0.0597**	**0.0571**	**3,130.8235**

6.0 Area Detail

6.1 Mitigation Measures Area

Use Low VOC Paint - Residential Interior

Use Low VOC Paint - Residential Exterior

Use Low VOC Paint - Non-Residential Interior

Use Low VOC Paint - Non-Residential Exterior

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	109.3547	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220
Unmitigated	110.4629	7.9297	216.0910	0.4757		28.0789	28.0789		28.0789	28.0789	3,422.6720	6,630.3300	10,053.0020	10.2600	0.2323	10,378.7220

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	1.3009					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.4932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	95.7478	7.5804	185.8244	0.4741		27.9122	27.9122		27.9122	27.9122	3,422.6720	6,575.9294	9,998.6014	10.2070	0.2323	10,322.9980
Landscaping	0.9209	0.3492	30.2666	1.6000e-003		0.1667	0.1667		0.1667	0.1667		54.4006	54.4006	0.0529		55.7240
Total	**110.4629**	**7.9297**	**216.0910**	**0.4757**		**28.0789**	**28.0789**		**28.0789**	**28.0789**	**3,422.6720**	**6,630.3300**	**10,053.0020**	**10.2600**	**0.2323**	**10,378.7220**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.1927					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	12.4932					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	95.7478	7.5804	185.8244	0.4741		27.9122	27.9122		27.9122	27.9122	3,422.6720	6,575.9294	9,998.6014	10.2070	0.2323	10,322.9980
Landscaping	0.9209	0.3492	30.2666	1.6000e-003		0.1667	0.1667		0.1667	0.1667		54.4006	54.4006	0.0529		55.7240
Total	**109.3547**	**7.9297**	**216.0910**	**0.4757**		**28.0789**	**28.0789**		**28.0789**	**28.0789**	**3,422.6720**	**6,630.3300**	**10,053.0020**	**10.2600**	**0.2323**	**10,378.7220**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU Project

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6,136.07	1000sqft	140.86	6,136,066.00	0
Elementary School	7,544.00	Student	74.00	699,200.00	0
Junior College (2Yr)	40,667.00	Student	77.00	1,775,205.53	0
General Light Industry	1,786.06	1000sqft	41.00	1,786,058.00	0
Hotel	1,334.00	Room	44.47	1,936,968.00	0
Apartments Low Rise	12,830.00	Dwelling Unit	801.88	12,830,000.00	36694
Single Family Housing	13,468.00	Dwelling Unit	2,078.00	24,242,400.00	38518
Regional Shopping Center	6,361.42	1000sqft	174.00	6,361,424.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	53.53	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Summer

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source: EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Future Baseline Condition model run - no construction emissions modeled.

Off-road Equipment - Future Baseline Condition model run - no construction emissions modeled.

Trips and VMT - Future Baseline Condition model run - no construction emissions modeled.

Grading - Operational emissions only. No construction emissions estimates needed.

Architectural Coating - Future Baseline Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value.

Woodstoves - Wood burning devices excluded from new development pursuant to SCAQMD Rule 445. Modeling assumes existing development that remains has stoves/hearts per default values.

Energy Use - T24 standards adjusted downwards to reflect increased efficiency between 2016-2019 standards (CEC, 2017).

Water Mitigation - Energy efficient appliances in compliance with City's CAP Measure E3

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,347,461.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	28,042,382.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	25,023,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	75,071,610.00	0.00
tblConstructionPhase	NumDays	10,000.00	1.00
tblConstructionPhase	NumDays	6,000.00	2.00
tblConstructionPhase	NumDays	15,500.00	2.00
tblConstructionPhase	NumDays	155,000.00	2.00

tblConstructionPhase	NumDays	11,000.00	2.00
tblConstructionPhase	NumDays	11,000.00	1.00
tblEnergyUse	LightingElect	2.59	1.81
tblEnergyUse	LightingElect	3.10	2.17
tblEnergyUse	LightingElect	3.77	2.64
tblEnergyUse	LightingElect	2.14	1.50
tblEnergyUse	LightingElect	3.39	2.37
tblEnergyUse	LightingElect	6.26	4.38
tblEnergyUse	T24E	257.27	128.63
tblEnergyUse	T24E	443.48	221.74
tblFireplaces	FireplaceWoodMass	1,019.20	989.60
tblFireplaces	NumberNoFireplace	1,283.00	1,475.00
tblFireplaces	NumberNoFireplace	1,346.80	1,366.00
tblFireplaces	NumberWood	641.50	449.70
tblFireplaces	NumberWood	673.40	654.40
tblLandUse	LandUseSquareFeet	6,136,070.00	6,136,066.00
tblLandUse	LandUseSquareFeet	630,703.82	699,200.00
tblLandUse	LandUseSquareFeet	1,786,060.00	1,786,058.00
tblLandUse	LandUseSquareFeet	6,361,420.00	6,361,424.00
tblLandUse	LotAcreage	14.48	74.00
tblLandUse	LotAcreage	40.75	77.00
tblLandUse	LotAcreage	4,372.73	2,078.00
tblLandUse	LotAcreage	146.04	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	53.53
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	VendorTripNumber	5,875.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	20,688.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	4,138.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	7.16	7.07
tblVehicleTrips	ST_TR	1.32	1.24
tblVehicleTrips	ST_TR	2.46	2.30
tblVehicleTrips	ST_TR	0.42	0.36
tblVehicleTrips	ST_TR	49.97	46.81
tblVehicleTrips	ST_TR	9.91	9.79
tblVehicleTrips	SU_TR	6.07	6.00
tblVehicleTrips	SU_TR	0.68	0.64
tblVehicleTrips	SU_TR	1.05	0.98
tblVehicleTrips	SU_TR	0.04	0.03
tblVehicleTrips	SU_TR	25.24	23.64
tblVehicleTrips	SU_TR	8.62	8.52
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.65
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tblVehicleTrips	WD_TR	9.52	9.33
tblWoodstoves	NumberCatalytic	641.50	449.70
tblWoodstoves	NumberCatalytic	673.40	654.40
tblWoodstoves	NumberNoncatalytic	641.50	449.70
tblWoodstoves	NumberNoncatalytic	673.40	654.40
tblWoodstoves	WoodstoveWoodMass	999.60	969.90

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Energy	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
Mobile	523.9803	3,392.3362	6,560.6612	36.7553	3,854.2340	15.2279	3,869.4619	1,031.2172	14.1727	1,045.3898		3,782,294.4771	3,782,294.4771	140.9024		3,785,817.0367
Total	**7,521.7155**	**4,134.7166**	**19,898.4968**	**66.7023**	**3,854.2340**	**1,706.0309**	**5,560.2649**	**1,031.2172**	**1,704.9756**	**2,736.1928**	**203,228.1507**	**4,513,598.9288**	**4,716,827.0795**	**757.0893**	**19.9709**	**4,741,705.6523**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Energy	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
Mobile	523.9803	3,392.3362	6,560.6612	36.7553	3,854.2340	15.2279	3,869.4619	1,031.2172	14.1727	1,045.3898		3,782,294.4771	3,782,294.4771	140.9024		3,785,817.0367
Total	**7,521.7155**	**4,134.7166**	**19,898.4968**	**66.7023**	**3,854.2340**	**1,706.0309**	**5,560.2649**	**1,031.2172**	**1,704.9756**	**2,736.1928**	**203,228.1507**	**4,513,598.9288**	**4,716,827.0795**	**757.0893**	**19.9709**	**4,741,705.6523**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2039	1/3/2039	5	1	
2	Site Preparation	Site Preparation	1/4/2039	1/5/2039	5	2	
3	Grading	Grading	1/6/2039	1/7/2039	5	2	
4	Building Construction	Building Construction	1/8/2039	1/11/2039	5	2	
5	Paving	Paving	1/12/2039	1/13/2039	5	2	
6	Architectural Coating	Architectural Coating	1/14/2039	1/14/2039	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Summer

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	523.9803	3,392.3362	6,560.6612	36.7553	3,854.2340	15.2279	3,869.4619	1,031.2172	14.1727	1,045.3898		3,782,294.4771	3,782,294.4771	140.9024		3,785,817.0367
Unmitigated	523.9803	3,392.3362	6,560.6612	36.7553	3,854.2340	15.2279	3,869.4619	1,031.2172	14.1727	1,045.3898		3,782,294.4771	3,782,294.4771	140.9024		3,785,817.0367

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	93,915.60	90,708.10	76980.00	310,573,112	310,573,112
Elementary School	9,731.76	0.00	0.00	23,956,700	23,956,700
General Light Industry	8,305.18	2,214.71	1143.08	28,393,918	28,393,918
General Office Building	55,960.96	14,112.96	6013.35	138,030,905	138,030,905
Hotel	11,152.24	10,925.46	7937.30	25,437,933	25,437,933
Junior College (2Yr)	39,853.66	14,640.12	1220.01	92,823,561	92,823,561
Regional Shopping Center	224,939.81	297,778.07	150383.97	485,979,016	485,979,016
Single Family Housing	125,656.44	131,851.72	114747.36	426,375,422	426,375,422
Total	569,515.65	562,231.15	358,425.07	1,531,570,568	1,531,570,568

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Elementary School	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Light Industry	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Office Building	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Hotel	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Junior College (2Yr)	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Regional Shopping Center	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Single Family Housing	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Summer

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
NaturalGas Unmitigated	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	574354	6.1940	52.9307	22.5237	0.3379		4.2795	4.2795		4.2795	4.2795		67,571.0714	67,571.0714	1.2951	1.2388	67,972.6125
Elementary School	19922.4	0.2149	1.9532	1.6407	0.0117		0.1484	0.1484		0.1484	0.1484		2,343.8131	2,343.8131	0.0449	0.0430	2,357.7412
General Light Industry	88568.9	0.9552	8.6832	7.2939	0.0521		0.6599	0.6599		0.6599	0.6599		10,419.8710	10,419.8710	0.1997	0.1910	10,481.7911
General Office Building	175004	1.8873	17.1573	14.4121	0.1029		1.3040	1.3040		1.3040	1.3040		20,588.7017	20,588.7017	0.3946	0.3775	20,711.0501
Hotel	127256	1.3724	12.4761	10.4799	0.0749		0.9482	0.9482		0.9482	0.9482		14,971.3111	14,971.3111	0.2870	0.2745	15,060.2781
Junior College (2Yr)	131706	1.4204	12.9123	10.8464	0.0775		0.9813	0.9813		0.9813	0.9813		15,494.7835	15,494.7835	0.2970	0.2841	15,586.8612
Regional Shopping Center	28582.8	0.3083	2.8022	2.3539	0.0168		0.2130	0.2130		0.2130	0.2130		3,362.6867	3,362.6867	0.0645	0.0617	3,382.6694
Single Family Housing	1.01377e+006	10.9329	93.4263	39.7559	0.5963		7.5536	7.5536		7.5536	7.5536		119,267.6158	119,267.6158	2.2860	2.1866	119,976.3636
Total		**23.2852**	**202.3413**	**109.3064**	**1.2701**		**16.0879**	**16.0879**		**16.0879**	**16.0879**		**254,019.8543**	**254,019.8543**	**4.8687**	**4.6570**	**255,529.3672**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	574.354	6.1940	52.9307	22.5237	0.3379		4.2795	4.2795		4.2795	4.2795		67,571.0714	67,571.0714	1.2951	1.2388	67,972.6125
Elementary School	19.9224	0.2149	1.9532	1.6407	0.0117		0.1484	0.1484		0.1484	0.1484		2,343.8131	2,343.8131	0.0449	0.0430	2,357.7412
General Light Industry	88.5689	0.9552	8.6832	7.2939	0.0521		0.6599	0.6599		0.6599	0.6599		10,419.8710	10,419.8710	0.1997	0.1910	10,481.7911
General Office Building	175.004	1.8873	17.1573	14.4121	0.1029		1.3040	1.3040		1.3040	1.3040		20,588.7017	20,588.7017	0.3946	0.3775	20,711.0501
Hotel	127.256	1.3724	12.4761	10.4799	0.0749		0.9482	0.9482		0.9482	0.9482		14,971.3111	14,971.3111	0.2870	0.2745	15,060.2781
Junior College (2Yr)	131.706	1.4204	12.9123	10.8464	0.0775		0.9813	0.9813		0.9813	0.9813		15,494.7835	15,494.7835	0.2970	0.2841	15,586.8612
Regional Shopping Center	28.5828	0.3083	2.8022	2.3539	0.0168		0.2130	0.2130		0.2130	0.2130		3,362.6867	3,362.6867	0.0645	0.0617	3,382.6694
Single Family Housing	1013.77	10.9329	93.4263	39.7559	0.5963		7.5536	7.5536		7.5536	7.5536		119,267.6158	119,267.6158	2.2860	2.1866	119,976.3636
Total		**23.2852**	**202.3413**	**109.3064**	**1.2701**		**16.0879**	**16.0879**		**16.0879**	**16.0879**		**254,019.8543**	**254,019.8543**	**4.8687**	**4.6570**	**255,529.3672**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Unmitigated	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.0338					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1,104.1930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,694.0244	515.0479	11,061.9667	28.5618		1,662.6604	1,662.6604		1,662.6604	1,662.6604	203,228.1507	473,364.0000	676,592.1507	607.5637	15.3139	696,344.7894
Landscaping	65.1989	24.9912	2,166.5625	0.1151		12.0547	12.0547		12.0547	12.0547		3,920.5974	3,920.5974	3.7545		4,014.4590
Total	**6,974.4501**	**540.0391**	**13,228.5292**	**28.6769**		**1,674.7150**	**1,674.7150**		**1,674.7150**	**1,674.7150**	**203,228.1507**	**477,284.5974**	**680,512.7481**	**611.3182**	**15.3139**	**700,359.2483**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.0338					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1,104.1930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,694.0244	515.0479	11,061.9667	28.5618		1,662.6604	1,662.6604		1,662.6604	1,662.6604	203,228.1507	473,364.0000	676,592.1507	607.5637	15.3139	696,344.7894
Landscaping	65.1989	24.9912	2,166.5625	0.1151		12.0547	12.0547		12.0547	12.0547		3,920.5974	3,920.5974	3.7545		4,014.4590
Total	**6,974.4501**	**540.0391**	**13,228.5292**	**28.6769**		**1,674.7150**	**1,674.7150**		**1,674.7150**	**1,674.7150**	**203,228.1507**	**477,284.5974**	**680,512.7481**	**611.3182**	**15.3139**	**700,359.2483**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU Project

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6,136.07	1000sqft	140.86	6,136,066.00	0
Elementary School	7,544.00	Student	74.00	699,200.00	0
Junior College (2Yr)	40,667.00	Student	77.00	1,775,205.53	0
General Light Industry	1,786.06	1000sqft	41.00	1,786,058.00	0
Hotel	1,334.00	Room	44.47	1,936,968.00	0
Apartments Low Rise	12,830.00	Dwelling Unit	801.88	12,830,000.00	36694
Single Family Housing	13,468.00	Dwelling Unit	2,078.00	24,242,400.00	38518
Regional Shopping Center	6,361.42	1000sqft	174.00	6,361,424.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	53.53	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Winter

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source: EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Future Baseline Condition model run - no construction emissions modeled.

Off-road Equipment - Future Baseline Condition model run - no construction emissions modeled.

Trips and VMT - Future Baseline Condition model run - no construction emissions modeled.

Grading - Operational emissions only. No construction emissions estimates needed.

Architectural Coating - Future Baseline Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value.

Woodstoves - Wood burning devices excluded from new development pursuant to SCAQMD Rule 445. Modeling assumes existing development that remains has stoves/hearts per default values.

Energy Use - T24 standards adjusted downwards to reflect increased efficiency between 2016-2019 standards (CEC, 2017).

Water Mitigation - Energy efficient appliances in compliance with City's CAP Measure E3

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,347,461.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	28,042,382.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	25,023,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	75,071,610.00	0.00
tblConstructionPhase	NumDays	10,000.00	1.00
tblConstructionPhase	NumDays	6,000.00	2.00
tblConstructionPhase	NumDays	15,500.00	2.00
tblConstructionPhase	NumDays	155,000.00	2.00

tblConstructionPhase	NumDays	11,000.00	2.00
tblConstructionPhase	NumDays	11,000.00	1.00
tblEnergyUse	LightingElect	2.59	1.81
tblEnergyUse	LightingElect	3.10	2.17
tblEnergyUse	LightingElect	3.77	2.64
tblEnergyUse	LightingElect	2.14	1.50
tblEnergyUse	LightingElect	3.39	2.37
tblEnergyUse	LightingElect	6.26	4.38
tblEnergyUse	T24E	257.27	128.63
tblEnergyUse	T24E	443.48	221.74
tblFireplaces	FireplaceWoodMass	1,019.20	989.60
tblFireplaces	NumberNoFireplace	1,283.00	1,475.00
tblFireplaces	NumberNoFireplace	1,346.80	1,366.00
tblFireplaces	NumberWood	641.50	449.70
tblFireplaces	NumberWood	673.40	654.40
tblLandUse	LandUseSquareFeet	6,136,070.00	6,136,066.00
tblLandUse	LandUseSquareFeet	630,703.82	699,200.00
tblLandUse	LandUseSquareFeet	1,786,060.00	1,786,058.00
tblLandUse	LandUseSquareFeet	6,361,420.00	6,361,424.00
tblLandUse	LotAcreage	14.48	74.00
tblLandUse	LotAcreage	40.75	77.00
tblLandUse	LotAcreage	4,372.73	2,078.00
tblLandUse	LotAcreage	146.04	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
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tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	53.53
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	VendorTripNumber	5,875.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
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tblTripsAndVMT	WorkerTripNumber	20,688.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	4,138.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	7.16	7.07
tblVehicleTrips	ST_TR	1.32	1.24
tblVehicleTrips	ST_TR	2.46	2.30
tblVehicleTrips	ST_TR	0.42	0.36
tblVehicleTrips	ST_TR	49.97	46.81
tblVehicleTrips	ST_TR	9.91	9.79
tblVehicleTrips	SU_TR	6.07	6.00
tblVehicleTrips	SU_TR	0.68	0.64
tblVehicleTrips	SU_TR	1.05	0.98
tblVehicleTrips	SU_TR	0.04	0.03
tblVehicleTrips	SU_TR	25.24	23.64
tblVehicleTrips	SU_TR	8.62	8.52
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.65
tblVehicleTrips	WD_TR	11.03	9.12
tblVehicleTrips	WD_TR	8.17	8.36
tblVehicleTrips	WD_TR	1.23	0.98
tblVehicleTrips	WD_TR	42.70	35.36
tblVehicleTrips	WD_TR	9.52	9.33
tblWoodstoves	NumberCatalytic	641.50	449.70
tblWoodstoves	NumberCatalytic	673.40	654.40
tblWoodstoves	NumberNoncatalytic	641.50	449.70
tblWoodstoves	NumberNoncatalytic	673.40	654.40
tblWoodstoves	WoodstoveWoodMass	999.60	969.90

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Energy	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
Mobile	510.7776	3,409.2437	6,286.7350	35.0588	3,854.2340	15.2669	3,869.5010	1,031.2172	14.2099	1,045.4271		3,609,561.1721	3,609,561.1721	142.9679		3,613,135.3698
Total	**7,508.5128**	**4,151.6241**	**19,624.5706**	**65.0058**	**3,854.2340**	**1,706.0699**	**5,560.3039**	**1,031.2172**	**1,705.0129**	**2,736.2300**	**203,228.1507**	**4,340,865.6238**	**4,544,093.7745**	**759.1548**	**19.9709**	**4,569,023.9854**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Energy	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
Mobile	510.7776	3,409.2437	6,286.7350	35.0588	3,854.2340	15.2669	3,869.5010	1,031.2172	14.2099	1,045.4271		3,609,561.1721	3,609,561.1721	142.9679		3,613,135.3698
Total	**7,508.5128**	**4,151.6241**	**19,624.5706**	**65.0058**	**3,854.2340**	**1,706.0699**	**5,560.3039**	**1,031.2172**	**1,705.0129**	**2,736.2300**	**203,228.1507**	**4,340,865.6238**	**4,544,093.7745**	**759.1548**	**19.9709**	**4,569,023.9854**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2039	1/3/2039	5	1	
2	Site Preparation	Site Preparation	1/4/2039	1/5/2039	5	2	
3	Grading	Grading	1/6/2039	1/7/2039	5	2	
4	Building Construction	Building Construction	1/8/2039	1/11/2039	5	2	
5	Paving	Paving	1/12/2039	1/13/2039	5	2	
6	Architectural Coating	Architectural Coating	1/14/2039	1/14/2039	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.2 Demolition - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.3 Site Preparation - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.4 Grading - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.6 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

3.7 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	510.7776	3,409.2437	6,286.7350	35.0588	3,854.2340	15.2669	3,869.5010	1,031.2172	14.2099	1,045.4271		3,609,561.1721	3,609,561.1721	142.9679		3,613,135.3698
Unmitigated	510.7776	3,409.2437	6,286.7350	35.0588	3,854.2340	15.2669	3,869.5010	1,031.2172	14.2099	1,045.4271		3,609,561.1721	3,609,561.1721	142.9679		3,613,135.3698

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	93,915.60	90,708.10	76980.00	310,573,112	310,573,112
Elementary School	9,731.76	0.00	0.00	23,956,700	23,956,700
General Light Industry	8,305.18	2,214.71	1143.08	28,393,918	28,393,918
General Office Building	55,960.96	14,112.96	6013.35	138,030,905	138,030,905
Hotel	11,152.24	10,925.46	7937.30	25,437,933	25,437,933
Junior College (2Yr)	39,853.66	14,640.12	1220.01	92,823,561	92,823,561
Regional Shopping Center	224,939.81	297,778.07	150383.97	485,979,016	485,979,016
Single Family Housing	125,656.44	131,851.72	114747.36	426,375,422	426,375,422
Total	569,515.65	562,231.15	358,425.07	1,531,570,568	1,531,570,568

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Elementary School	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Light Industry	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Office Building	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Hotel	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Junior College (2Yr)	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Regional Shopping Center	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Single Family Housing	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672
NaturalGas Unmitigated	23.2852	202.3413	109.3064	1.2701		16.0879	16.0879		16.0879	16.0879		254,019.8543	254,019.8543	4.8687	4.6570	255,529.3672

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	574354	6.1940	52.9307	22.5237	0.3379		4.2795	4.2795		4.2795	4.2795		67,571.0714	67,571.0714	1.2951	1.2388	67,972.6125
Elementary School	19922.4	0.2149	1.9532	1.6407	0.0117		0.1484	0.1484		0.1484	0.1484		2,343.8131	2,343.8131	0.0449	0.0430	2,357.7412
General Light Industry	88568.9	0.9552	8.6832	7.2939	0.0521		0.6599	0.6599		0.6599	0.6599		10,419.8710	10,419.8710	0.1997	0.1910	10,481.7911
General Office Building	175004	1.8873	17.1573	14.4121	0.1029		1.3040	1.3040		1.3040	1.3040		20,588.7017	20,588.7017	0.3946	0.3775	20,711.0501
Hotel	127256	1.3724	12.4761	10.4799	0.0749		0.9482	0.9482		0.9482	0.9482		14,971.3111	14,971.3111	0.2870	0.2745	15,060.2781
Junior College (2Yr)	131706	1.4204	12.9123	10.8464	0.0775		0.9813	0.9813		0.9813	0.9813		15,494.7835	15,494.7835	0.2970	0.2841	15,586.8612
Regional Shopping Center	28582.8	0.3083	2.8022	2.3539	0.0168		0.2130	0.2130		0.2130	0.2130		3,362.6867	3,362.6867	0.0645	0.0617	3,382.6694
Single Family Housing	1.01377e+006	10.9329	93.4263	39.7559	0.5963		7.5536	7.5536		7.5536	7.5536		119,267.6158	119,267.6158	2.2860	2.1866	119,976.3636
Total		**23.2852**	**202.3413**	**109.3064**	**1.2701**		**16.0879**	**16.0879**		**16.0879**	**16.0879**		**254,019.8543**	**254,019.8543**	**4.8687**	**4.6570**	**255,529.3672**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Apartments Low Rise	574.354	6.1940	52.9307	22.5237	0.3379		4.2795	4.2795		4.2795	4.2795		67,571.0714	67,571.0714	1.2951	1.2388	67,972.6125
Elementary School	19.9224	0.2149	1.9532	1.6407	0.0117		0.1484	0.1484		0.1484	0.1484		2,343.8131	2,343.8131	0.0449	0.0430	2,357.7412
General Light Industry	88.5689	0.9552	8.6832	7.2939	0.0521		0.6599	0.6599		0.6599	0.6599		10,419.8710	10,419.8710	0.1997	0.1910	10,481.7911
General Office Building	175.004	1.8873	17.1573	14.4121	0.1029		1.3040	1.3040		1.3040	1.3040		20,588.7017	20,588.7017	0.3946	0.3775	20,711.0501
Hotel	127.256	1.3724	12.4761	10.4799	0.0749		0.9482	0.9482		0.9482	0.9482		14,971.3111	14,971.3111	0.2870	0.2745	15,060.2781
Junior College (2Yr)	131.706	1.4204	12.9123	10.8464	0.0775		0.9813	0.9813		0.9813	0.9813		15,494.7835	15,494.7835	0.2970	0.2841	15,586.8612
Regional Shopping Center	28.5828	0.3083	2.8022	2.3539	0.0168		0.2130	0.2130		0.2130	0.2130		3,362.6867	3,362.6867	0.0645	0.0617	3,382.6694
Single Family Housing	1013.77	10.9329	93.4263	39.7559	0.5963		7.5536	7.5536		7.5536	7.5536		119,267.6158	119,267.6158	2.2860	2.1866	119,976.3636
Total		**23.2852**	**202.3413**	**109.3064**	**1.2701**		**16.0879**	**16.0879**		**16.0879**	**16.0879**		**254,019.8543**	**254,019.8543**	**4.8687**	**4.6570**	**255,529.3672**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483
Unmitigated	6,974.4501	540.0391	13,228.5292	28.6769		1,674.7150	1,674.7150		1,674.7150	1,674.7150	203,228.1507	477,284.5974	680,512.7481	611.3182	15.3139	700,359.2483

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.0338					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1,104.1930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,694.0244	515.0479	11,061.9667	28.5618		1,662.6604	1,662.6604		1,662.6604	1,662.6604	203,228.1507	473,364.0000	676,592.1507	607.5637	15.3139	696,344.7894
Landscaping	65.1989	24.9912	2,166.5625	0.1151		12.0547	12.0547		12.0547	12.0547		3,920.5974	3,920.5974	3.7545		4,014.4590
Total	**6,974.4501**	**540.0391**	**13,228.5292**	**28.6769**		**1,674.7150**	**1,674.7150**		**1,674.7150**	**1,674.7150**	**203,228.1507**	**477,284.5974**	**680,512.7481**	**611.3182**	**15.3139**	**700,359.2483**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	111.0338					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	1,104.1930					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	5,694.0244	515.0479	11,061.9667	28.5618		1,662.6604	1,662.6604		1,662.6604	1,662.6604	203,228.1507	473,364.0000	676,592.1507	607.5637	15.3139	696,344.7894
Landscaping	65.1989	24.9912	2,166.5625	0.1151		12.0547	12.0547		12.0547	12.0547		3,920.5974	3,920.5974	3.7545		4,014.4590
Total	**6,974.4501**	**540.0391**	**13,228.5292**	**28.6769**		**1,674.7150**	**1,674.7150**		**1,674.7150**	**1,674.7150**	**203,228.1507**	**477,284.5974**	**680,512.7481**	**611.3182**	**15.3139**	**700,359.2483**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Monterey Park Focused GPU Project

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Office Building	6,136.07	1000sqft	140.86	6,136,066.00	0
Elementary School	7,544.00	Student	74.00	699,200.00	0
Junior College (2Yr)	40,667.00	Student	77.00	1,775,205.53	0
General Light Industry	1,786.06	1000sqft	41.00	1,786,058.00	0
Hotel	1,334.00	Room	44.47	1,936,968.00	0
Apartments Low Rise	12,830.00	Dwelling Unit	801.88	12,830,000.00	36694
Single Family Housing	13,468.00	Dwelling Unit	2,078.00	24,242,400.00	38518
Regional Shopping Center	6,361.42	1000sqft	174.00	6,361,424.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2040
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	53.53	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Annual

Project Characteristics - Rachel Moeller and Chris Dugan. GHG intensity factors adjusted to reflect estimated SCE 2030 RPS energy mix.

Land Use - Source: EIR Table 3.1 Maximum Development Potential; inputs do not include park, utility, vacant land/building, hospital, closed landfill, and public facility/government land use types.

Construction Phase - Future Baseline Condition model run - no construction emissions modeled.

Off-road Equipment - Future Baseline Condition model run - no construction emissions modeled.

Trips and VMT - Future Baseline Condition model run - no construction emissions modeled.

Grading - Operational emissions only. No construction emissions estimates needed.

Architectural Coating - Future Baseline Condition model run - no construction emissions modeled.

Vehicle Trips - Weekday trip rates provided by TIA preparer KOA (2019) with exception of elementary school which is based on default value.

Woodstoves - Wood burning devices excluded from new development pursuant to SCAQMD Rule 445. Modeling assumes existing development that remains has stoves/hearts per default values.

Energy Use - T24 standards adjusted downwards to reflect increased efficiency between 2016-2019 standards (CEC, 2017).

Water Mitigation - Energy efficient appliances in compliance with City's CAP Measure E3

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Off-road Equipment - Operational emissions only. No construction emissions estimates needed.

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	9,347,461.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	28,042,382.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Exterior	25,023,870.00	0.00
tblArchitecturalCoating	ConstArea_Residential_Interior	75,071,610.00	0.00
tblConstructionPhase	NumDays	10,000.00	1.00
tblConstructionPhase	NumDays	6,000.00	2.00
tblConstructionPhase	NumDays	15,500.00	2.00
tblConstructionPhase	NumDays	155,000.00	2.00

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tblConstructionPhase	NumDays	11,000.00	2.00
tblConstructionPhase	NumDays	11,000.00	1.00
tblEnergyUse	LightingElect	2.59	1.81
tblEnergyUse	LightingElect	3.10	2.17
tblEnergyUse	LightingElect	3.77	2.64
tblEnergyUse	LightingElect	2.14	1.50
tblEnergyUse	LightingElect	3.39	2.37
tblEnergyUse	LightingElect	6.26	4.38
tblEnergyUse	T24E	257.27	128.63
tblEnergyUse	T24E	443.48	221.74
tblFireplaces	FireplaceWoodMass	1,019.20	989.60
tblFireplaces	NumberNoFireplace	1,283.00	1,475.00
tblFireplaces	NumberNoFireplace	1,346.80	1,366.00
tblFireplaces	NumberWood	641.50	449.70
tblFireplaces	NumberWood	673.40	654.40
tblLandUse	LandUseSquareFeet	6,136,070.00	6,136,066.00
tblLandUse	LandUseSquareFeet	630,703.82	699,200.00
tblLandUse	LandUseSquareFeet	1,786,060.00	1,786,058.00
tblLandUse	LandUseSquareFeet	6,361,420.00	6,361,424.00
tblLandUse	LotAcreage	14.48	74.00
tblLandUse	LotAcreage	40.75	77.00
tblLandUse	LotAcreage	4,372.73	2,078.00
tblLandUse	LotAcreage	146.04	174.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00

tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	CH4IntensityFactor	0.029	0.033
tblProjectCharacteristics	CO2IntensityFactor	702.44	53.53
tblProjectCharacteristics	N2OIntensityFactor	0.006	0.004
tblTripsAndVMT	VendorTripNumber	5,875.00	0.00
tblTripsAndVMT	WorkerTripNumber	18.00	0.00
tblTripsAndVMT	WorkerTripNumber	20.00	0.00
tblTripsAndVMT	WorkerTripNumber	20,688.00	0.00
tblTripsAndVMT	WorkerTripNumber	15.00	0.00
tblTripsAndVMT	WorkerTripNumber	4,138.00	0.00
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HS_TTP	19.20	19.40
tblVehicleTrips	HW_TTP	40.20	40.00

tblVehicleTrips	HW_TTP	40.20	40.00
tblVehicleTrips	ST_TR	7.16	7.07
tblVehicleTrips	ST_TR	1.32	1.24
tblVehicleTrips	ST_TR	2.46	2.30
tblVehicleTrips	ST_TR	0.42	0.36
tblVehicleTrips	ST_TR	49.97	46.81
tblVehicleTrips	ST_TR	9.91	9.79
tblVehicleTrips	SU_TR	6.07	6.00
tblVehicleTrips	SU_TR	0.68	0.64
tblVehicleTrips	SU_TR	1.05	0.98
tblVehicleTrips	SU_TR	0.04	0.03
tblVehicleTrips	SU_TR	25.24	23.64
tblVehicleTrips	SU_TR	8.62	8.52
tblVehicleTrips	WD_TR	6.59	7.32
tblVehicleTrips	WD_TR	6.97	4.65
tblVehicleTrips	WD_TR	11.03	9.12
tblVehicleTrips	WD_TR	8.17	8.36
tblVehicleTrips	WD_TR	1.23	0.98
tblVehicleTrips	WD_TR	42.70	35.36
tblVehicleTrips	WD_TR	9.52	9.33
tblWoodstoves	NumberCatalytic	641.50	449.70
tblWoodstoves	NumberCatalytic	673.40	654.40
tblWoodstoves	NumberNoncatalytic	641.50	449.70
tblWoodstoves	NumberNoncatalytic	673.40	654.40
tblWoodstoves	WoodstoveWoodMass	999.60	969.90

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2039	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Maximum	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
		Highest		

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	301.1041	9.5620	409.0949	0.3714		22.2901	22.2901		22.2901	22.2901	2,304.5685	5,812.4457	8,117.0142	7.3154	0.1737	8,351.6491
Energy	4.2495	36.9273	19.9484	0.2318		2.9361	2.9361		2.9361	2.9361	0.0000	50,752.9171	50,752.9171	6.1676	1.4209	51,330.5383
Mobile	76.1108	526.4455	973.6492	5.4646	581.5256	2.3380	583.8636	155.8426	2.1761	158.0187	0.0000	510,358.8620	510,358.8620	19.6776	0.0000	510,850.8016
Waste						0.0000	0.0000		0.0000	0.0000	9,301.8193	0.0000	9,301.8193	549.7218	0.0000	23,044.8636
Water						0.0000	0.0000		0.0000	0.0000	1,214.2701	1,810.1393	3,024.4095	125.8331	3.0801	7,088.1080
Total	**381.4643**	**572.9348**	**1,402.6925**	**6.0678**	**581.5256**	**27.5641**	**609.0897**	**155.8426**	**27.4022**	**183.2448**	**12,820.6579**	**568,734.3642**	**581,555.0221**	**708.7155**	**4.6747**	**600,665.9606**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	301.1041	9.5620	409.0949	0.3714		22.2901	22.2901		22.2901	22.2901	2,304.5685	5,812.4457	8,117.0142	7.3154	0.1737	8,351.6491
Energy	4.2495	36.9273	19.9484	0.2318		2.9361	2.9361		2.9361	2.9361	0.0000	50,752.9171	50,752.9171	6.1676	1.4209	51,330.5383
Mobile	76.1108	526.4455	973.6492	5.4646	581.5256	2.3380	583.8636	155.8426	2.1761	158.0187	0.0000	510,358.8620	510,358.8620	19.6776	0.0000	510,850.8016
Waste						0.0000	0.0000		0.0000	0.0000	9,301.8193	0.0000	9,301.8193	549.7218	0.0000	23,044.8636
Water						0.0000	0.0000		0.0000	0.0000	971.4161	1,568.1224	2,539.5385	100.7405	2.4731	5,795.0193
Total	**381.4643**	**572.9348**	**1,402.6925**	**6.0678**	**581.5256**	**27.5641**	**609.0897**	**155.8426**	**27.4022**	**183.2448**	**12,577.8039**	**568,492.3473**	**581,070.1511**	**683.6229**	**4.0676**	**599,372.8719**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**1.89**	**0.04**	**0.08**	**3.54**	**12.99**	**0.22**

3.0 Construction Detail

Construction Phase

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2039	1/3/2039	5	1	
2	Site Preparation	Site Preparation	1/4/2039	1/5/2039	5	2	
3	Grading	Grading	1/6/2039	1/7/2039	5	2	
4	Building Construction	Building Construction	1/8/2039	1/11/2039	5	2	
5	Paving	Paving	1/12/2039	1/13/2039	5	2	
6	Architectural Coating	Architectural Coating	1/14/2039	1/14/2039	5	1	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	0	8.00	81	0.73
Demolition	Excavators	0	8.00	158	0.38
Demolition	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	0	8.00	247	0.40
Site Preparation	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Grading	Excavators	0	8.00	158	0.38
Grading	Graders	0	8.00	187	0.41
Grading	Rubber Tired Dozers	0	8.00	247	0.40
Grading	Scrapers	0	8.00	367	0.48
Grading	Tractors/Loaders/Backhoes	0	8.00	97	0.37
Building Construction	Cranes	0	7.00	231	0.29
Building Construction	Forklifts	0	8.00	89	0.20
Building Construction	Generator Sets	0	8.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	0	7.00	97	0.37
Building Construction	Welders	0	8.00	46	0.45
Paving	Pavers	0	8.00	130	0.42
Paving	Paving Equipment	0	8.00	132	0.36
Paving	Rollers	0	8.00	80	0.38
Architectural Coating	Air Compressors	0	6.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.2 Demolition - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.3 Site Preparation - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Grading - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.5 Building Construction - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.6 Paving - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2039

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.7 Architectural Coating - 2039

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	76.1108	526.4455	973.6492	5.4646	581.5256	2.3380	583.8636	155.8426	2.1761	158.0187	0.0000	510,358.8620	510,358.8620	19.6776	0.0000	510,850.8016
Unmitigated	76.1108	526.4455	973.6492	5.4646	581.5256	2.3380	583.8636	155.8426	2.1761	158.0187	0.0000	510,358.8620	510,358.8620	19.6776	0.0000	510,850.8016

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	93,915.60	90,708.10	76980.00	310,573,112	310,573,112
Elementary School	9,731.76	0.00	0.00	23,956,700	23,956,700
General Light Industry	8,305.18	2,214.71	1143.08	28,393,918	28,393,918
General Office Building	55,960.96	14,112.96	6013.35	138,030,905	138,030,905
Hotel	11,152.24	10,925.46	7937.30	25,437,933	25,437,933
Junior College (2Yr)	39,853.66	14,640.12	1220.01	92,823,561	92,823,561
Regional Shopping Center	224,939.81	297,778.07	150383.97	485,979,016	485,979,016
Single Family Housing	125,656.44	131,851.72	114747.36	426,375,422	426,375,422
Total	569,515.65	562,231.15	358,425.07	1,531,570,568	1,531,570,568

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3
Elementary School	16.60	8.40	6.90	65.00	30.00	5.00	63	25	12
General Light Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3
General Office Building	16.60	8.40	6.90	33.00	48.00	19.00	77	19	4
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Junior College (2Yr)	16.60	8.40	6.90	6.40	88.60	5.00	92	7	1
Regional Shopping Center	16.60	8.40	6.90	16.30	64.70	19.00	54	35	11
Single Family Housing	14.70	5.90	8.70	40.00	19.40	40.60	86	11	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Apartments Low Rise	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Elementary School	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Light Industry	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
General Office Building	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Hotel	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Junior College (2Yr)	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Regional Shopping Center	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810
Single Family Housing	0.537194	0.043713	0.210127	0.116181	0.013260	0.006460	0.022765	0.039037	0.002776	0.001599	0.005341	0.000737	0.000810

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

Monterey Park Focused GPU Project - Los Angeles-South Coast County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8,697.0814	8,697.0814	5.3616	0.6499	9,024.7857
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8,697.0814	8,697.0814	5.3616	0.6499	9,024.7857
NaturalGas Mitigated	4.2495	36.9273	19.9484	0.2318		2.9361	2.9361		2.9361	2.9361	0.0000	42,055.8357	42,055.8357	0.8061	0.7710	42,305.7525
NaturalGas Unmitigated	4.2495	36.9273	19.9484	0.2318		2.9361	2.9361		2.9361	2.9361	0.0000	42,055.8357	42,055.8357	0.8061	0.7710	42,305.7525

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.09639e+008	1.1304	9.6599	4.1106	0.0617		0.7810	0.7810		0.7810	0.7810	0.0000	11,187.1487	11,187.1487	0.2144	0.2051	11,253.6283
Elementary School	7.27168e+006	0.0392	0.3565	0.2994	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	388.0445	388.0445	7.4400e-003	7.1100e-003	390.3505
General Light Industry	3.23276e+007	0.1743	1.5847	1.3311	9.5100e-003		0.1204	0.1204		0.1204	0.1204	0.0000	1,725.1265	1,725.1265	0.0331	0.0316	1,735.3781
General Office Building	6.38764e+007	0.3444	3.1312	2.6302	0.0188		0.2380	0.2380		0.2380	0.2380	0.0000	3,408.6905	3,408.6905	0.0653	0.0625	3,428.9466
Hotel	4.64485e+007	0.2505	2.2769	1.9126	0.0137		0.1730	0.1730		0.1730	0.1730	0.0000	2,478.6685	2,478.6685	0.0475	0.0454	2,493.3979
Junior College (2Yr)	4.80726e+007	0.2592	2.3565	1.9795	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	2,565.3352	2,565.3352	0.0492	0.0470	2,580.5797
Regional Shopping Center	1.04327e+007	0.0563	0.5114	0.4296	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	556.7305	556.7305	0.0107	0.0102	560.0389
Single Family Housing	3.70028e+008	1.9953	17.0503	7.2555	0.1088		1.3785	1.3785		1.3785	1.3785	0.0000	19,746.0914	19,746.0914	0.3785	0.3620	19,863.4325
Total		**4.2495**	**36.9273**	**19.9484**	**0.2318**		**2.9360**	**2.9360**		**2.9360**	**2.9360**	**0.0000**	**42,055.8357**	**42,055.8357**	**0.8061**	**0.7710**	**42,305.7525**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Apartments Low Rise	2.09639e+008	1.1304	9.6599	4.1106	0.0617		0.7810	0.7810		0.7810	0.7810	0.0000	11,187.1487	11,187.1487	0.2144	0.2051	11,253.6283
Elementary School	7.27168e+006	0.0392	0.3565	0.2994	2.1400e-003		0.0271	0.0271		0.0271	0.0271	0.0000	388.0445	388.0445	7.4400e-003	7.1100e-003	390.3505
General Light Industry	3.23276e+007	0.1743	1.5847	1.3311	9.5100e-003		0.1204	0.1204		0.1204	0.1204	0.0000	1,725.1265	1,725.1265	0.0331	0.0316	1,735.3781
General Office Building	6.38764e+007	0.3444	3.1312	2.6302	0.0188		0.2380	0.2380		0.2380	0.2380	0.0000	3,408.6905	3,408.6905	0.0653	0.0625	3,428.9466
Hotel	4.64485e+007	0.2505	2.2769	1.9126	0.0137		0.1730	0.1730		0.1730	0.1730	0.0000	2,478.6685	2,478.6685	0.0475	0.0454	2,493.3979
Junior College (2Yr)	4.80726e+007	0.2592	2.3565	1.9795	0.0141		0.1791	0.1791		0.1791	0.1791	0.0000	2,565.3352	2,565.3352	0.0492	0.0470	2,580.5797
Regional Shopping Center	1.04327e+007	0.0563	0.5114	0.4296	3.0700e-003		0.0389	0.0389		0.0389	0.0389	0.0000	556.7305	556.7305	0.0107	0.0102	560.0389
Single Family Housing	3.70028e+008	1.9953	17.0503	7.2555	0.1088		1.3785	1.3785		1.3785	1.3785	0.0000	19,746.0914	19,746.0914	0.3785	0.3620	19,863.4325
Total		**4.2495**	**36.9273**	**19.9484**	**0.2318**		**2.9360**	**2.9360**		**2.9360**	**2.9360**	**0.0000**	**42,055.8357**	**42,055.8357**	**0.8061**	**0.7710**	**42,305.7525**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	5.27538e+007	1,280.9033	0.7897	0.0957	1,329.1675
Elementary School	3.59389e+006	87.2625	0.0538	6.5200e-003	90.5505
General Light Industry	1.81642e+007	441.0415	0.2719	0.0330	457.6599
General Office Building	7.27737e+007	1,767.0047	1.0893	0.1320	1,833.5851
Hotel	1.34426e+007	326.3961	0.2012	0.0244	338.6946
Junior College (2Yr)	1.59768e+007	387.9307	0.2392	0.0290	402.5478
Regional Shopping Center	7.39197e+007	1,794.8306	1.1065	0.1341	1,862.4594
Single Family Housing	1.07563e+008	2,611.7121	1.6101	0.1952	2,710.1209
Total		**8,697.0814**	**5.3616**	**0.6499**	**9,024.7857**

5.3 Energy by Land Use - Electricity

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	5.27538e+007	1,280.9033	0.7897	0.0957	1,329.1675
Elementary School	3.59389e+006	87.2625	0.0538	6.5200e-003	90.5505
General Light Industry	1.81642e+007	441.0415	0.2719	0.0330	457.6599
General Office Building	7.27737e+007	1,767.0047	1.0893	0.1320	1,833.5851
Hotel	1.34426e+007	326.3961	0.2012	0.0244	338.6946
Junior College (2Yr)	1.59768e+007	387.9307	0.2392	0.0290	402.5478
Regional Shopping Center	7.39197e+007	1,794.8306	1.1065	0.1341	1,862.4594
Single Family Housing	1.07563e+008	2,611.7121	1.6101	0.1952	2,710.1209
Total		**8,697.0814**	**5.3616**	**0.6499**	**9,024.7857**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	301.1041	9.5620	409.0949	0.3714		22.2901	22.2901		22.2901	22.2901	2,304.5685	5,812.4457	8,117.0142	7.3154	0.1737	8,351.6491
Unmitigated	301.1041	9.5620	409.0949	0.3714		22.2901	22.2901		22.2901	22.2901	2,304.5685	5,812.4457	8,117.0142	7.3154	0.1737	8,351.6491

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.2637					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	201.5152					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	71.1753	6.4381	138.2746	0.3570		20.7833	20.7833		20.7833	20.7833	2,304.5685	5,367.8575	7,672.4259	6.8897	0.1737	7,896.4171
Landscaping	8.1499	3.1239	270.8203	0.0144		1.5068	1.5068		1.5068	1.5068	0.0000	444.5883	444.5883	0.4258	0.0000	455.2320
Total	**301.1041**	**9.5620**	**409.0949**	**0.3714**		**22.2901**	**22.2901**		**22.2901**	**22.2901**	**2,304.5685**	**5,812.4457**	**8,117.0142**	**7.3154**	**0.1737**	**8,351.6491**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	20.2637					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	201.5152					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	71.1753	6.4381	138.2746	0.3570		20.7833	20.7833		20.7833	20.7833	2,304.5685	5,367.8575	7,672.4259	6.8897	0.1737	7,896.4171
Landscaping	8.1499	3.1239	270.8203	0.0144		1.5068	1.5068		1.5068	1.5068	0.0000	444.5883	444.5883	0.4258	0.0000	455.2320
Total	**301.1041**	**9.5620**	**409.0949**	**0.3714**		**22.2901**	**22.2901**		**22.2901**	**22.2901**	**2,304.5685**	**5,812.4457**	**8,117.0142**	**7.3154**	**0.1737**	**8,351.6491**

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2,539.5385	100.7405	2.4731	5,795.0193
Unmitigated	3,024.4095	125.8331	3.0801	7,088.1080

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	835.926 / 526.997	671.6500	27.4892	0.6735	1,559.5944
Elementary School	18.2885 / 47.0275	24.2703	0.6073	0.0155	44.0576
General Light Industry	413.026 / 0	261.6168	13.5390	0.3275	697.6984
General Office Building	1090.59 / 668.424	871.1069	35.8605	0.8783	2,029.3647
Hotel	33.8393 / 3.75992	22.4486	1.1099	0.0269	58.2150
Junior College (2Yr)	87.0721 / 136.19	91.8912	2.8769	0.0718	185.2080
Regional Shopping Center	471.206 / 288.804	376.3765	15.4941	0.3795	876.8213
Single Family Housing	877.494 / 553.203	705.0493	28.8562	0.7070	1,637.1487
Total		**3,024.4094**	**125.8331**	**3.0801**	**7,088.1080**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	668.741 / 526.997	565.7525	22.0089	0.5410	1,277.1794
Elementary School	14.6308 / 47.0275	21.9535	0.4874	0.0126	37.8789
General Light Industry	330.421 / 0	209.2934	10.8312	0.2620	558.1587
General Office Building	872.469 / 668.424	732.9483	28.7106	0.7054	1,660.9134
Hotel	27.0714 / 3.75992	18.1617	0.8880	0.0215	46.7825
Junior College (2Yr)	69.6577 / 136.19	80.8607	2.3060	0.0580	155.7910
Regional Shopping Center	376.965 / 288.804	316.6827	12.4049	0.3048	717.6257
Single Family Housing	701.996 / 553.203	593.8858	23.1034	0.5679	1,340.6899
Total		**2,539.5385**	**100.7405**	**2.4731**	**5,795.0193**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	9,301.8193	549.7218	0.0000	23,044.8636
Unmitigated	9,301.8193	549.7218	0.0000	23,044.8636

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	5901.8	1,198.0121	70.8005	0.0000	2,968.0242
Elementary School	1376.78	279.4739	16.5164	0.0000	692.3848
General Light Industry	2214.71	449.5661	26.5686	0.0000	1,113.7810
General Office Building	5706.55	1,158.3781	68.4582	0.0000	2,869.8327
Hotel	730.37	148.2585	8.7618	0.0000	367.3042
Junior College (2Yr)	7421.73	1,506.5441	89.0342	0.0000	3,732.3993
Regional Shopping Center	6679.49	1,355.8761	80.1300	0.0000	3,359.1257
Single Family Housing	15792.4	3,205.7104	189.4521	0.0000	7,942.0119
Total		**9,301.8193**	**549.7218**	**0.0000**	**23,044.8636**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	5901.8	1,198.0121	70.8005	0.0000	2,968.0242
Elementary School	1376.78	279.4739	16.5164	0.0000	692.3848
General Light Industry	2214.71	449.5661	26.5686	0.0000	1,113.7810
General Office Building	5706.55	1,158.3781	68.4582	0.0000	2,869.8327
Hotel	730.37	148.2585	8.7618	0.0000	367.3042
Junior College (2Yr)	7421.73	1,506.5441	89.0342	0.0000	3,732.3993
Regional Shopping Center	6679.49	1,355.8761	80.1300	0.0000	3,359.1257
Single Family Housing	15792.4	3,205.7104	189.4521	0.0000	7,942.0119
Total		**9,301.8193**	**549.7218**	**0.0000**	**23,044.8636**

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type

Boilers

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

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Energy Appendix
Electricity and Natural Gas Calculations
Monterey Park General Plan EIR
Monterey Park, CA
Prepared by MIG, May 2019

Land Use	kWh		
	2019	2040	Change
Apt (Low-Rise)	38,444,700	52,753,800	14,309,100
Elem Sch	3,163,100	3,592,890	429,790
Gen Lt Ind	22,810,500	18,164,200	(4,646,300)
Gen Office	101,629,000	72,773,700	(28,855,300)
Hotel	6,209,090	13,442,600	7,233,510
Jr College	16,413,000	15,976,800	(436,200)
Regional Shop	79,175,200	73,919,700	(5,255,500)
Single Fam	111,506,000	101,563,000	(9,943,000)
Total	379,350,590	352,186,690	(27,163,900)
Service Pop	100,478	114,901	14,423
Elect. Efficiency	3,775	3,065	(710)

Land Use	kBtu		
	2019	2040	Change
Apt (Low-Rise)	170,762,000	209,639,000	38,877,000
Elem Sch	5,472,580	7,271,680	1,799,100
Gen Lt Ind	36,808,800	32,327,600	(4,481,200)
Gen Office	495,016,000	63,876,400	(431,139,600)
Hotel	19,342,200	46,448,500	27,106,300
Jr College	43,698,300	48,072,600	4,374,300
Regional Shop	9,473,460	10,432,700	959,240
Single Fam	446,196,000	370,028,000	(76,168,000)
Total	1,226,769,340	788,096,480	(438,672,860)
Service Pop	100,478	114,901	14,423
NG Efficiency	12,209	6,859	(5,350)

Energy Appendix
Diesel and Gasoline Calculations
Monterey Park General Plan EIR
Monterey Park, CA
Prepared by MIG, May 2019

Population and MPG Data: 2019		
Metric	**Gasoline**	**Diesel**
Population (%)	95.6%	3.5%
Miles per Gallon (MPG)[1]	23.62	9.28

[1] MPG derived from EMFAC2017 data for the 2019 calendar year in Los Angeles County

Existing VMT 1,411,579,106.00

Fuel Consumption Calculations: 2019		
Metric	**Gasoline**	**Diesel**
Vehicle Miles Traveled (VMT)	1,350,006,234.85	48,950,563.40
Gallons Consumed	57,160,447	5,272,868.24

Population and MPG Data: 2040		
Metric	**Gasoline**	**Diesel**
Population (%)	90.2%	5.0%
Miles per Gallon (MPG)[1]	34.68	14.18

[1] MPG derived from EMFAC2017 data for the 2019 calendar year in Los Angeles County

Project VMT 1,531,570,568.00

Fuel Consumption Calculations: 2040		
Metric	**Gasoline**	**Diesel**
VMT	1,381,866,046.39	77,226,493.12
Gallons Consumed	39,845,181	5,445,729.94

Fuel Consumption Change: 2019-2040		
Metric	**Gasoline**	**Diesel**
VMT	31,859,811.54	28,275,929.71
Gallons Consumed	(17,315,265.70)	172,861.70

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Summary		
Filename	LxT_Data.021	
Serial Number	5065	
Model	SoundTrack LxT®	
Firmware Version	2.301	
User	pgleason	
Location	Monterey Park GPU EIR LT 1	
Job Description	Long Term 1	
Note		
Measurement Description	Noise meter 2 - LT - Monterey Park EIR	
Start	2019/05/06 13:00:00	
Stop	2019/05/07 13:00:00	
Duration	1 Day 00:00:00.0	
Run Time	1 Day 00:00:00.0	
Pause	0:00:00.0	
Pre Calibration	2019/05/06 11:53:20	
Post Calibration	None	
Results		
LASeq	52.9	
Community Noise	**Ldn**	**Lden**
	57.5	57.7
Statistics		
LAS1.67	61.5	
LAS8.33	56.4	
LAS25.00	51.1	
LAS50.00	49.0	
LAS75.00	47.3	
LAS90.00	45.8	

Monterey Park Focused General Plan Update
Monterey Park, California
Appendix: Ambient Noise Monitoring Data
Prepared by MIG, May 2019

Table: Summary of Site LT1 Noise Monitoring Data

Site LT1												
Date	Time	Duration	Leq	CNEL	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/7/2019	7:00 AM	1-hour	54.2	54.2	45	70.5	63.6	58.7	52.8	49.6	48.4	47.7
5/7/2019	8:00 AM	1-hour	52.4	52.4	45	65.4	60.1	56.1	52.3	50	48.6	47.6
5/7/2019	9:00 AM	1-hour	57.4	57.4	45	75.7	66.7	61	57.5	53.8	50.7	49.1
5/7/2019	10:00 AM	1-hour	53.2	53.2	43.3	67.8	62.5	56.9	52.4	49.6	48.3	47.6
5/7/2019	11:00 AM	1-hour	56.1	56.1	46.5	71.9	65.6	59.6	55.5	52.4	50.7	49.7
5/7/2019	12:00 PM	1-hour	56.9	56.9	47.5	75.1	64.2	60.8	57.3	53.9	51.9	50.7
5/6/2019	1:00 PM	1-hour	55.3	55.3	46.0	78.2	63.3	57.5	53.9	51.5	50.2	49.4
5/6/2019	2:00 PM	1-hour	54.1	54.1	46.3	73.2	63.3	56.9	53.1	51.0	49.7	48.6
5/6/2019	3:00 PM	1-hour	54.2	54.2	47.0	68.3	61.2	58.0	54.7	51.6	49.9	49.2
5/6/2019	4:00 PM	1-hour	52.5	52.5	45.3	71.4	61.4	53.8	51.0	49.9	49.1	48.5
5/6/2019	5:00 PM	1-hour	49.9	49.9	44.5	64.2	56.8	51.6	49.5	48.6	47.9	47.3
5/6/2019	6:00 PM	1-hour	49.5	49.5	44.6	60.7	55.2	51.8	49.6	48.4	47.7	47
5/6/2019	7:00 PM	1-hour	51.3	56.3	46.4	66.7	59.8	52.9	50.6	49.8	48.9	48.3
5/6/2019	8:00 PM	1-hour	50.9	55.9	45.1	70.3	59.8	53.7	49.8	48.6	47.8	47.2
5/6/2019	9:00 PM	1-hour	49.5	54.5	44.2	66.9	57.1	51	49.2	48.3	47.5	46.9
5/6/2019	10:00 PM	1-hour	48.8	58.8	43.8	60.1	53.8	50.5	48.9	48.1	47.4	46.8
5/6/2019	11:00 PM	1-hour	48.2	58.2	42.4	62.7	54.3	51.7	48	46.8	45.9	45.2
5/7/2019	12:00 AM	1-hour	45.4	55.4	41.3	52.5	48.5	47.2	46.1	45	44.1	43.5
5/7/2019	1:00 AM	1-hour	46.3	56.3	41.9	51.8	49.3	48	46.9	46.1	45.1	44.4
5/7/2019	2:00 AM	1-hour	50.8	60.8	41.9	70.8	62	53.6	47.1	46.2	45.3	44.5
5/7/2019	3:00 AM	1-hour	47.3	57.3	42.2	58.8	50.7	49.2	47.9	46.9	45.8	45.1
5/7/2019	4:00 AM	1-hour	50	60	45.4	55.3	52.5	51.6	50.6	49.7	48.9	48.3
5/7/2019	5:00 AM	1-hour	53.4	63.4	42.8	66.5	60	57.8	54.7	50.6	47.1	46.3
5/7/2019	6:00 AM	1-hour	54.2	64.2	42.9	70.1	62.6	58.2	54.6	51.3	47.9	45.5
Daytime (7 AM to 10 PM)			*53.9*	*--*	*43.3*	*78.2*	*62.4*	*57.2*	*53.5*	*50.9*	*49.3*	*48.5*
Nightime (10 PM to 7 AM)			*50.3*	*--*	*41.3*	*70.8*	*57.8*	*53.7*	*50.6*	*48.4*	*46.6*	*45.7*
	24-hour CNEL		*--*	*57.7*	*41.3*	*78.2*	*61.2*	*56.1*	*52.6*	*50.1*	*48.5*	*47.6*

Monterey Park Focused General Plan Update
Monterey Park, CA
Appendix: Ambient Noise Monitoring Data
Prepared by MIG, May 2019

Table: Summary of Site ST-1 Noise Monitoring Data

Site ST-1 (Northeast corner of E Emerson Avenue and N Baltimore Avenue)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/6/2019	2:30 PM	10 mins	62.2	48.3	80.0	70.7	64.6	60.7	57.8	54.7	52.5
5/6/2019	2:40 PM	10 mins	59.6	46.5	70.8	66.5	63.1	60.5	58.0	55.4	51.9
5/6/2019	2:50 PM	10 mins	60.0	47.1	72.8	67.2	63.9	60.7	57.4	54.4	50.9
		Average:	60.7	46.5	80.0	68.5	63.9	60.6	57.7	54.9	51.8

Table: Summary of Site ST-2 Noise Monitoring Data

Site ST-2 (At Approximately 201 New Avenue)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/6/2019	1:30 PM	10 mins	67.6	46.5	76.7	74.1	71.9	69.1	65.6	60.1	54.2
5/6/2019	1:40 PM	10 mins	68.1	44.2	79.6	74.9	72.6	69.6	65.5	57.6	50.4
5/6/2019	1:50 PM	10 mins	67.8	50.1	85.3	74.1	72.2	68.8	64.5	57.2	53.2
		Average:	67.8	44.2	85.3	74.4	72.2	69.2	65.2	58.5	52.9

Table: Summary of Site ST-3 Noise Monitoring Data

Site ST-3 (On Arland Avenue between Celito Drive and Alpaca Street)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/7/2019	9:10 AM	10 mins	49.5	40.0	69.3	59.9	50.3	45.3	43.4	42.1	41.4
5/7/2019	9:20 AM	10 mins	53.3	40.7	69.8	65.8	53.8	46.3	43.9	42.8	42.0
5/7/2019	9:30 AM	10 mins	57.3	38.8	73.7	70.2	59.2	48.9	42.9	41.5	40.3
		Average:	54.5	38.8	73.7	67.1	55.9	47.1	43.4	42.2	41.3

Table: Summary of Site ST-4 Noise Monitoring Data

Site ST-4 (Northeast corner of Potrero Grade Drive and Atlas Avenue)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/7/2019	10:00 AM	10 mins	73.5	57.6	83.4	80.9	78.3	74.7	69.7	66.0	63.3
5/7/2019	10:10 AM	10 mins	74.2	59.6	85.3	80.8	78.9	75.7	71.1	66.2	62.3
5/7/2019	10:20 AM	10 mins	74.0	61.8	82.5	80.7	78.4	75.5	71.4	67.0	64.2
		Average:	73.9	57.6	85.3	80.8	78.5	75.3	70.8	66.4	63.3

Table: Summary of Site ST-5 Noise Monitoring Data

Site ST-5 (On W 1st Street between Collegian Avenue and S Atlantic Blvd)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/7/2019	11:30 AM	10 mins	66.6	59.4	80.0	74.5	69.9	66.3	63.8	62.4	61.3
5/7/2019	11:40 AM	10 mins	68.6	57.1	86.9	75.5	69.6	66.6	64.1	62.0	60.9
5/7/2019	11:50 AM	10 mins	67.3	60.1	79.3	74.4	70.3	67.5	65.7	63.7	62.1
		Average:	67.6	57.1	86.9	74.8	69.9	66.8	64.6	62.8	61.5

Table: Summary of Site ST-6 Noise Monitoring Data

Site ST-6 (Southeast corner of Repetto Drive and S McPherrin Avenue)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/7/2019	10:50 AM	10 mins	54.9	39.1	69.4	65.5	60.2	52.3	47.2	44.7	43.1
5/7/2019	11:00 AM	10 mins	57.4	39.7	72.9	67.3	62.7	52.1	47.4	45.5	43.6
5/7/2019	11:10 AM	10 mins	58.2	37.2	70.2	67.1	64.3	57.7	48.7	43.0	41.0
		Average:	57.1	37.2	72.9	66.7	62.7	54.9	47.8	44.5	42.7

Table: Summary of Site ST-7 Noise Monitoring Data

Site ST-7 (In the grass area of Cascades Park, near the alley that parallel to De La Fuente St and S Atlantic Blvd)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/6/2019	4:00 PM	10 mins	57.8	49.2	70.1	64.6	60.5	58.6	56.5	53.1	51.4
5/6/2019	4:10 PM	10 mins	58.1	49.1	71.2	66.2	60.6	58.3	56.2	53.0	51.1
5/6/2019	4:20 PM	10 mins	56.9	49.1	67.1	62.4	60.2	58.2	56.1	52.3	51.0
		Average:	57.6	49.1	71.2	64.7	60.4	58.4	56.3	52.8	51.2

Table: Summary of Site ST-8 Noise Monitoring Data

Site ST-8 (Southwest corner of W Emerson Avenue and N Chandler Avenue)											
Date	Time Start	Duration	Leq	Lmin	Lmax	L(1.67)	L(8.33)	L(25)	L(50)	L(75)	L(90)
5/6/2019	3:20 PM	10 mins	62.5	48.1	77.8	70.9	65.0	62.1	59.8	56.7	52.4
5/6/2019	3:30 PM	10 mins	65.3	51.3	82.2	75.0	68.3	63.1	60.5	57.7	54.9
5/6/2019	3:40 PM	10 mins	64.1	51.2	79.3	74.2	66.4	63.0	60.3	58.4	55.9
		Average:	64.1	48.1	82.2	73.7	66.8	62.8	60.2	57.7	54.6

Monterey Park Focused General Plan Update

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Appendix: Traffic Noise Model Inputs - Vehicle Fleet Mix

Prepared by MIG, May 2019

TNM2.5/EMFAC2017 VEHICLE POPULATION INFORMATION

TNM Vehicle Type	Vehicle Class (EMFAC2007)	2015 Vehicle Population	2015 Vehicle Population %	2040 Vehicle Population	2040 Vehicle Population %
Auto	LDA	3,900,941	55.3%	4,847,998	51.4%
Auto	LDT1	415,551	5.9%	672,788	7.1%
Auto	LDT2	1,311,490	18.6%	1,855,345	19.7%
Auto	LHDT1	156,330	2.2%	246,917	2.6%
Auto	MDV	903,623	12.8%	1,220,625	13.0%
	Subtotal	***6,687,936***	***94.8%***	***8,843,673***	***93.8%***
Medium Truck	LHDT2	37,342	0.5%	74,194	0.8%
Medium Truck	MHDT	76,085	1.1%	112,455	1.2%
Medium Truck	OBUS	6,962	0.1%	8,832	0.1%
Medium Truck	SBUS	4,432	0.1%	7,111	0.1%
	Subtotal	***124,821***	***1.8%***	***202,592***	***2.1%***
Heavy Truck	HHDT	55,641	0.8%	69,785	0.7%
Heavy Truck	MH	23,808	0.3%	32,642	0.3%
Heavy Truck	UBUS	4,527	0.1%	5,103	0.1%
	Subtotal	***83,977***	***1.2%***	***107,530***	***1.1%***
Motorcycle	MC	155,071	2.2%	271,850	2.9%
	Subtotal	***155,071***	***2.2%***	***271,850***	***2.9%***
	TOTAL	**7,051,805**	**100.0%**	**9,425,645**	**100.0%**

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Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Existing 2019 Traffic Noise Model Inputs

Prepared by MIG, May 2019

ID	Road	Segment	Length (Miles)	Length (Feet)	Average Lanes	Average Width (Feet)	Average Speed (MPH)	Posted Speed (MPH)	ADT
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	0.50	2,640	4	71	37	30	33,571
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	1.19	6,283	4	71	41	40	27,550
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	0.54	2,851	4	71	42	40	31,414
1D	Atlantic Blvd	Floral Dr to South City Limit	0.33	1,742	6	81	38	35	31,137
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	1.37	7,234	4	56	40	35	17,683
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	0.30	1,584	4	65	41	40	5,640
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	0.90	4,752	4	64	43	40	7,879
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	0.78	4,118	2	40	32	25	1,706
5A	Garfield Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	65	36	30	26,150
5B	Garfield Ave	Garvey Ave to El Repetto Dr	1.15	6,072	4	70	46	40	26,436
5C	Garfield Ave	El Repetto Dr to Riggin St	0.75	3,960	4	71	40	35	25,161
5D	Garfield Ave	Riggin St to South City Limit	0.21	1,109	4	79	44	40	24,207
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	0.50	2,640	4	74	44	40	11,257
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	0.70	3,696	4	74	45	40	22,067
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	0.65	3,432	4	78	33	30	20,473
6D	Garvey Ave	Garfield Ave to New Ave	0.85	4,488	4	81	36	30	24,765
7A	Graves Ave	Garfield Ave to East City Limit	1.00	5,280	2	40	30	30	5,554
8A	Hellman Ave	West City Limit to Garfield Ave	1.40	7,392	2	38	32	30	9,003
8B	Hellman Ave	Garfield Ave to East City Limit	0.84	4,435	2	40	34	35	9,867
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	0.83	4,382	4	71	46	40	17,882
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	1.00	5,280	4	71	44	40	16,829
10A	New Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	60	40	35	18,495
10B	New Ave	Garvey Ave to Graves Ave	0.50	2,640	2	56	38	35	10,294
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	0.80	4,224	3	44	44	40	8,073
11B	Pomona Blvd	Garfield Ave to Markland Ave	0.70	3,696	3	44	42	40	20,477
12A	Potrero Grande Dr	Markland Dr and Saturn St	0.65	3,432	4	81	51	45	21,057
12B	Portero Grande Dr	Saturn St and East City Limit	0.60	3,168	4	65	51	45	14,030
13A	Riggin St	Atlantic Blvd to Findlay Ave	0.51	2,693	2	56	35	35	10,095
13B	Riggin St	Findlay Ave to Garfield Ave	0.43	2,270	2	56	36	35	10,925
13C	Riggin St	Garfield Ave to Fulton St	0.64	3,379	4	60	22	35	4,396
14	I10	Adjacent to City Limits	3.50	18,480	12	180	60	60	212,000
15A	I710 with Barrier	Within / Adjacent to City Limits	1.75	9,240	7	150	60	60	127,000
15B	I710 No Barrier	Within / Adjacent to City Limits	1.75	9,240	7	150	60	60	127,000
16A	SR60	Within / Adjacent to City Limits	4.40	23,232	8	135	60	60	246,500

Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Future Baseline 2040 Traffic Noise Model Inputs

Prepared by MIG, May 2019

ID	Road	Segment	Length (Miles)	Length (Feet)	Average Lanes	Average Width (Feet)	Average Speed (MPH)	Posted Speed (MPH)	ADT
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	0.50	2,640	4	71	37	30	35,642
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	1.19	6,283	4	71	41	40	29,250
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	0.54	2,851	4	71	42	40	33,352
1D	Atlantic Blvd	Floral Dr to South City Limit	0.33	1,742	6	81	38	35	33,058
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	1.37	7,234	4	56	40	35	18,774
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	0.30	1,584	4	65	41	40	5,988
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	0.90	4,752	4	64	43	40	8,365
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	0.78	4,118	2	40	32	25	1,811
5A	Garfield Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	65	36	30	27,763
5B	Garfield Ave	Garvey Ave to El Repetto Dr	1.15	6,072	4	70	46	40	28,067
5C	Garfield Ave	El Repetto Dr to Riggin St	0.75	3,960	4	71	40	35	26,713
5D	Garfield Ave	Riggin St to South City Limit	0.21	1,109	4	79	44	40	25,701
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	0.50	2,640	4	74	44	40	11,952
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	0.70	3,696	4	74	45	40	23,431
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	0.65	3,432	4	78	33	30	21,736
6D	Garvey Ave	Garfield Ave to New Ave	0.85	4,488	4	81	36	30	26,293
7A	Graves Ave	Garfield Ave to East City Limit	1.00	5,280	2	40	30	30	5,897
8A	Hellman Ave	West City Limit to Garfield Ave	1.40	7,392	2	38	32	30	9,558
8B	Hellman Ave	Garfield Ave to East City Limit	0.84	4,435	2	40	34	35	10,476
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	0.83	4,382	4	71	46	40	18,985
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	1.00	5,280	4	71	44	40	17,867
10A	New Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	60	40	35	19,636
10B	New Ave	Garvey Ave to Graves Ave	0.50	2,640	2	56	38	35	10,929
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	0.80	4,224	3	44	44	40	8,571
11B	Pomona Blvd	Garfield Ave to Markland Ave	0.70	3,696	3	44	42	40	21,740
12A	Potrero Grande Dr	Markland Dr and Saturn St	0.65	3,432	4	81	51	45	22,356
12B	Portero Grande Dr	Saturn St and East City Limit	0.60	3,168	4	65	51	45	14,896
13A	Riggin St	Atlantic Blvd to Findlay Ave	0.51	2,693	2	56	35	35	10,718
13B	Riggin St	Findlay Ave to Garfield Ave	0.43	2,270	2	56	36	35	11,599
13C	Riggin St	Garfield Ave to Fulton St	0.64	3,379	4	60	22	35	4,667
14	I10	Adjacent to City Limits	3.50	18,480	12	180	60	60	225,080
15A	I710	Within / Adjacent to City Limits	1.75	9,240	7	150	60	60	134,836
15B	I710 No Barrier	Within / Adjacent to City Limits	1.75	9,240	2,310	4,620	6,930	7	134,836
16	SR60	Within / Adjacent to City Limits	4.40	23,232	8	135	60	60	261,709

Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Project 2040 Traffic Noise Model Inputs

Prepared by MIG, May 2019

ID	Road	Segment	Length (Miles)	Length (Feet)	Average Lanes	Average Width (Feet)	Average Speed (MPH)	Posted Speed (MPH)	ADT
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	0.50	2,640	4	71	37	30	52,974
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	1.19	6,283	4	71	41	40	40,196
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	0.54	2,851	4	71	42	40	40,196
1D	Atlantic Blvd	Floral Dr to South City Limit	0.33	1,742	6	81	38	35	41,324
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	1.37	7,234	4	56	40	35	21,432
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	0.30	1,584	4	65	41	40	7,768
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	0.90	4,752	4	64	43	40	12,032
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	0.78	4,118	2	40	32	25	2,264
5A	Garfield Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	65	36	30	55,245
5B	Garfield Ave	Garvey Ave to El Repetto Dr	1.15	6,072	4	70	46	40	36,011
5C	Garfield Ave	El Repetto Dr to Riggin St	0.75	3,960	4	71	40	35	31,496
5D	Garfield Ave	Riggin St to South City Limit	0.21	1,109	4	79	44	40	33,387
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	0.50	2,640	4	74	44	40	12,768
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	0.70	3,696	4	74	45	40	27,875
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	0.65	3,432	4	78	33	30	25,311
6D	Garvey Ave	Garfield Ave to New Ave	0.85	4,488	4	81	36	30	32,866
7A	Graves Ave	Garfield Ave to East City Limit	1.00	5,280	2	40	30	30	7,371
8A	Hellman Ave	West City Limit to Garfield Ave	1.40	7,392	2	38	32	30	11,948
8B	Hellman Ave	Garfield Ave to East City Limit	0.84	4,435	2	40	34	35	13,095
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	0.83	4,382	4	71	46	40	23,192
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	1.00	5,280	4	71	44	40	21,532
10A	New Ave	Hellman Ave to Garvey Ave	0.50	2,640	4	60	40	35	22,574
10B	New Ave	Garvey Ave to Graves Ave	0.50	2,640	2	56	38	35	11,558
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	0.80	4,224	3	44	44	40	9,261
11B	Pomona Blvd	Garfield Ave to Markland Ave	0.70	3,696	3	44	42	40	28,120
12A	Potrero Grande Dr	Markland Dr to Saturn St	0.65	3,432	4	81	51	45	24,963
12B	Portero Grande Dr	Saturn St to East City Limit	0.60	3,168	4	65	51	45	15,764
13A	Riggin St	Atlantic Blvd to Findlay Ave	0.51	2,693	2	56	35	35	13,397
13B	Riggin St	Findlay Ave to Garfield Ave	0.43	2,270	2	56	36	35	14,499
13C	Riggin St	Garfield Ave to Fulton St	0.64	3,379	4	60	22	35	5,834
14	I10	Adjacent to City Limits	3.50	18,480	12	180	60	60	228,680
15A	I710	Within / Adjacent to City Limits	1.75	9,240	7	150	60	60	138,436
15B	I710 No Barrier	Within / Adjacent to City Limits	1.75	9,240	2,310	4,620	6,930	7	138,436
16	SR60	Within / Adjacent to City Limits	4.40	23,232	8	135	60	60	265,309

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Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Existing 2019 Traffic Noise Contour Distances

Prepared by MIG, May 2019

ID	Road	Road Segment	2019 CNEL 100 Feet from Road Center	Estimated Distance to Noise Contour				
				75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	74	79	251	794	2,512	7,943
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	73.6	72	229	724	2,291	7,244
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	74.3	85	269	851	2,692	8,511
1D	Atlantic Blvd	Floral Dr to South City Limit	73.7	74	234	741	2,344	7,413
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	71.5	45	141	447	1,413	4,467
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	66.5	14	45	141	447	1,413
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	68.4	22	69	219	692	2,188
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	60.7	4	12	37	117	372
5A	Garfield Ave	Hellman Ave to Garvey Ave	69.7	30	93	295	933	2,951
5B	Garfield Ave	Garvey Ave to El Repetto Dr	72.5	56	178	562	1,778	5,623
5C	Garfield Ave	El Repetto Dr to Riggin St	70.8	38	120	380	1,202	3,802
5D	Garfield Ave	Riggin St to South City Limit	71.5	45	141	447	1,413	4,467
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	68.4	22	69	219	692	2,188
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	71.7	47	148	468	1,479	4,677
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	67.7	19	59	186	589	1,862
6D	Garvey Ave	Garfield Ave to New Ave	69.5	28	89	282	891	2,818
7A	Graves Ave	Garfield Ave to East City Limit	61.9	5	15	49	155	490
8A	Hellman Ave	West City Limit to Garfield Ave	63.8	8	24	76	240	759
8B	Hellman Ave	Garfield Ave to East City Limit	64.9	10	31	98	309	977
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	71.1	41	129	407	1,288	4,074
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	70.2	33	105	331	1,047	3,311
10A	New Ave	Hellman Ave to Garvey Ave	69.4	28	87	275	871	2,754
10B	New Ave	Garvey Ave to Graves Ave	66.4	14	44	138	437	1,380
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67	16	50	158	501	1,585
11B	Pomona Blvd	Garfield Ave to Markland Ave	70.5	35	112	355	1,122	3,548
12A	Potrero Grande Dr	Markland Dr and Saturn St	73.1	65	204	646	2,042	6,457
12B	Portero Grande Dr	Saturn St and East City Limit	71.3	43	135	427	1,349	4,266
13A	Riggin St	Atlantic Blvd to Findlay Ave	65.3	11	34	107	339	1,072
13B	Riggin St	Findlay Ave to Garfield Ave	65.9	12	39	123	389	1,230
13C	Riggin St	Garfield Ave to Fulton St	57.6	2	6	18	58	182
14	I10	Adjacent to City Limits	71.1	41	129	407	1,288	4,074
15A	I710 with Barrier	Within / Adjacent to City Limits	65.2	10	33	105	331	1,047
15B	I710 No Barrier	Within / Adjacent to City Limits	83.4	692	2,188	6,918	21,878	69,183
16A	SR60	Within / Adjacent to City Limits	68.8	24	76	240	759	2,399

Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Future Baseline 2040 Traffic Noise Contour Distances

Prepared by MIG, May 2019

ID	Road	Road Segment	2019 CNEL 100 Feet from Road Center	Estimated Distance to Noise Contour				
				75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	74.3	85	269	851	2,692	8,511
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	74	79	251	794	2,512	7,943
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	74.6	91	288	912	2,884	9,120
1D	Atlantic Blvd	Floral Dr to South City Limit	74	79	251	794	2,512	7,943
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	71.9	49	155	490	1,549	4,898
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	66.9	15	49	155	490	1,549
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	68.8	24	76	240	759	2,399
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	61.1	4	13	41	129	407
5A	Garfield Ave	Hellman Ave to Garvey Ave	70.2	33	105	331	1,047	3,311
5B	Garfield Ave	Garvey Ave to El Repetto Dr	73.2	66	209	661	2,089	6,607
5C	Garfield Ave	El Repetto Dr to Riggin St	71.3	43	135	427	1,349	4,266
5D	Garfield Ave	Riggin St to South City Limit	72	50	158	501	1,585	5,012
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	68.9	25	78	245	776	2,455
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	72.1	51	162	513	1,622	5,129
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	68.2	21	66	209	661	2,089
6D	Garvey Ave	Garfield Ave to New Ave	70	32	100	316	1,000	3,162
7A	Graves Ave	Garfield Ave to East City Limit	61.5	4	14	45	141	447
8A	Hellman Ave	West City Limit to Garfield Ave	64.3	9	27	85	269	851
8B	Hellman Ave	Garfield Ave to East City Limit	65.3	11	34	107	339	1,072
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	71.5	45	141	447	1,413	4,467
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	70.7	37	117	372	1,175	3,715
10A	New Ave	Hellman Ave to Garvey Ave	69.9	31	98	309	977	3,090
10B	New Ave	Garvey Ave to Graves Ave	66.8	15	48	151	479	1,514
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67.5	18	56	178	562	1,778
11B	Pomona Blvd	Garfield Ave to Markland Ave	71	40	126	398	1,259	3,981
12A	Potrero Grande Dr	Markland Dr and Saturn St	73.5	71	224	708	2,239	7,079
12B	Portero Grande Dr	Saturn St and East City Limit	71.8	48	151	479	1,514	4,786
13A	Riggin St	Atlantic Blvd to Findlay Ave	65.7	12	37	117	372	1,175
13B	Riggin St	Findlay Ave to Garfield Ave	66.3	13	43	135	427	1,349
13C	Riggin St	Garfield Ave to Fulton St	58	2	6	20	63	200
14	I10	Adjacent to City Limits	71.7	47	148	468	1,479	4,677
15A	I710 with Barrier	Within / Adjacent to City Limits	65.8	12	38	120	380	1,202
15B	I710 No Barrier	Within / Adjacent to City Limits	83.9	776	2,455	7,762	24,547	77,625
16A	SR60	Within / Adjacent to City Limits	69.4	28	87	275	871	2,754

Monterey Park Focused General Plan Update

Monterey Park, CA

Appendix: Project 2040 Traffic Noise Contour Distances

Prepared by MIG, May 2019

ID	Road	Road Segment	2040 CNEL 100 Feet From Road Center	Estimated Distance to Noise Contour				
				75 CNEL	70 CNEL	65 CNEL	60 CNEL	55 CNEL
1A	Atlantic Blvd	Hellman Ave to Garvey Ave	76	126	398	1,259	3,981	12,589
1B	Atlantic Blvd	Garvey Ave to El Repetto Dr	75.4	110	347	1,096	3,467	10,965
1C	Atlantic Blvd	El Repetto Dr to Floral Dr	75.4	110	347	1,096	3,467	10,965
1D	Atlantic Blvd	Floral Dr to South City Limit	75	100	316	1,000	3,162	10,000
2A	Cesar Chavez Ave	West City Limit to Atlantic Blvd	72.5	56	178	562	1,778	5,623
3A	Corporate Center Dr	Ramona Blvd to Casuda Canyno Dr	68	20	63	200	631	1,995
3B	Corporate Center Dr	Casuda Canyon Dr to Floral Drive	70.4	35	110	347	1,096	3,467
4	El Repetto Drive	Atlantic Blvd to Garfield Ave	62	5	16	50	158	501
5A	Garfield Ave	Hellman Ave to Garvey Ave	73.1	65	204	646	2,042	6,457
5B	Garfield Ave	Garvey Ave to El Repetto Dr	74.3	85	269	851	2,692	8,511
5C	Garfield Ave	El Repetto Dr to Riggin St	72	50	158	501	1,585	5,012
5D	Garfield Ave	Riggin St to South City Limit	73.1	65	204	646	2,042	6,457
6A	Garvey Ave	Casuda Canyon Dr to Fremont Ave	69.2	26	83	263	832	2,630
6B	Garvey Ave	Fremont Ave to Atlantic Blvd	72.9	62	195	617	1,950	6,166
6C	Garvey Ave	Atlantic Blvd to Garfield Ave	68.8	24	76	240	759	2,399
6D	Garvey Ave	Garfield Ave to New Ave	70.9	39	123	389	1,230	3,890
7A	Graves Ave	Garfield Ave to East City Limit	62.5	6	18	56	178	562
8A	Hellman Ave	West City Limit to Garfield Ave	65.2	10	33	105	331	1,047
8B	Hellman Ave	Garfield Ave to East City Limit	66.3	13	43	135	427	1,349
9A	Monterey Pass Rd	Garvey Ave to Vagabond Dr	72.4	55	174	550	1,738	5,495
9B	Monterey Pass Rd	Vagabond Dr to Floral Dr	71.5	45	141	447	1,413	4,467
10A	New Ave	Hellman Ave to Garvey Ave	70.5	35	112	355	1,122	3,548
10B	New Ave	Garvey Ave to Graves Ave	67.1	16	51	162	513	1,622
11A	Pomona Blvd	Gerhart Ave to Garfield Ave	67.8	19	60	191	603	1,905
11B	Pomona Blvd	Garfield Ave to Markland Ave	72.1	51	162	513	1,622	5,129
12A	Potrero Grande Dr	Markland Dr and Saturn St	74	79	251	794	2,512	7,943
12B	Portero Grande Dr	Saturn St and East City Limit	72	50	158	501	1,585	5,012
13A	Riggin St	Atlantic Blvd to Findlay Ave	66.7	15	47	148	468	1,479
13B	Riggin St	Findlay Ave to Garfield Ave	67.3	17	54	170	537	1,698
13C	Riggin St	Garfield Ave to Fulton St	59	3	8	25	79	251
14	I10	Adjacent to City Limits	71.7	47	148	468	1,479	4,677
15A	I710 with Barrier	Within / Adjacent to City Limits	65.9	12	39	123	389	1,230
15B	I710 No Barrier	Within / Adjacent to City Limits	84	794	2,512	7,943	25,119	79,433
16A	SR60	Within / Adjacent to City Limits	69.5	28	89	282	891	2,818

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MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01A_Atlantic: Hellman to Garvey E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	0.0	8	-8.0
Receiver4	4	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01B_Atlantic: Garvey to El Repetto E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	76.5	66	76.5	10	Snd Lvl	76.5	0.0	8	-8.0
Receiver 2 (100 Feet)	4	1	0.0	73.6	66	73.6	10	Snd Lvl	73.6	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01C_Atlantic: El Repetto to Floral E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	77.2	0	77.2	0	Snd Lvl	77.2	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	74.3	0	74.3	0	Snd Lvl	74.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01D_Atlantic: Floral to South City Lim E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	76.6	0	76.6	0	Snd Lvl	76.6	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	73.7	0	73.7	0	Snd Lvl	73.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 02A_CsrChavez: WestCity to Atlantic E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.4	0	74.4	0	Snd Lvl	74.4	0.0	0	0.0
Receiver4	4	1	0.0	71.5	0	71.5	0	Snd Lvl	71.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03A_CrpCenter: Ramona to Casuda E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.5	0	69.5	0	Snd Lvl	69.5	0.0	0	0.0
Receiver4	4	1	0.0	66.5	0	66.5	0	Snd Lvl	66.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03B_CrpCenter: Casuda to Floral E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.3	0	71.3	0	Snd Lvl	71.3	0.0	0	0.0
Receiver4	4	1	0.0	68.4	0	68.4	0	Snd Lvl	68.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 04A_ElRepetto: Atlantic to Garfield E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	63.6	0	63.6	0	Snd Lvl	63.6	0.0	0	0.0
Receiver4	4	1	0.0	60.7	0	60.7	0	Snd Lvl	60.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05A_Garfield: Hellman to Garvey E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.6	0	72.6	0	Snd Lvl	72.6	0.0	0	0.0
Receiver4	4	1	0.0	69.7	0	69.7	0	Snd Lvl	69.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05B_Garfield: Garvey to El Repetto E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.4	0	75.4	0	Snd Lvl	75.4	0.0	0	0.0
Receiver4	4	1	0.0	72.5	0	72.5	0	Snd Lvl	72.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05CB_Garfield: El Repetto to Riggin
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.7	0	73.7	0	Snd Lvl	73.7	0.0	0	0.0
Receiver4	4	1	0.0	70.8	0	70.8	0	Snd Lvl	70.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05D_Garfield: Riggin to South City Lim
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.6	0	74.6	0	Snd Lvl	74.6	0.0	0	0.0
Receiver4	4	1	0.0	71.5	0	71.5	0	Snd Lvl	71.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06A_Garvey: Casuda to Fremont E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.4	0	71.4	0	Snd Lvl	71.4	0.0	0	0.0
Receiver4	4	1	0.0	68.4	0	68.4	0	Snd Lvl	68.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06B_Garvey: Fremont to Atlantic E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.6	0	74.6	0	Snd Lvl	74.6	0.0	0	0.0
Receiver4	4	1	0.0	71.7	0	71.7	0	Snd Lvl	71.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06C_Garvey: Atlantic to Garfield E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.6	0	70.6	0	Snd Lvl	70.6	0.0	0	0.0
Receiver4	4	1	0.0	67.7	0	67.7	0	Snd Lvl	67.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06D_Garvey: Garfield to New Ave E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.4	0	72.4	0	Snd Lvl	72.4	0.0	0	0.0
Receiver4	4	1	0.0	69.5	0	69.5	0	Snd Lvl	69.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 07A_Graves: Garfield to EastCityLim E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	64.7	0	64.7	0	Snd Lvl	64.7	0.0	0	0.0
Receiver4	4	1	0.0	61.9	0	61.9	0	Snd Lvl	61.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan

24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08A_Helmman: West Limit to Garfield E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	66.7	0	66.7	0	Snd Lvl	66.7	0.0	0	0.0
Receiver4	4	1	0.0	63.8	0	63.8	0	Snd Lvl	63.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan

24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08B_Helmman: Garfield to East Limit E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	67.7	0	67.7	0	Snd Lvl	67.7	0.0	0	0.0
Receiver4	4	1	0.0	64.9	0	64.9	0	Snd Lvl	64.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09A_MontPass: Garvey to Vagabond E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.0	0	74.0	0	Snd Lvl	74.0	0.0	0	0.0
Receiver4	4	1	0.0	71.1	0	71.1	0	Snd Lvl	71.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan

24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09B_MontPass: Vagabond to Floral E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.1	0	73.1	0	Snd Lvl	73.1	0.0	0	0.0
Receiver4	4	1	0.0	70.2	0	70.2	0	Snd Lvl	70.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10A_New: Hellman to Garvey E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.4	0	72.4	0	Snd Lvl	72.4	0.0	0	0.0
Receiver4	4	1	0.0	69.4	0	69.4	0	Snd Lvl	69.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10B_New: Garvey to Graves E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.3	0	69.3	0	Snd Lvl	69.3	0.0	0	0.0
Receiver4	4	1	0.0	66.4	0	66.4	0	Snd Lvl	66.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11A_Pomona: Gerhart to Garfield E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.0	0	70.0	0	Snd Lvl	70.0	0.0	0	0.0
Receiver4	4	1	0.0	67.0	0	67.0	0	Snd Lvl	67.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11B_Pomona: Garfield to Markland E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.4	0	73.4	0	Snd Lvl	73.4	0.0	0	0.0
Receiver4	4	1	0.0	70.5	0	70.5	0	Snd Lvl	70.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12A_Portrero: Markland to Saturn E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.0	0	76.0	0	Snd Lvl	76.0	0.0	0	0.0
Receiver4	4	1	0.0	73.1	0	73.1	0	Snd Lvl	73.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12B_Portrero: Saturn to East Limit E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.3	0	74.3	0	Snd Lvl	74.3	0.0	0	0.0
Receiver4	4	1	0.0	71.3	0	71.3	0	Snd Lvl	71.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13A_Riggin: Atlantic to Findlay E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.2	0	68.2	0	Snd Lvl	68.2	0.0	0	0.0
Receiver4	4	1	0.0	65.3	0	65.3	0	Snd Lvl	65.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Findlay to Garfield E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.8	0	68.8	0	Snd Lvl	68.8	0.0	0	0.0
Receiver4	4	1	0.0	65.9	0	65.9	0	Snd Lvl	65.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Garfield to Fulton E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	60.4	0	60.4	0	Snd Lvl	60.4	0.0	0	0.0
Receiver4	4	1	0.0	57.6	0	57.6	0	Snd Lvl	57.6	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 14A_I10: Adjacent to City E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

24 May 2019
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.1	66	71.1	10	Snd Lvl	71.1	0.0	8	-8.0
Receiver4	4	1	0.0	71.8	66	71.8	10	Snd Lvl	71.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15A_I710: Adjacent to City w/ Barrier E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	65.2	66	65.2	10	----	65.2	0.0	8	-8.0
Receiver4	4	1	0.0	66.5	66	66.5	10	Snd Lvl	66.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15B_I710: Adjacent to City no Barrier E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	83.4	66	83.4	10	Snd Lvl	83.4	0.0	8	-8.0
Receiver4	4	1	0.0	80.3	66	80.3	10	Snd Lvl	80.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 16A_SR60: Adjacent to City E19
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.8	66	68.8	10	Snd Lvl	68.8	0.0	8	-8.0
Receiver4	4	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01A_Atlantic: Hellman to Garvey F40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	77.2	66	77.2	10	Snd Lvl	77.2	0.0	8	-8.0
Receiver4	4	1	0.0	74.3	66	74.3	10	Snd Lvl	74.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01B_Atlantic: Garvey to El Repetto FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	76.9	66	76.9	10	Snd Lvl	76.9	0.0	8	-8.0
Receiver 2 (100 Feet)	4	1	0.0	74.0	66	74.0	10	Snd Lvl	74.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01C_Atlantic: El Repetto to Floral FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	77.6	0	77.6	0	Snd Lvl	77.6	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	74.6	0	74.6	0	Snd Lvl	74.6	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01D_Atlantic: Floral to South CityLim FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	77.0	0	77.0	0	Snd Lvl	77.0	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	74.0	0	74.0	0	Snd Lvl	74.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 02A_CsrChvz: WestCity to Atlantic FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.8	0	74.8	0	Snd Lvl	74.8	0.0	0	0.0
Receiver4	4	1	0.0	71.9	0	71.9	0	Snd Lvl	71.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03A_CrpCenter: Ramona to Casuda FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.9	0	69.9	0	Snd Lvl	69.9	0.0	0	0.0
Receiver4	4	1	0.0	66.9	0	66.9	0	Snd Lvl	66.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03B_CrpCenter: Casuda to Floral FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.7	0	71.7	0	Snd Lvl	71.7	0.0	0	0.0
Receiver4	4	1	0.0	68.8	0	68.8	0	Snd Lvl	68.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 04A_ElRepetto: Atlantic to Garfield FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3 (50 Feet)	3	1	0.0	63.9	0	63.9	0	Snd Lvl	63.9	0.0	0	0.0
Receiver4 (100 Feet)	4	1	0.0	61.1	0	61.1	0	Snd Lvl	61.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05A_Garfield: Hellman to Garvey FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.1	0	73.1	0	Snd Lvl	73.1	0.0	0	0.0
Receiver4	4	1	0.0	70.2	0	70.2	0	Snd Lvl	70.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05B_Garfield: Garvey to El Repetto FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.1	0	76.1	0	Snd Lvl	76.1	0.0	0	0.0
Receiver4	4	1	0.0	73.2	0	73.2	0	Snd Lvl	73.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05C_Garfield: El Repetto to Riggin FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.2	0	74.2	0	Snd Lvl	74.2	0.0	0	0.0
Receiver4	4	1	0.0	71.3	0	71.3	0	Snd Lvl	71.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05D_Garfield: Riggin to SoCityyLim FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.0	0	75.0	0	Snd Lvl	75.0	0.0	0	0.0
Receiver4	4	1	0.0	72.0	0	72.0	0	Snd Lvl	72.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06A_Garvey: Casuda to Fremont FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.8	0	71.8	0	Snd Lvl	71.8	0.0	0	0.0
Receiver4	4	1	0.0	68.9	0	68.9	0	Snd Lvl	68.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06B_Garvey: Fremont to Atlantic FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.1	0	75.1	0	Snd Lvl	75.1	0.0	0	0.0
Receiver4	4	1	0.0	72.1	0	72.1	0	Snd Lvl	72.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06C_Garvey: Atlantic to Garfield FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.0	0	71.0	0	Snd Lvl	71.0	0.0	0	0.0
Receiver4	4	1	0.0	68.2	0	68.2	0	Snd Lvl	68.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06D_Garvey: Garfield to New Ave FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.8	0	72.8	0	Snd Lvl	72.8	0.0	0	0.0
Receiver4	4	1	0.0	70.0	0	70.0	0	Snd Lvl	70.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 07A_Graves: Garfield to EastCtyLm FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	64.3	0	64.3	0	Snd Lvl	64.3	0.0	0	0.0
Receiver4	4	1	0.0	61.5	0	61.5	0	Snd Lvl	61.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08A_Helmman: WestLim to Garfield FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	67.1	0	67.1	0	Snd Lvl	67.1	0.0	0	0.0
Receiver4	4	1	0.0	64.3	0	64.3	0	Snd Lvl	64.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08B_Helmman: Garfield to East Limit FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

24 May 2019
TNM 2.5
Calculated with TNM 2.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.2	0	68.2	0	Snd Lvl	68.2	0.0	0	0.0
Receiver4	4	1	0.0	65.3	0	65.3	0	Snd Lvl	65.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09A_MontPass: Garvey to Vagabd FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.4	0	74.4	0	Snd Lvl	74.4	0.0	0	0.0
Receiver4	4	1	0.0	71.5	0	71.5	0	Snd Lvl	71.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09B_MontPass: Vagabond to Floral FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.6	0	73.6	0	Snd Lvl	73.6	0.0	0	0.0
Receiver4	4	1	0.0	70.7	0	70.7	0	Snd Lvl	70.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10A_New: Hellman to Garvey FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.8	0	72.8	0	Snd Lvl	72.8	0.0	0	0.0
Receiver4	4	1	0.0	69.9	0	69.9	0	Snd Lvl	69.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10B_New: Garvey to Graves FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.7	0	69.7	0	Snd Lvl	69.7	0.0	0	0.0
Receiver4	4	1	0.0	66.8	0	66.8	0	Snd Lvl	66.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11A_Pomona: Gerhart to Garfield FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.4	0	70.4	0	Snd Lvl	70.4	0.0	0	0.0
Receiver4	4	1	0.0	67.5	0	67.5	0	Snd Lvl	67.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11B_Pomona: Garfield to Markland FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.9	0	73.9	0	Snd Lvl	73.9	0.0	0	0.0
Receiver4	4	1	0.0	71.0	0	71.0	0	Snd Lvl	71.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12A_Portrero: Markland to Saturn FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.5	0	76.5	0	Snd Lvl	76.5	0.0	0	0.0
Receiver4	4	1	0.0	73.5	0	73.5	0	Snd Lvl	73.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan

24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12B_Portrero: Saturn to East Limit FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.7	0	74.7	0	Snd Lvl	74.7	0.0	0	0.0
Receiver4	4	1	0.0	71.8	0	71.8	0	Snd Lvl	71.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13A_Riggin: Atlantic to Findlay FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.6	0	68.6	0	Snd Lvl	68.6	0.0	0	0.0
Receiver4	4	1	0.0	65.7	0	65.7	0	Snd Lvl	65.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Findlay to Garfield FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.3	0	69.3	0	Snd Lvl	69.3	0.0	0	0.0
Receiver4	4	1	0.0	66.3	0	66.3	0	Snd Lvl	66.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Garfield to Fulton FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	60.8	0	60.8	0	Snd Lvl	60.8	0.0	0	0.0
Receiver4	4	1	0.0	58.0	0	58.0	0	Snd Lvl	58.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 14A_I10: Adjacent to City FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver4	4	1	0.0	72.4	66	72.4	10	Snd Lvl	72.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15A_I710: Adj to City w/ Barrier FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	65.8	66	65.8	10	----	65.8	0.0	8	-8.0
Receiver4	4	1	0.0	67.1	66	67.1	10	Snd Lvl	67.1	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15B_I710: Adj. to City no Barrier FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	83.9	66	83.9	10	Snd Lvl	83.9	0.0	8	-8.0
Receiver4	4	1	0.0	80.7	66	80.7	10	Snd Lvl	80.7	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 16A_SR60: Adjacent to City FB40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.4	66	69.4	10	Snd Lvl	69.4	0.0	8	-8.0
Receiver4	4	1	0.0	70.2	66	70.2	10	Snd Lvl	70.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01A_Atlantic: Hellman to Garvey P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	79.0	66	79.0	10	Snd Lvl	79.0	0.0	8	-8.0
Receiver4	4	1	0.0	76.0	66	76.0	10	Snd Lvl	76.0	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
16 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01B_Atlantic: Garvey to El Repetto P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	78.2	66	78.2	10	Snd Lvl	78.2	0.0	8	-8.0
Receiver 2 (100 Feet)	4	1	0.0	75.4	66	75.4	10	Snd Lvl	75.4	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01C_Atlantic: El Repetto to Floral P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	78.4	0	78.4	0	Snd Lvl	78.4	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	75.4	0	75.4	0	Snd Lvl	75.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan

17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 01D_Atlantic: Floral to South City Lim P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver 1 (50 feet)	3	1	0.0	77.9	0	77.9	0	Snd Lvl	77.9	0.0	0	0.0
Receiver 2 (100 Feet)	4	1	0.0	75.0	0	75.0	0	Snd Lvl	75.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 02A_CsrChavez: WestCity to Atlantic P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.4	0	75.4	0	Snd Lvl	75.4	0.0	0	0.0
Receiver4	4	1	0.0	72.5	0	72.5	0	Snd Lvl	72.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03A_CrpCenter: Ramona to Casuda P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.0	0	71.0	0	Snd Lvl	71.0	0.0	0	0.0
Receiver4	4	1	0.0	68.0	0	68.0	0	Snd Lvl	68.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 03B_CrpCenter: Casuda to Floral P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.3	0	73.3	0	Snd Lvl	73.3	0.0	0	0.0
Receiver4	4	1	0.0	70.4	0	70.4	0	Snd Lvl	70.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
17 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 04A_ElRepetto: Atlantic to Garfield P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3 (50 Feet)	3	1	0.0	64.9	0	64.9	0	Snd Lvl	64.9	0.0	0	0.0
Receiver4 (100 Feet)	4	1	0.0	62.0	0	62.0	0	Snd Lvl	62.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05A_Garfield: Hellman to Garvey P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.0	0	76.0	0	Snd Lvl	76.0	0.0	0	0.0
Receiver4	4	1	0.0	73.1	0	73.1	0	Snd Lvl	73.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05B_Garfield: Garvey to El Repetto P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	77.2	0	77.2	0	Snd Lvl	77.2	0.0	0	0.0
Receiver4	4	1	0.0	74.3	0	74.3	0	Snd Lvl	74.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05C_Garfield: El Repetto to Riggin P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.9	0	74.9	0	Snd Lvl	74.9	0.0	0	0.0
Receiver4	4	1	0.0	72.0	0	72.0	0	Snd Lvl	72.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
27 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 05D_Garfield: Riggin to SoCityyLim P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	76.2	0	76.2	0	Snd Lvl	76.2	0.0	0	0.0
Receiver4	4	1	0.0	73.1	0	73.1	0	Snd Lvl	73.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06A_Garvey: Casuda to Fremont P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	72.1	0	72.1	0	Snd Lvl	72.1	0.0	0	0.0
Receiver4	4	1	0.0	69.2	0	69.2	0	Snd Lvl	69.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06B_Garvey: Fremont to Atlantic P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.8	0	75.8	0	Snd Lvl	75.8	0.0	0	0.0
Receiver4	4	1	0.0	72.9	0	72.9	0	Snd Lvl	72.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06C_Garvey: Atlantic to Garfield P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.7	0	71.7	0	Snd Lvl	71.7	0.0	0	0.0
Receiver4	4	1	0.0	68.8	0	68.8	0	Snd Lvl	68.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 06D_Garvey: Garfield to New Ave P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.8	0	73.8	0	Snd Lvl	73.8	0.0	0	0.0
Receiver4	4	1	0.0	70.9	0	70.9	0	Snd Lvl	70.9	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 07A_Graves: Garfield to EastCtyLm P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	65.3	0	65.3	0	Snd Lvl	65.3	0.0	0	0.0
Receiver4	4	1	0.0	62.5	0	62.5	0	Snd Lvl	62.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08A_Hellman: WestLimit to Garfield P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	68.1	0	68.1	0	Snd Lvl	68.1	0.0	0	0.0
Receiver4	4	1	0.0	65.2	0	65.2	0	Snd Lvl	65.2	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 08B_Hellman: Garfield to East Limit P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.1	0	69.1	0	Snd Lvl	69.1	0.0	0	0.0
Receiver4	4	1	0.0	66.3	0	66.3	0	Snd Lvl	66.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09A_MontPass: Garvey to Vagabd P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.3	0	75.3	0	Snd Lvl	75.3	0.0	0	0.0
Receiver4	4	1	0.0	72.4	0	72.4	0	Snd Lvl	72.4	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 09B_MontPass: Vagabond to Floral P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	74.4	0	74.4	0	Snd Lvl	74.4	0.0	0	0.0
Receiver4	4	1	0.0	71.5	0	71.5	0	Snd Lvl	71.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10A_New: Hellman to Garvey P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	73.4	0	73.4	0	Snd Lvl	73.4	0.0	0	0.0
Receiver4	4	1	0.0	70.5	0	70.5	0	Snd Lvl	70.5	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 10B_New: Garvey to Graves P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.0	0	70.0	0	Snd Lvl	70.0	0.0	0	0.0
Receiver4	4	1	0.0	67.1	0	67.1	0	Snd Lvl	67.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11A_Pomona: Gerhart to Garfield P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.7	0	70.7	0	Snd Lvl	70.7	0.0	0	0.0
Receiver4	4	1	0.0	67.8	0	67.8	0	Snd Lvl	67.8	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 11B_Pomona: Garfield to Markland P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.0	0	75.0	0	Snd Lvl	75.0	0.0	0	0.0
Receiver4	4	1	0.0	72.1	0	72.1	0	Snd Lvl	72.1	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12A_Portrero: Markland to Saturn P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	77.0	0	77.0	0	Snd Lvl	77.0	0.0	0	0.0
Receiver4	4	1	0.0	74.0	0	74.0	0	Snd Lvl	74.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 12B_Portrero: Saturn to East Limit P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	75.0	0	75.0	0	Snd Lvl	75.0	0.0	0	0.0
Receiver4	4	1	0.0	72.0	0	72.0	0	Snd Lvl	72.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13A_Riggin: Atlantic to Findlay P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.6	0	69.6	0	Snd Lvl	69.6	0.0	0	0.0
Receiver4	4	1	0.0	66.7	0	66.7	0	Snd Lvl	66.7	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Findlay to Garfield P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	70.2	0	70.2	0	Snd Lvl	70.2	0.0	0	0.0
Receiver4	4	1	0.0	67.3	0	67.3	0	Snd Lvl	67.3	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 13B_Riggin: Garfield to Fulton P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	61.8	0	61.8	0	Snd Lvl	61.8	0.0	0	0.0
Receiver4	4	1	0.0	59.0	0	59.0	0	Snd Lvl	59.0	0.0	0	0.0

Dwelling Units	# DUs	Noise Reduction Min dB	Noise Reduction Avg dB	Noise Reduction Max dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	2	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 14A_I10: Adjacent to City P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	71.7	66	71.7	10	Snd Lvl	71.7	0.0	8	-8.0
Receiver4	4	1	0.0	72.5	66	72.5	10	Snd Lvl	72.5	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15A_I710: Adj to City w/ Barrier P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	65.9	66	65.9	10	----	65.9	0.0	8	-8.0
Receiver4	4	1	0.0	67.2	66	67.2	10	Snd Lvl	67.2	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Avg	Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	1	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 15B_I710: Adj. to City no Barrier P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	84.0	66	84.0	10	Snd Lvl	84.0	0.0	8	-8.0
Receiver4	4	1	0.0	80.8	66	80.8	10	Snd Lvl	80.8	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

MIG
C. Dugan
24 May 2019
TNM 2.5
Calculated with TNM 2.5

RESULTS: SOUND LEVELS
PROJECT/CONTRACT: MontPrk Focused GPU
RUN: 16A_SR60: Adjacent to City P40
BARRIER DESIGN: INPUT HEIGHTS
ATMOSPHERICS: 68 deg F, 50% RH

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

Receiver Name	No.	#DUs	Existing Lden Calculated	No Barrier Lden Calculated	Crit'n	Increase over existing Calculated	Crit'n Sub'l Inc	With Barrier Type Impact	With Barrier Calculated Lden	Noise Reduction Calculated	Noise Reduction Goal	Noise Reduction Calculated minus Goal
			dBA	dBA	dBA	dB	dB		dBA	dB	dB	dB
Receiver3	3	1	0.0	69.5	66	69.5	10	Snd Lvl	69.5	0.0	8	-8.0
Receiver4	4	1	0.0	70.3	66	70.3	10	Snd Lvl	70.3	0.0	8	-8.0

Dwelling Units	# DUs	Noise Reduction Min	Noise Reduction Avg	Noise Reduction Max
		dB	dB	dB
All Selected	2	0.0	0.0	0.0
All Impacted	2	0.0	0.0	0.0
All that meet NR Goal	0	0.0	0.0	0.0

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TRAFFIC IMPACT STUDY

City of Monterey Park General Plan Update EIR

May 2019

Prepared For:

MIG, Inc.
537 S. Raymond Avenue
Pasadena, CA 91105

JB91036

Rev. 2

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1. INTRODUCTION

The traffic analysis presented in this report was conducted for the City of Monterey Park General Plan Update and the associated environmental documentation. KOA Corporation created this report for the City of Monterey Park, while under a subcontract with MIG, Inc. The word "Project" within this document refers to the proposed General Plan permitted land use changes.

This traffic analysis documents the analysis methods and results of existing, future baseline, and future with-General Plan circulation conditions within the General Plan Project study area.

1.1 TRAFFIC STUDY SCOPE

The scope of the traffic impact study conducted for the City of Monterey Park General Plan Update was developed during coordination efforts with MIG, Inc. and the City of Monterey Park. Based on the study area, a total of 30 intersections and 15 roadway segments were analyzed.

The project study area includes the following thirty (30) study intersections:

1. Atlantic Boulevard & Hellman Avenue
2. Garfield Avenue & Hellman Avenue
3. New Avenue & Hellman Avenue
4. Atlantic Boulevard & Emerson Avenue
5. Garfield Avenue & Emerson Avenue
6. Atlantic Boulevard & Garvey Avenue
7. Garfield Avenue & Garvey Avenue
8. New Avenue & Garvey Avenue
9. Corporate Center Drive & Ramona Boulevard
10. I-10 Eastbound Off-Ramp & Ramona Boulevard
11. Corporate Center Drive & I-710 Northbound Off-Ramp
12. Freemont Avenue & Monterey Pass Road
13. Garfield Avenue & Newmark Avenue
14. Atlantic Boulevard & Brightwood Street
15. I-710 Northbound On-Ramp/Ford Boulevard & Floral Drive
16. Corporate Center Drive/McDonnell Avenue & Floral Drive
17. Monterey Pass Road/Mednik Avenue & Floral Drive
18. Atlantic Boulevard & Floral Drive
19. Bleakwood Avenue & Avenida Cesar Chavez
20. Collegian Avenue & Avenida Cesar Chavez
21. Atlantic Boulevard & Avenida Cesar Chavez
22. Atlantic Boulevard & 1st Street-SR-60 Westbound Off-Ramp
23. Atlantic Boulevard & SR-60 Eastbound Off-Ramp
24. Garfield Avenue & Riggin Street
25. Garfield Avenue & Pomona Boulevard
26. Garfield Avenue & Via Campo
27. Wilcox Avenue & Pomona Boulevard
28. Markland Drive & Potrero Grande Drive-SR-60 Westbound Off-Ramp
29. Atlas Avenue & Potrero Grande Drive*
30. Saturn Street-Market Place Drive & Potrero Grande Drive

* *Unsignalized intersection*

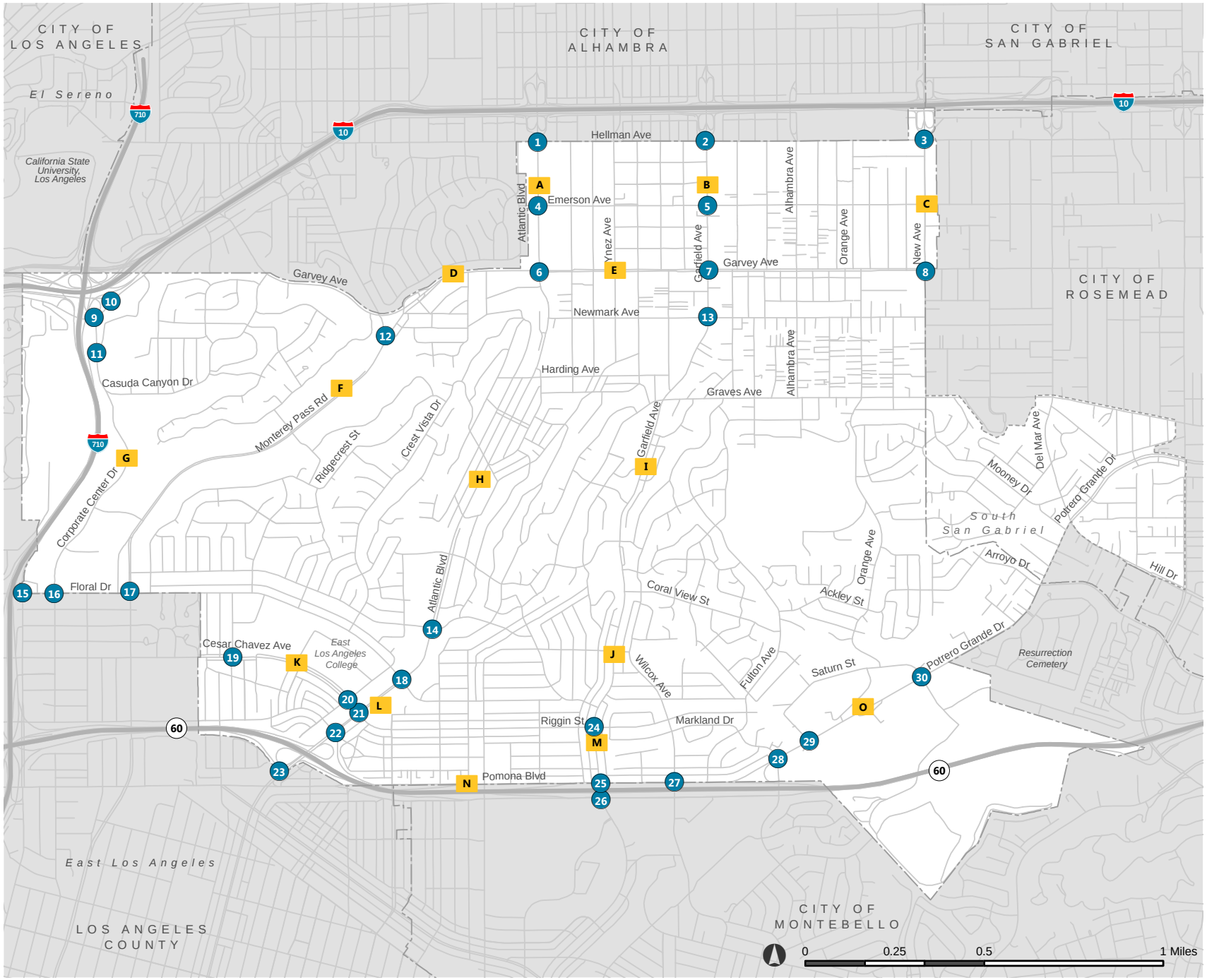
The following list defines the 15 analyzed roadway segments:

A. Atlantic Boulevard, between Hellman Avenue and Garvey Avenue
B. Garfield Avenue, between Hellman Avenue and Garvey Avenue
C. New Avenue, between Hellman Avenue and Garvey Avenue
D. Garvey Avenue, between Fremont Avenue and Atlantic Boulevard
E. Garvey Avenue, between Atlantic Boulevard and Garfield Avenue
F. Monterey Pass Road, between Garvey Avenue and Vagabond Drive
G. Corporate Center Drive, between Floral Drive and Casuda Canyon Drive
H. Atlantic Boulevard, between Garvey Avenue and Floral Drive
I. Garfield Avenue, between Garvey Avenue and El Repetto Drive
J. Garfield Avenue, between El Repetto Drive and Riggin Street
K. Cesar Chavez Avenue, between Vancouver Avenue and Atlantic Boulevard
L. Atlantic Boulevard, between Floral Drive and 1st Street
M. Garfield Avenue, between Riggin Street and Pomona Boulevard
N. Pomona Boulevard, between Garfield Avenue and Gerhart Avenue
O. Potrero Grande Drive, between Markland Drive and Saturn Street/Market Place Drive

Figure 1 shows the General Plan study area and locations of analyzed study intersections and roadway segments.

Monterey Park General Plan Update

Figure 1 - Study Area with Analyzed Intersections and Roadway Segments



1.2 ANALYZED SCENARIOS

Traffic impacts associated with operations of the proposed Plan were analyzed at the study intersections for a weekday a.m. and p.m. peak-hour. These periods were analyzed due to typical commuting patterns in the area. The study included the analysis of the following traffic scenarios:

- Existing Conditions
- Future (2040) without-General Plan Conditions
- Future (2040) with-General Plan Conditions

The proposed project being analyzed by this document is the program-level concept of the General Plan land use map update. The land use authorized by adoption of the proposed land use plan would be implemented through new private development and revitalization of older uses.

Project impacts were analyzed based on the incremental but cumulative traffic impacts of all General Plan land use intensity/use changes. Growth rates and the cumulative development assumptions for future without-Project conditions are discussed within the Analysis section of this report.

1.3 ANALYSIS METHODOLOGY

This section documents the level-of-service methodologies used to evaluate traffic circulation on the intersections and roadways within the general plan study area. A finite study area was chosen that focuses on the key intersections and roadway locations within the City of Monterey Park.

Key tasks undertaken for this traffic analysis included the following: 1) definition of study approach, 2) determination of existing traffic conditions, 3) trip generation forecasts of the General Plan land uses, 4) assignment of Project-generated trips to the study area roadway system and, 5) evaluation of the impact of cumulative traffic at the study intersections.

The impact analysis was based on the City of Monterey Park Traffic Impact Study Guidelines (2006). The traffic study guidelines provide information on traffic analysis format, analysis methodology, and thresholds of significance.

The following text describes the methodology applied to the traffic analysis. The year 2040 was chosen as the year for the future conditions analysis, as this year is defined as the buildout year for the general plan.

Existing Conditions

New traffic counts for the 30 study intersections were conducted on a typical weekday from 7:00 a.m. to 9:00 a.m., and from 4:00 p.m. to 6:00 p.m. on April 11, 2019.

Daily roadway segment traffic counts were collected for 24-hours also on April 11, 2019.

The traffic counts were used to determine existing traffic conditions. 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.

The existing level of service (LOS) at each of the study intersections is discussed in Section 2 of this report.

Project Trip Generation and Distribution

Project trip generation was based on land use intensities and trip rates defined by *Trip Generation, 10th Edition,* published by the Institute of Transportation Engineers (ITE).

The residential land use growth will be focused in areas designated by the current City Housing Element update, and new commercial and medical-office development will be focused in areas designated by the proposed land use plan. Land use was analyzed by traffic analysis zone (TAZ), based on the location of these areas, with land use intensity reductions with the proposed land use plan applied throughout other areas of the City.

A traffic analysis zone (TAZ) is constituted by one or more census blocks from the United States Census. TAZs were defined as part of the Southern California Association of Government (SCAG) 2012-2035 Regional Transportation Plan (RTP). The study area analysis zones are based on these TAZs, but customized to analyze smaller segments of the study area.

The trip generation and distribution calculations are discussed in Section 3 of this report.

Future without-General Plan Conditions

In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 0.29% per year, which results in an overall 21-year growth of approximately six (6) percent, was reviewed and approved by City engineering staff. The growth rate was based on the Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program's anticipated growth for the Regional Statistical Area (RSA) that encompasses Monterey Park. The levels of service at the study intersections for future without-Project conditions are discussed in Section 4 of this report.

Future with-General Plan Conditions

Based on the future without-Project volumes plus traffic from the proposed General Plan land uses, the future with-Project traffic volume conditions were determined and analyzed. The levels of service for this scenario are discussed in Section 5 of this report.

Level of Service Methodology

The City of Monterey Park has designated the Intersection Capacity Utilization (ICU) methodology as the desired analysis tool. The concept of roadway level of service under the ICU is calculated as the volume of vehicles that pass through the facility divided by the capacity of that facility. A 10% adjustment to the clearance and loss time factor based on the critical phases of the signalized control were included in the traffic analysis. A facility is "at capacity" (ICU value of 1.00 or greater) when extreme congestion occurs. This value is a function of hourly volumes, signal phasing, and approach lane configurations on each leg of the intersection.

For the stop-controlled study intersection, LOS values were calculated using the unsignalized intersection analysis methodology defined by the Highway Capacity Manual (HCM). For this methodology, conditions are based upon intersection delay, defined as the worst-case approach delay experienced by users of the intersection who must stop or yield to free-flow through traffic. This method uses a "gap acceptance" technique to predict driver delay. This methodology is applicable to unsignalized and partially-controlled intersections on major streets where there is potential for crossing difficulty from the minor approaches due to heavy traffic volumes on the major approaches.

Level of service (LOS) 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.

Table 1 – Level of Service Definitions

LEVEL OF SERVICE	DEFINITION	SIGNALIZED Volume to Capacity Ratio	UNSIGNALIZED Delay per Vehicle (seconds)
A	Excellent operation. Free-flow speeds prevail. Vehicles are almost unimpeded in their ability to maneuver within the traffic stream.	0.00-0.600	<10
B	Very good operation. Reasonably free-flow speeds are maintained. The ability to maneuver within traffic is only slightly restricted.	0.601-0.700	>10 and <15
C	Good operation. Flow with speeds at or near free-flow speed of the roadway. Freedom to maneuver within the traffic stream is noticeably restricted and lane changes require more care and vigilance on the part of the driver.	0.701-0.800	>15 and <25
D	Fair operation. Speeds begin to decline slightly with increasing flows. In this range, density begins to increase somewhat more quickly with increasing flow. Freedom to maneuver within the traffic stream is noticeably limited.	0.801-0.900	>25 and <35
E	Poor operation. Operation at capacity with no usable gaps in the traffic stream. Any disruption to the traffic stream has little or no room to dissipate.	0.901-1.000	>35 and <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.	Over 1.000	>50

Source: Highway Capacity Manual, Special Report 209, Transportation Researach Board, Washington D.C., 2000 and Interim Materials on Highway Capacity, NCHRP Circular 2012, 1982

Significant General Plan Traffic Impacts

Traffic impacts are identified if a proposed project will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency. Impacts can also be significant if an intersection is already operating below acceptable level of service values and project traffic will cause a further decline below a threshold.

As defined by the City of Monterey Park's traffic study guidelines, significant impacts of a proposed project on a facility must be mitigated to a level of insignificance, where feasible. Determination of potential significant traffic impacts due to the proposed Project is discussed in Section 6 of this report.

2. EXISTING CONDITIONS

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

2.1 EXISTING ROADWAY SYSTEM

The characteristics of the key roadways within the study area are provided in Table 2 . The table summary is limited to specific roadways that traverse the study intersections and border the Project site. Figure 2 shows the City's existing roadway classifications. Figure 3 illustrates the existing traffic controls and approach lane configurations at the study intersections.

Table 2 – Existing Roadway Description

Segment	Classification	# Lanes		Median Type	General Land Use	Posted Speed Limit
		NB / EB	SB / WB			
NORTH-SOUTH ROADWAYS						
Corporate Center Drive						
Ramona Drive - Monterey Park Golf Club driveway	Secondary	2	2	DY	Commercial/Industrial	40
Monterey Park Golf Club driveway - Casuda Canyon Dr	Secondary	2	2	RM	Commercial	40
Casuda Canyon Dr - Floral Dr	Secondary	2	2	2WLTL	Office	35
Monterey Pass Road						
Garvey Ave - Newmark Ave	Minor	2	-	-	Residential	40
Newmark Ave - Vagabond Dr	Minor	2	2	2WLTL	Industrial	40
Vagabond Dr - Floral Dr	Secondary	2	2	2WLTL	Commercial/Industrial	40
Atlantic Boulevard						
Hellman Ave - Emerson Ave	Primary	2	2	DY	Commercial	30
Emerson Ave - Sevilla St	Primary	2	2	2WLTL	Commercial	30
Sevilla St - Floral Dr	Primary	2	2	2WLTL	Commercial/Residential	40
Floral Dr - CA-60 EB Off-Ramp	Primary	3	3	RM	Commercial	35
Garfield Avenue						
Hellman Ave - Newmark Ave	Primary	2	2	DY	Commercial	30
Newmark Ave - Riggin St	Primary	2	2	2WLTL	Residential	40
Riggin St - Pomona Blvd	Primary	2	2	RM	Commercial	35
New Avenue						
I-10 - Hellman Ave	Secondary	2	2	RM	-	35
Hellman Ave - Garvey Ave	Secondary	2	2	DY	Residential	35
Garvey Ave - Graves Ave	Secondary	1	1	SBY	Residential	25*
EAST - WEST ROADWAYS						
Hellman Avenue						
Hathaway Ave - Atlantic Blvd	Secondary	1	1	SBY	Residential	25*
Atlantic Blvd - New Ave	Secondary	1	1	DY	Residential	35
Ramona Boulevard						
Ameron Wy - Monterey Park Golf Club driveway	Secondary	2	2	DY	Commercial/Office	35
Garvey Avenue						
Casuda Canyon Dr - Monterey Pass Rd	Secondary	2	2	RM	Residential	40
Monterey Pass Rd - Dequine Ave	Primary	2	2	RM	Commercial	35
Graves Avenue						
Garfield Ave - Russell Ave	Secondary	1	1	DY	Residential	30
Russell Ave - New Ave	Secondary	1	1	SBY	Residential	25*
Floral Drive						
I-710 - Ford Blvd	Secondary	1	1	DY	-	35
Ford Blvd - Corporate Center Dr	Secondary	2	1	DY	Office/Residential	35
Corporate Center Dr - Ridgecrest St	Secondary	2	2	DY	Commercial	35
Ridgecrest St - Atlantic Blvd	Secondary	1	1	DY	Residential/School	40
Atlantic Square - Garfield Ave	Minor	1	1	SBY	Residential	25*
Avenida Cesar Chavez/Riggin Street						
Vancouver St - Collegian Ave	Primary	2	2	DY	Commercial/Residential	35
Collegian Ave - Atlantic Blvd	Primary	2	2	RM	Commercial	35
Atlantic Blvd - Gerhart Ave	Primary	2	2	DY	Commercial/Residential	35
Gerhart Ave - Ferdinand Ave	Primary	1	1	2WLTL	Residential	35
Ferdinand Ave - Garfield Ave	Primary	1	1	SBY	Residential	35
Garfield Ave - End of Street	Minor	1	1	SBY	Residential	25*
Pomona Boulevard/Potrero Grande Drive						
CA-60 - Hendricks Ave	Primary	-	2	-	Residential	40
Hendricks Ave - Potrero Grande Dr	Secondary	-	3	-	Commercial/Residential	40
Markland Dr - East City Limit	Primary	2	2	2WLTL	Office/Residential	45

Notes: DY - Double Yellow, SBY - Single Broken Yellow, 2WLTL - 2-Way Left Turn Lane, RM - Raised Median, NPAT - No Parking Anytime, NSAT - No

** Speed not posted. Prima facia residential speed of 25mph applies.*

2.2 EXISTING TRANSIT SERVICE

The Project study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), City of Monterey Park, and the City of Montebello. Table 3 summarizes the Project Study transit services.

Table 3 – Existing Transit Service

Agency	Line	To	From	Via	Peak Period Freqeuncy (minutes)
Monterey Park	1	Hellman Avenue & Alhambra Avenue	Monterey Park City Hall	Garfield Avenue, 1st Street, Atlantic Boulevard, Emerson Avenue	40
Monterey Park	2	Garfield Avenue & Elmgage	Monterey Park City Hall	Garfield Avenue, Riggin Street, Floral Drive, Brightwood Avenue, Atlantic Boulevard	40
Monterey Park	3	Emerson Avenue & Rural Drive	Monterey Park City Hall	Garvey Avenue, Emerson Avenue, Orange Avenue, Fulton Avenue, Graves Ave	40
Monterey Park	4	Garvey Avenue & Atlantic Boulevard	Monterey Park City Hall	Garvey Avenue, Monterey Pass Road, Corporate Center Drive, Casuda Canyon Drive, Emerson Avenue, Hellman Avenue	40
Monterey Park	5	Potrero Grande Drive & Saturn Street	California State University Los Angeles	Corporate Center Drive, Floral Drive, Riggin Street, Saturn Street, Potrero Grande Drive	30
Monterey Park	Link	900 Corporate Center Drive	California State University Los Angeles	Corporate Center Drive	30
Metro	68	Montebello	Los Angeles	Spring Street, Cesar Chavez Avenue, Riggin Street, Main Street	15
Metro	70	El Monte Station	Los Angeles	Olive Street, Cesar Chavez Avenue, Ramona Boulevard, Garvey Avenue	12
Metro	106	L.A. County + USC Medical Center	East L.A. College Transit Center	1st Street, Indiana Station, Soto Street, Whittier Boulevard, Boyle Avenue, State Street	50
Metro	176	Montebello	Highland Park	Pasadena Avenue, Garfield Avenue, Main Street, Mission Drive, Tyler Avenue, Rush Street, Paramount Boulevard	40
Metro	258	Paramount	Altadena	Lake Avenue, Fremont Avenue, Monterey Pass Road, Eastern Avenue	40
Metro	260	Compton	Altadena	Fair Oaks Avenue, Atlantic Boulevard, Artesia Boulevard	15
Metro	762	Compton	Pasadena	Fair Oaks Avenue, Atlantic Boulevard, Artesia Boulevard	30
Metro	770	El Monte Station	Downtown Los Angeles	Garvey Avenue, Cesar E. Chavez Avenue, Grand Avenue, Olive Avenue	15
Metro	Gold	Azusa	East Los Angeles	Monrovia, Pasadena, Highland Park, Montecito Heights, Union Station, Boyle Heights	7
Montebello	10	East L.A. College	Whittwood Mall, Whittier	Whittier Boulevard, Atlantic Boulevard	11
Montebello	20	Las Tunas, San Gabriel	Telegraph Road, Montebello	Greenwood Avenue, Montebello Boulevard, San Gabriel Boulevard	20
Montebello	30	South Gate	San Marino	Garfield Avenue	40
Montebello	70	The Shops at Montebello	Montebello	Mines Avenue, Wilcox Avenue , Potrero Grande Drive, Hill Drive, Paramount Boulevard	40
Los Angeles County	City Terrace/East L.A. College	East L.A. College	City Terrace	Cesar Chavez Avenue, Gage Avenue, Eastern Avenue, Floral Drive. Atlantic Boulevard	60
Metrolink	San Bernardino	San Bernardino	Downtown Los Angeles	Rialto, Fontana, Rancho Cucamonga, Upland, Montclair, Claremont, Pomona, Covina, Baldwin Park, El Monte, Cal State L.A.	22

Source: City of Monterey Park Spirit Bus; City of Montebello; Los Angeles County; Los Angeles County Metropolitan Transportation Authority (Metro) 2019; Metrolink

The routes of these transit services are illustrated on Figure 4.

2.3 EXISTING BIKEWAYS

Caltrans has developed statewide standards and definitions for the planning, design and implementation of bicycle facilities. The following is a summation of these standards. The class numbering standard is being phased out, to some extent, as the name of the facility type becomes more commonplace.

Class I (Bicycle Path) – A bicycle path is a special facility that is designed exclusively for the use of bicycles. They are physically separated from motor vehicle traffic by a physical barrier or landscaped area. Bicycle paths are more often used for recreation and are generally provided in along river channels and former railroad rights-of-way. Some bicycle lane facilities denote the lane with both striping and with color-shading within the lane, or color-shading at conflict points such as intersections and driveways.

Class II (Bicycle Lane) – A bicycle lane is a facility where a portion of the paved roadway area is marked as a special lane for use by bicycles only. It is identified by signage along the street that denotes "Bike Lane", pavement markings and lane line markings. Motor vehicles are prohibited from driving in bike lanes except when turning to and from driveways, intersections, or on-street parking.

Class III (Bicycle Route) – A bicycle route is defined as a bicycle way designated within a public right-of-way. The purpose of the bicycle route is to encourage a sharing of the roadway between vehicles and bicycles. They are identified by signage along the street that denotes "Bike Route." No other pavement markings are employed with these facilities.

A bicycle boulevard is an enhanced Class III facility. The purpose of the bicycle boulevard is to more visibly denote the sharing of a roadway by vehicles and bicycles. They are typically identified by signage along the street that depicts a bicycle with text that denotes "Share the Road", and also by roadway striping that shows a bicycle with chevrons/arrows denoting a shared lane. Some bicycle boulevards denote the lane sharing with a color-shaded lane, or color-shading at conflict points such as intersections and driveways. Traffic calming measures along the corridor, and enhanced directional signage, are often a part of the implementation of such facilities.

Class IV (Separated Bicycle Lane) – This is a newer facility designation. These are often called cycle tracks. With this treatment, a facility is provided where the bicycle lane is located between the sidewalk and either on-street parking or a travel lane and separated by a curb or median or other barrier, is a method for implementing a facility with some similar benefits to a bicycle path. These facilities require special treatments at intersections, depending upon the setback from the travel lane and visibility issues.

The City of Monterey Park has several bicycle facilities within the City. Bicycle lanes are described below:

- N. Alhambra Avenue, between north city limit and Newmark Avenue
- W. Riggin Street, between Gerhart Avenue and Ferdinand Avenue

Sharrowed bicycle facilities are provided on the following segments within the City:

- W. Riggin Street, between Atlantic Boulevard and Gerhart Avenue
- W. Riggin Street, between Ferdinand Avenue and Wilcox Avenue
- Gerhart Avenue, between W. Riggin Street and south city limit

Monterey Park General Plan Update

Figure 2 - Roadway Classifications

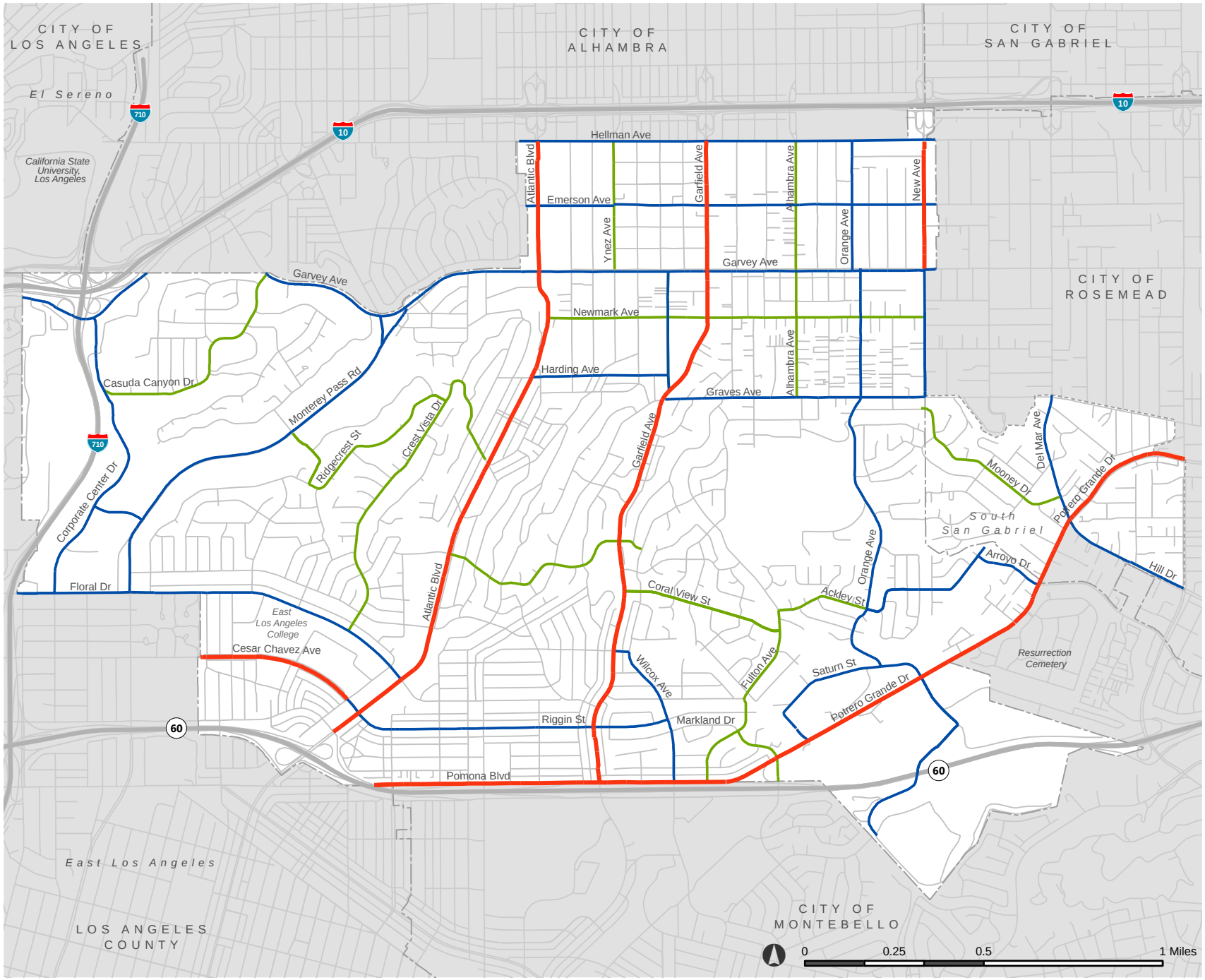
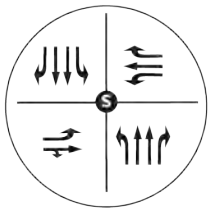
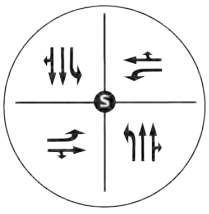


Figure 3 - Existing Intersection Configuration

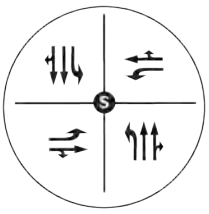
#1 Hellman Ave & Atlantic Blvd



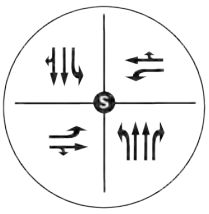
#2 Hellman Ave & Garfield Ave



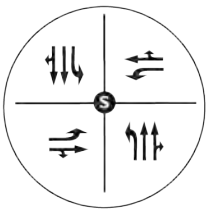
#3 Hellman Ave & New Ave



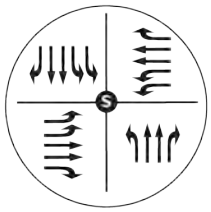
#4 Emerson Ave & Atlantic Blvd



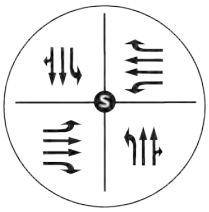
#5 Emerson Ave & Garfield Ave



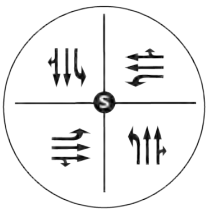
#6 Garvey Ave & Atlantic Ave



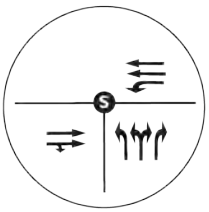
#7 Garvey Ave & Garfield Ave



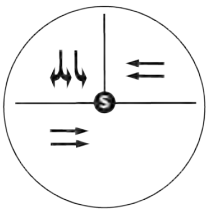
#8 Garvey Ave & New Ave



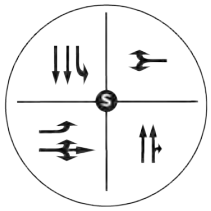
#9 Ramona Blvd & Corporate Center Dr



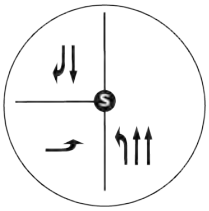
#10 Ramona Blvd & I-10 EB Off-Ramp



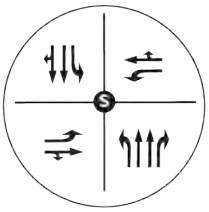
#11 I-710 NB Off-Ramp & Corporate Center Dr



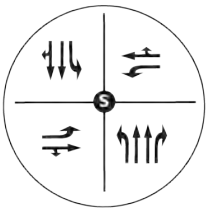
#12 Fremont Ave & Monterey Pass Rd



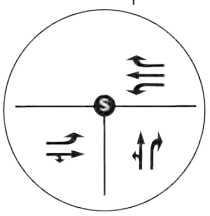
#13 Newmark Ave & Garfield Ave



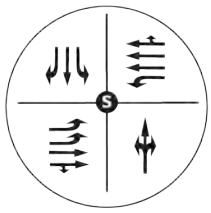
#14 Brightwood St & Atlantic Blvd



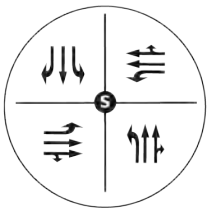
#15 Floral Dr & Ford Blvd/I-710 NB On-Ramp



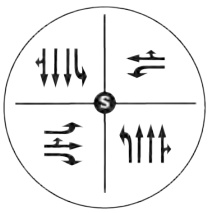
#16 Floral Dr & Corp. Center Dr/ McDonnell Ave



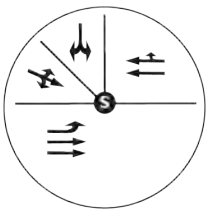
#17 Floral Dr & Monterey Pass Rd/ Mednik Ave



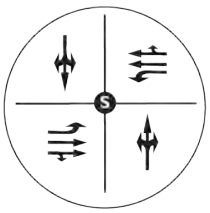
#18 Atlantic Blvd & Floral Dr



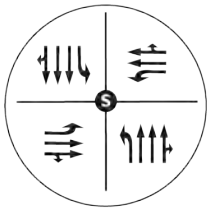
#19 Avenida Cesar Chavez & Bleakwood Ave



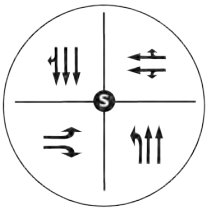
#20 Avenida Cesar Chavez & Collegian Ave



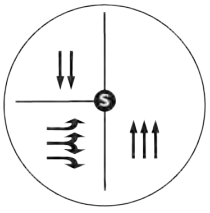
#21 Avenida Cesar Chavez/Riggin St & Atlantic Blvd



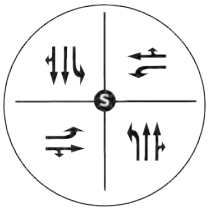
#22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp



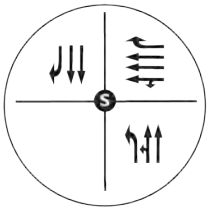
#23 Atlantic Blvd & SR-60 EB Ramp



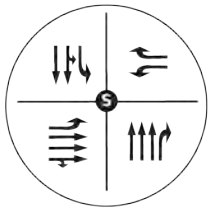
#24 Riggin St & Garfield Ave



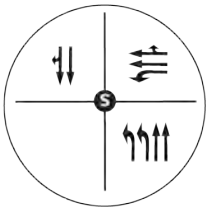
#25 Pomona Blvd & Garfield Ave



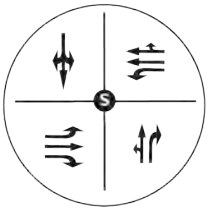
#26 Via Camps & Garfield Ave



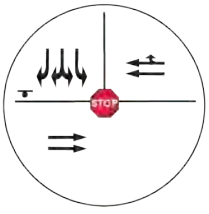
#27 Pomona Blvd & Wilcox Ave



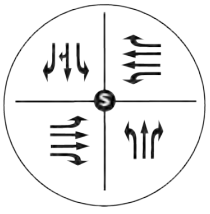
#28 Potero Grande Dr & Markland Dr



#29 Potero Grande Dr & Atlas Ave

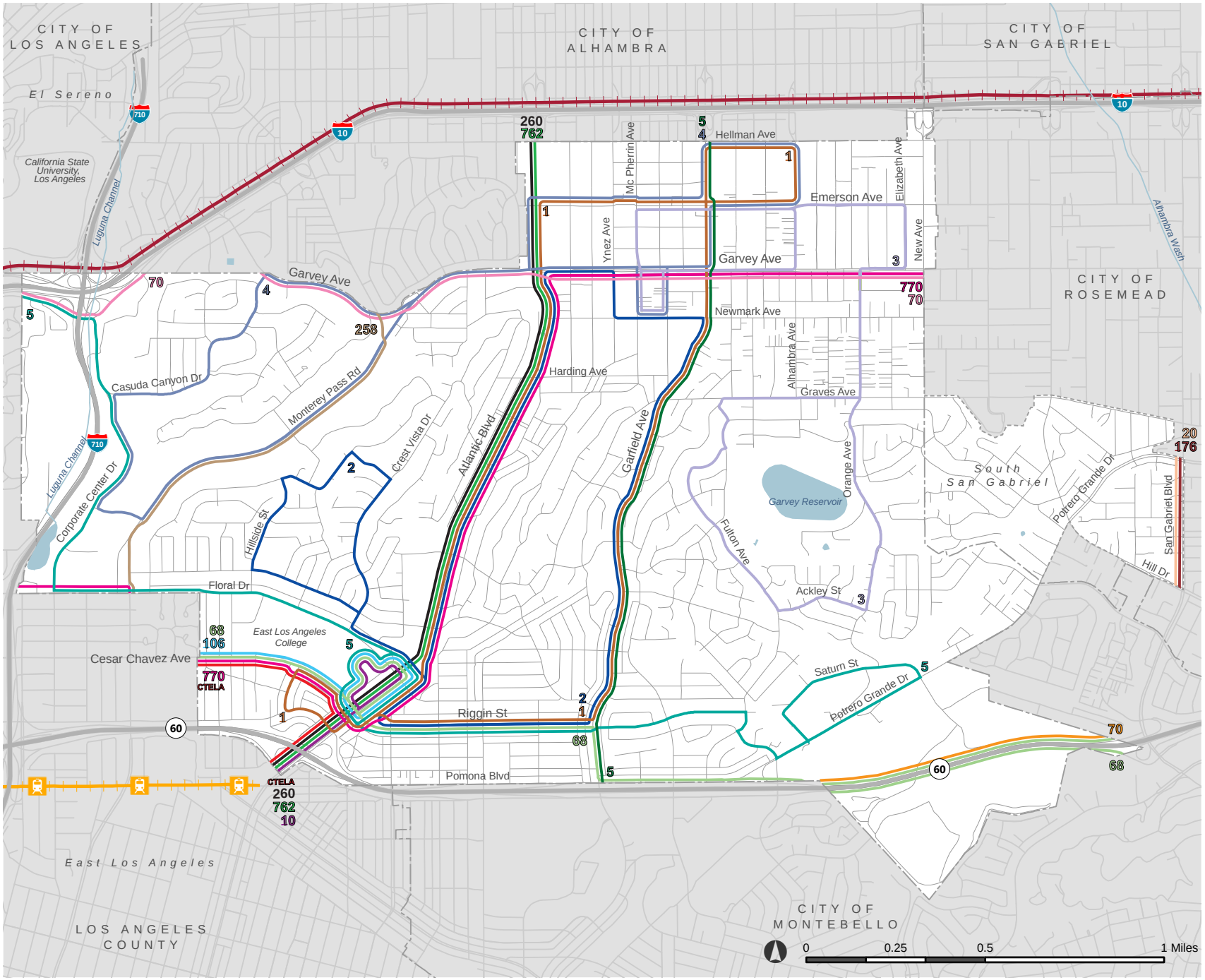


#30 Potero Grande Dr & Saturn St/ Market Place Dr



Monterey Park General Plan Update

Figure 4 - Existing Public Transportation Network



Base Map Features

- Monterey Park Boundary
- Sphere of Influence Boundary
- Roads

Monterey Park Spirit Bus

- 1
- 2
- 3
- 4
- 5

Metro Local

- 68
- 70
- 106
- 176
- 258
- 260

Metro Rapid

- 762
- 770

Montebello Bus Lines

- 10
- 20
- 30
- 70

El Sol Shuttle

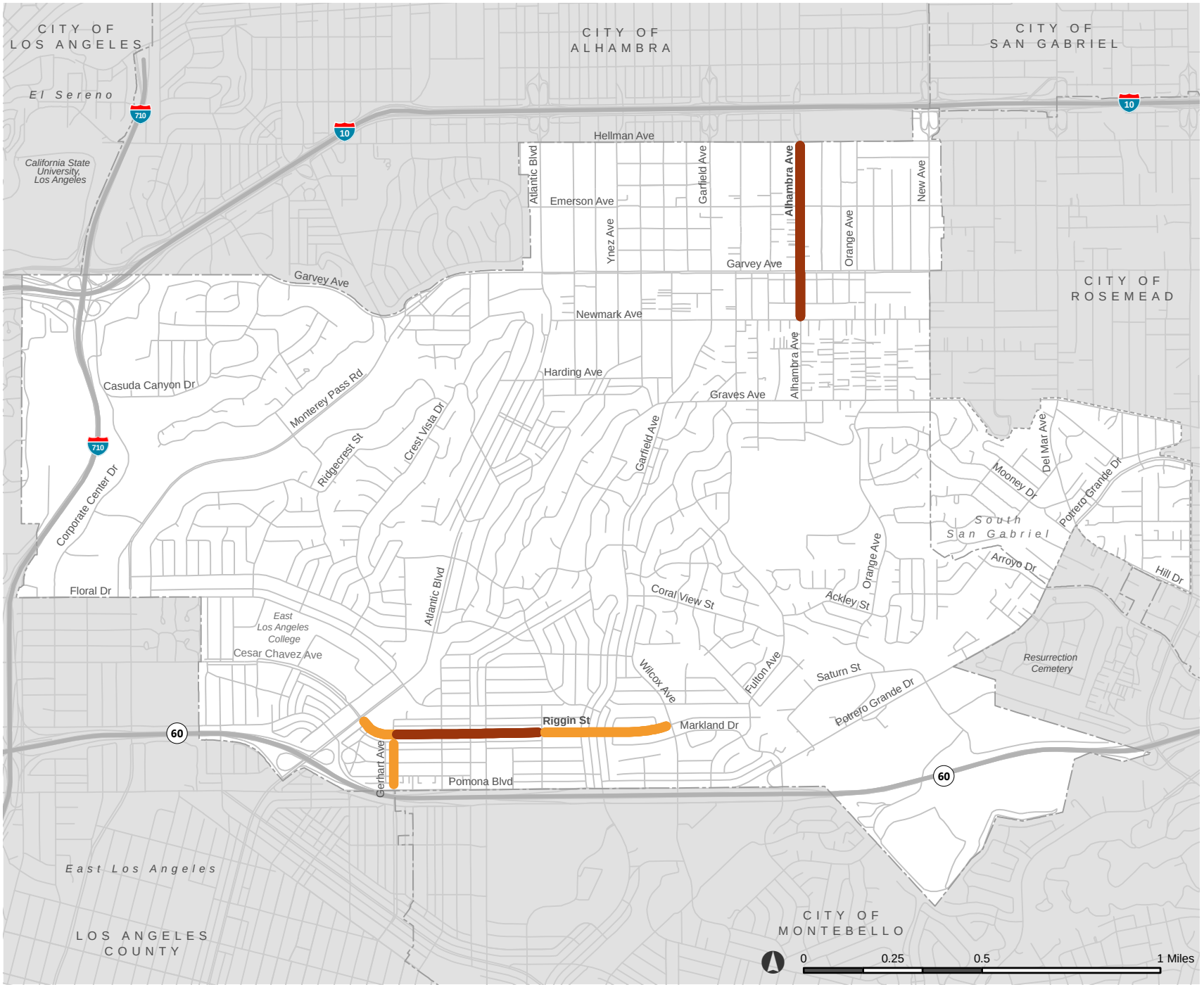
- City Terrace/East L.A. College

Rail

- Metro Gold Line
- Metrolink San Bernardino Line

Monterey Park General Plan Update

Figure 5 - Existing Bicycle Facilities



Base Map Features

- Class II - Buffered Bike Lane
- Class III - Bike Route

2.4 EXISTING TRAFFIC VOLUMES

New traffic counts for the 30 study intersections were conducted on a typical weekday from 7:00 a.m. to 9:00 a.m., and from 4:00 p.m. to 6:00 p.m. on April 11, 2019.

Daily roadway segment traffic counts were collected for 24-hours also on April 11, 2019.

The traffic counts were used to determine existing traffic conditions. 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.

The count data worksheets are provided in Appendix B.

2.5 EXISTING INTERSECTION LEVEL OF SERVICE

Volume-to-capacity ratios and corresponding levels of service (LOS) were determined for each of the study intersections during the weekday a.m. and p.m. peak hour. These calculations are based on the intersection lane configurations and the existing traffic volumes,

Table 4 summarizes the intersection capacity utilization and LOS values for existing traffic conditions.

Table 4 – Intersection Performance – Existing Conditions

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	0.769	C	0.827	D
2	Garfield Avenue & Hellman Avenue	0.875	D	0.847	D
3	New Avenue & Hellman Avenue	0.852	D	0.765	C
4	Atlantic Boulevard & Emerson Avenue	0.555	A	0.586	A
5	Garfield Avenue & Emerson Avenue	0.620	B	0.628	B
6	Atlantic Boulevard & Garvey Avenue	0.670	B	0.722	C
7	Garfield Avenue & Garvey Avenue	0.704	C	0.760	C
8	New Avenue & Garvey Avenue	0.639	B	0.682	B
9	Corporate Center Drive & Ramona Boulevard	0.642	B	0.561	A
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.436	A	0.884	D
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.466	A	0.399	A
12	Fremont Avenue & Monterey Pass Road	0.699	B	0.739	C
13	Garfield Avenue & Newmark Avenue	0.635	B	0.725	C
14	Atlantic Boulevard & Brightwood Street	0.577	A	0.721	C
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.655	B	0.752	C
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.586	A	0.669	B
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.630	B	0.709	C
18	Atlantic Boulevard & Floral Drive/Driveway	0.567	A	0.638	B
19	Bleakwood Avenue & Avenida Cesar Chavez	0.405	A	0.394	A
20	Collegian Avenue & Avenida Cesar Chavez	0.538	A	0.549	A
21	Atlantic Boulevard & Avenida Cesar Chavez	0.627	B	0.746	C
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.751	C	0.709	C
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.666	B	0.633	B
24	Garfield Avenue & Riggin Street	0.817	D	0.800	C
25	Garfield Avenue & Pomona Boulevard	0.775	C	0.688	B
26	Garfield Avenue & Via Campo	0.688	B	0.760	C
27	Wilcox Avenue & Pomona Boulevard	0.568	A	0.608	B
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.608	B	0.793	C
29	Atlas Avenue & Potrero Grande Drive *	11.6	B	14.3	B
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.423	A	0.627	B

** Unsignalized intersection analyzed based on HCM methodology.*

As shown in Table 4, 25 out of thirty study intersections are currently operating at acceptable LOS C or better during the weekday a.m. and p.m. peak hour. The following intersections are operating at LOS D or worse during either the a.m. or p.m. peak hours:

- Atlantic Boulevard & Hellman Avenue (p.m. peak hour)
- Garfield Avenue & Hellman Avenue (a.m. and p.m. peak hours)
- New Avenue & Hellman Avenue (a.m. peak hour)

- I-10 Eastbound Off-Ramp & Ramona Boulevard (p.m. peak hour)
- Garfield Avenue & Riggin Street (a.m. peak hour)

2.6 EXISTING ROADWAY SEGMENT LEVEL OF SERVICE

Daily traffic counts were collected at the analyzed roadway segments. The level of service (LOS) values for each segment was calculated to determined daily traffic operations. Existing conditions analysis is based on year 2019 conditions. Table 5 provides the weekday LOS values for the study roadway segments, based on the defined capacity for the daily total volumes.

Table 5 –Roadway Segment Daily Operations – Existing Conditions

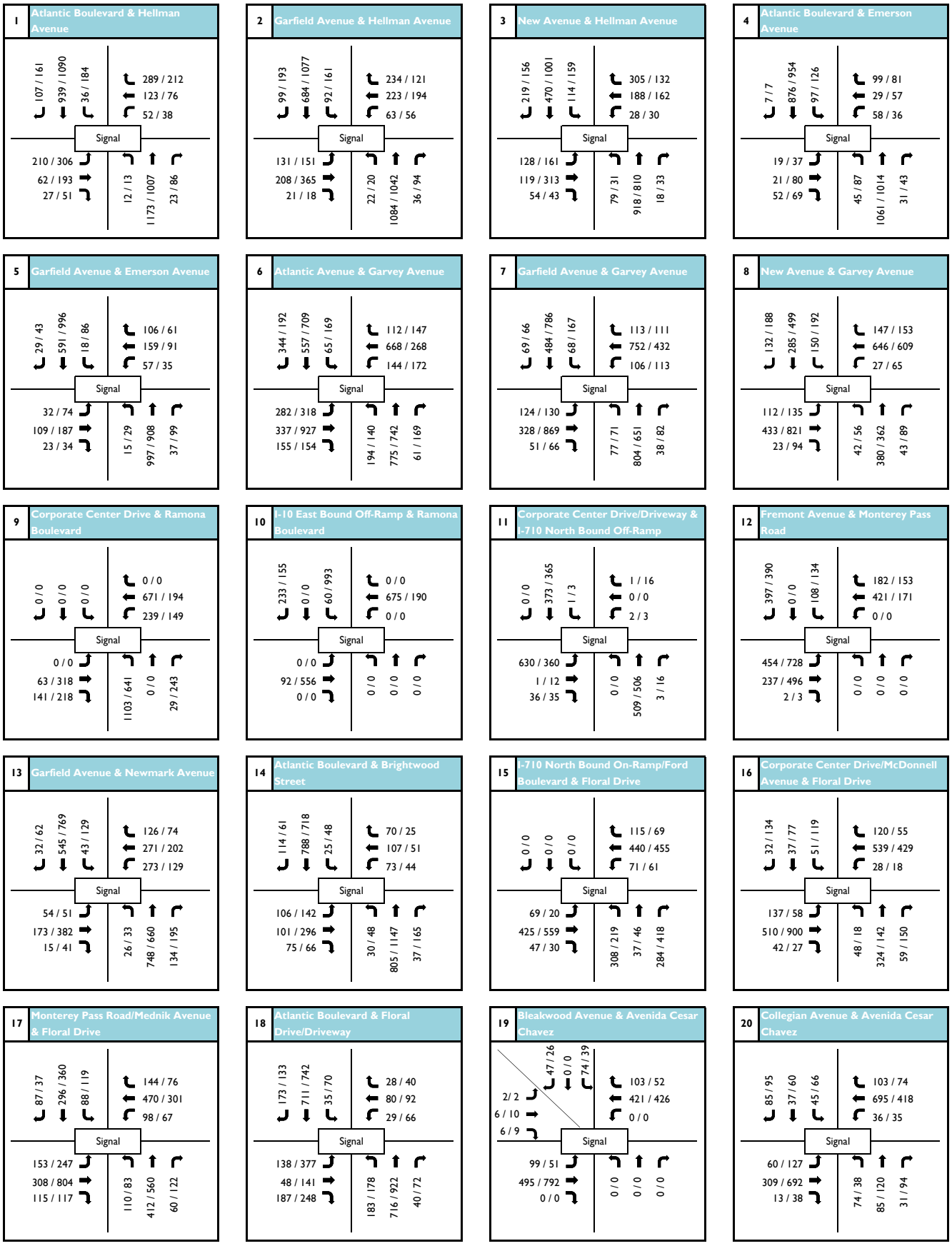
ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	33,571	0.839	D
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	26,150	0.654	B
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	18,495	0.617	B
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	22,069	0.552	A
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	20,473	0.512	A
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	17,882	0.596	A
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	7,879	0.263	A
H	Atlantic Boulevard	Garvey Avenue	Flora Drive	4	40,000	27,550	0.689	B
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	26,436	0.661	B
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	25,161	0.629	B
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	17,683	0.442	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	31,137	0.519	A
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	24,207	0.605	B
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	8,073	0.359	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Driv	4	40,000	21,057	0.526	A

The following roadway segments are operating at LOS D or worse:

- Atlantic Boulevard, between Hellman Avenue and Garvey Avenue (LOS D)

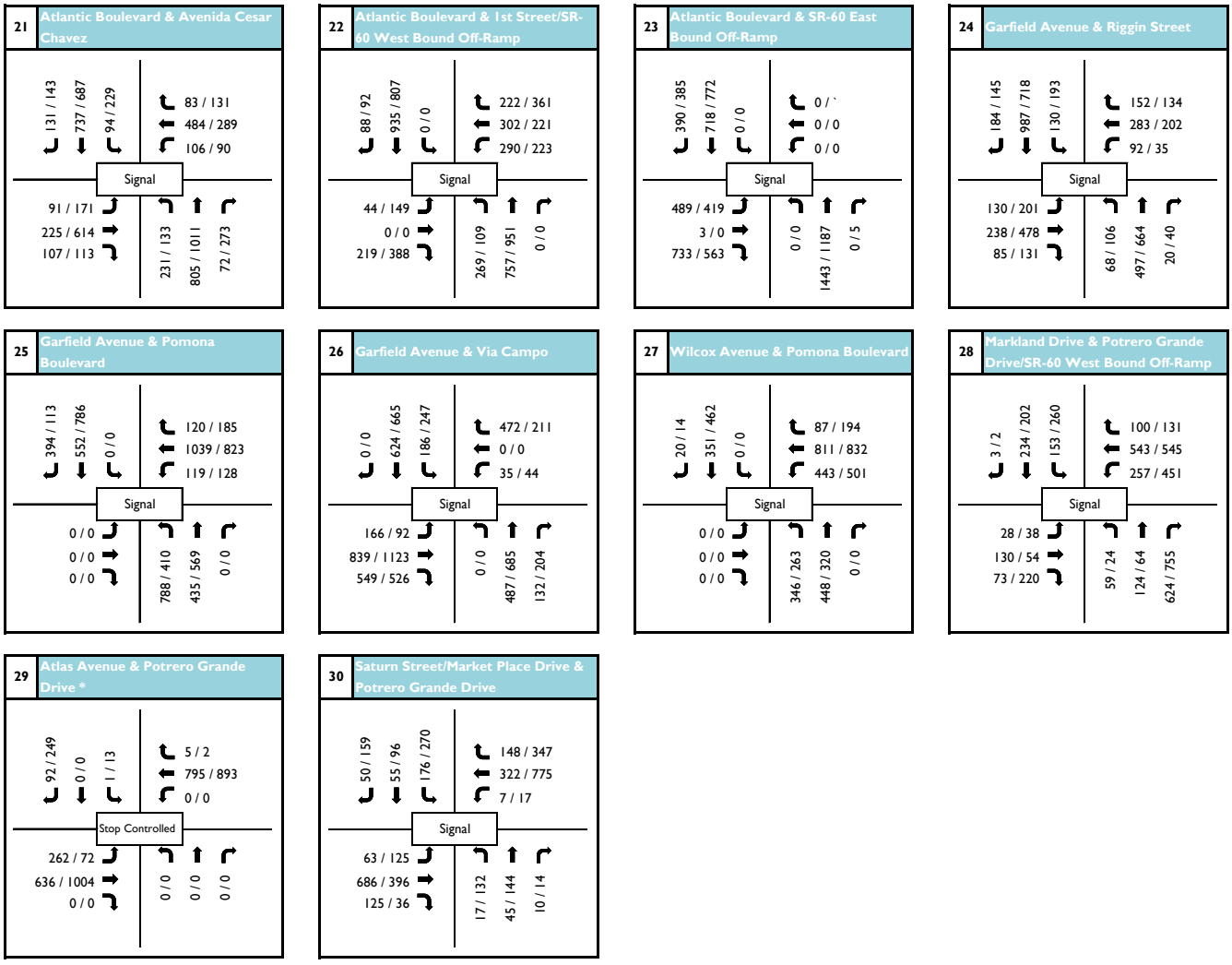
The existing weekday a.m. and p.m. peak-hour turning movement volumes are illustrated on Figure 6; Figure 7 shows the existing daily traffic volumes on the study roadways. The existing traffic analysis scenario worksheets are provided in Appendix C.

Figure 6 - Existing AM/PM Peak Hour Intersection Volumes (1 - 20)



XX / XX AM / PM Peak Hour Volumes

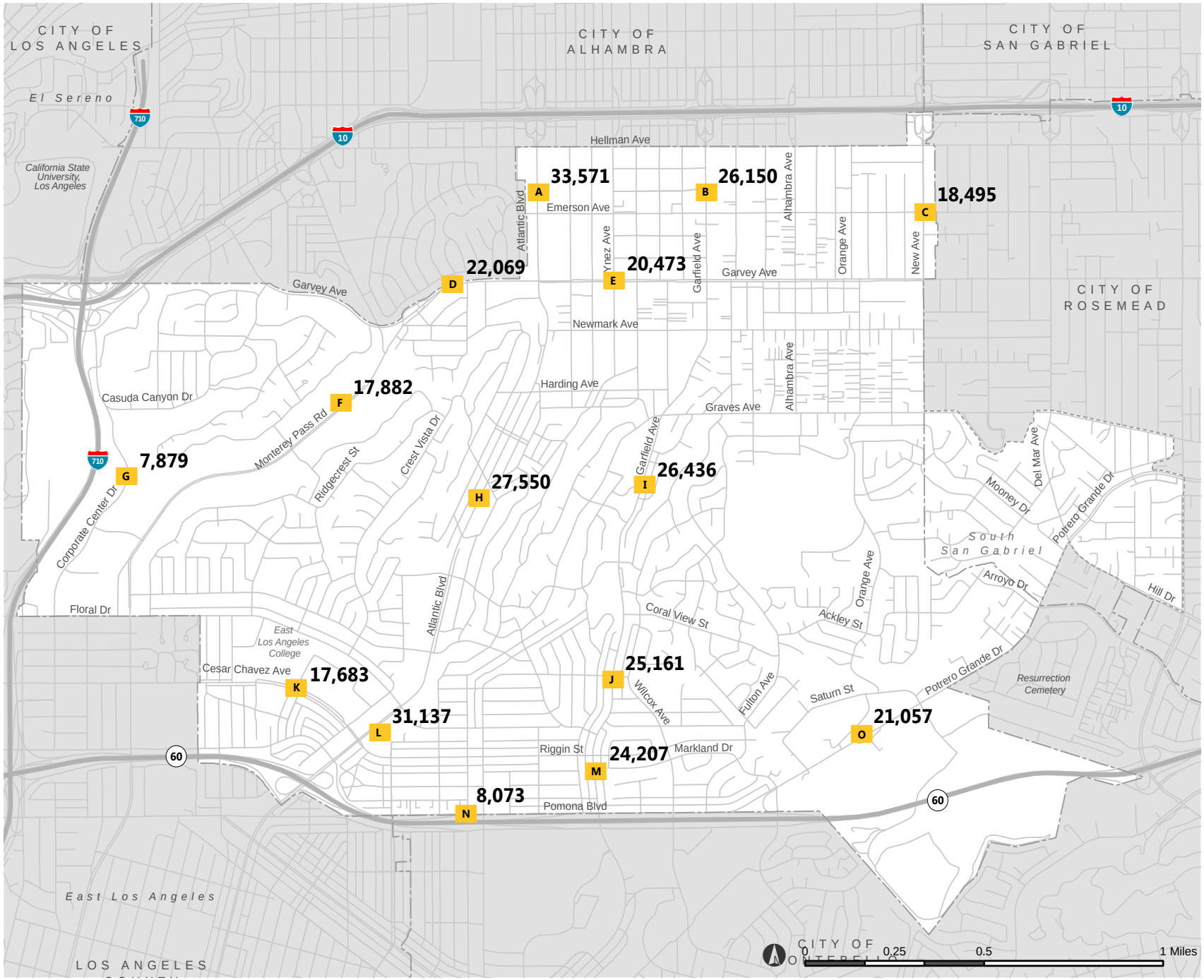
Figure 6 - Existing AM/PM Peak Hour Intersection Volumes (21 - 30)



XX / XX AM / PM Peak Hour Volumes

Monterey Park General Plan Update

Figure 7 - Existing Daily Roadway Traffic Volumes



Base Map Features

Roadway Segment

3. PROJECT TRAFFIC

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

3.1 GENERAL PLAN LAND USE

KOA was provided details from the proposed General Plan land use map. Trip generation for these land uses was analyzed and impacts were examined.

The development of a traffic forecast for a General plan takes into account the type and density of future land uses within the analyzed area, and the location and potential interaction of various land use types, as well as the characteristics and capacity of each of the major roadways and intersections.

The land use plan assumes no new net City-wide growth in development, due to the proposed Plan, compared to the City's current General Plan. Residential land use growth will be focused in areas designated by the current City Housing Element update, and new commercial and medical-office development will be focused in areas designated by the proposed land use plan.

Traffic potentially generated in the future under the proposed land use plan was shifted from areas of the City where development would be less intense under the proposed plan, and shifted to the focus areas.

The incremental (net) development increase/decrease by traffic analysis zone (TAZ) was derived by calculating net new trips based on new development intensities and trip generation rates. Shifts in potential future generated traffic were shifted from other areas of the City where development would be less intense under the proposed land use plan.

The following summarizes the input units from the General Plan land use plan update:

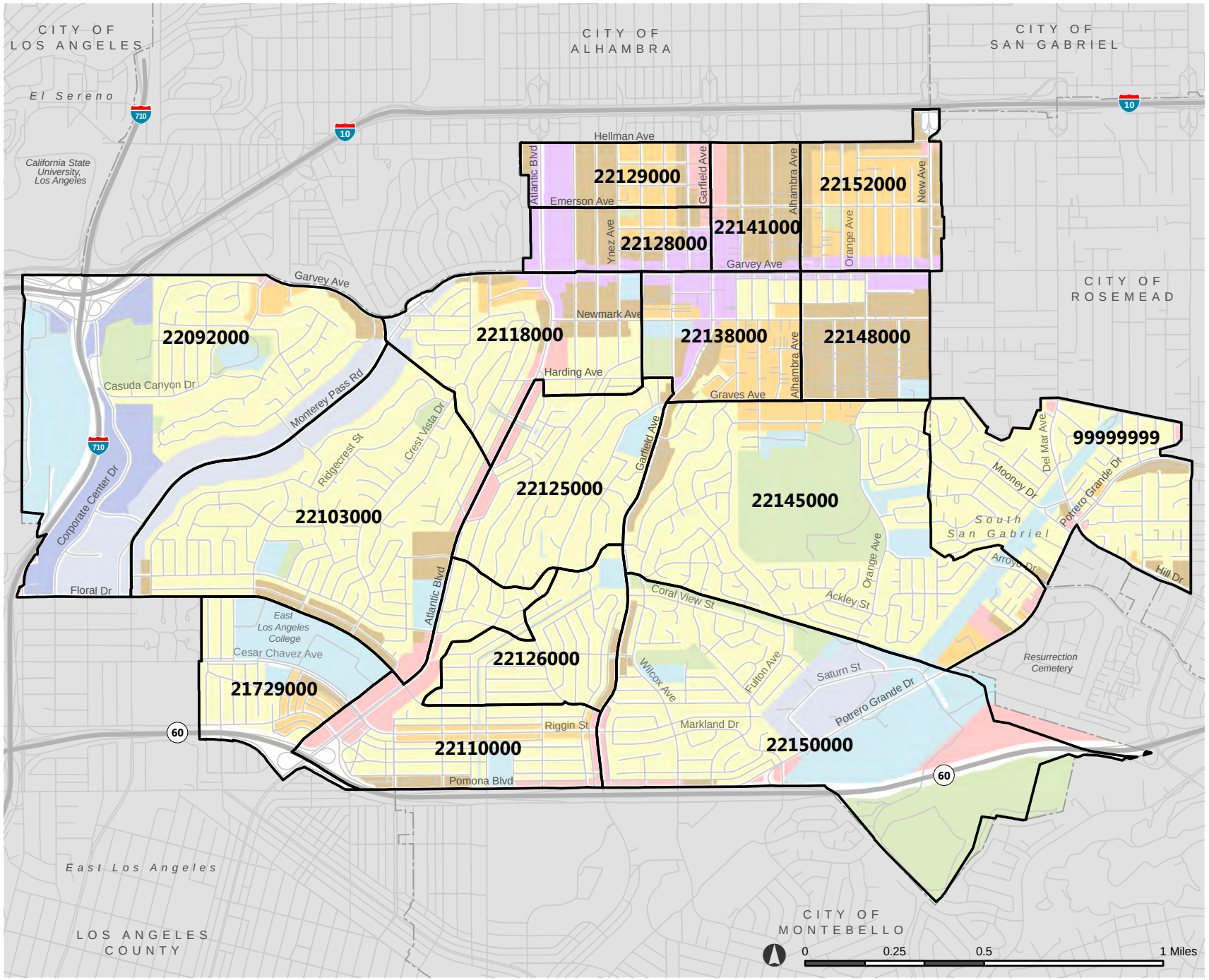
- Multi-Family Residential Units: +3,835 units
- General Commercial: +619,933 square-feet
- General Office: +883,902 square-feet
- Hotel Rooms: +607 rooms
- College Students: +3,697 students

The General Plan anticipates that there will be a reduction in single-family residential units and light industrial facilities throughout the City.

Figure 8 shows the TAZs and anticipated General Plan land use profile.

Monterey Park General Plan Update

Figure 8 - Traffic Analysis Zones and General Plan Land Use



Base Map Features

- Traffic Analysis Zone (TAZ) Boundary
- Low Density Residential
- Medium Density Residential
- High Density Residential
- Commercial
- Mixed Use
- Corporate Center
- Innovation/Technology
- Public Facilities
- Open Space

3.2 PROJECT TRIP GENERATION

The trip generation of the project was calculated using nationally-accepted rates defined by *Trip Generation (10th edition)*, published by the Institute of Transportation Engineers (ITE), and is provided in Table 6.

Trip generation was defined with the inputs received from MIG's land use group. The land uses were separated into 16 distinct zones, which were defined through the City's TAZs. No internal trip capture credits were taken to adjust the proposed trip generation. Pass-by trip credits were taken for three TAZs that had exclusively commercial uses. Transit credits were also taken for sections of the TAZs adjacent to high quality transit lines, such as Metro Rapid lines or transit centers, such as the one near East Los Angeles Community College (ELAC).

Table 6 summarizes the trip generation rates used for calculation General Plan-generated trips.

Table 6 –Trip Generation Rates

Land Use	ITE Code	Units	Daily Total	AM Peak			PM Peak		
				In	Out	Total	In	Out	Total
Employment/Technology (Industrial)	110	KSF	4.96	88%	12%	0.7	13%	87%	0.63
Low Density Residential (Single-Family)	210	DU	9.44	25%	75%	0.74	63%	37%	0.99
Medium Density Residential (Multi-Family)	220	DU	7.32	23%	77%	0.46	63%	37%	0.56
Hotel/Motel	310	ROOMS	8.36	59%	41%	0.47	51%	49%	0.6
Office	710	KSF	9.74	83%	17%	0.37	20%	80%	0.4
Commercial	820	KSF	37.75	62%	38%	0.94	48%	52%	3.81
Public Facilities and Utilities (College)	540	Students	1.15	81%	19%	0.11	56%	44%	0.11

DU: Dwelling Units; KSF: 1,000 square-feet of floor area

Table 77 below shows the net total of vehicle trips generated by the proposed General Plan land uses.

Table 7 – Project Trip Generation, by Traffic Analysis Zone

	TOTAL RESIDENTIAL USES							TOTAL NON-RESIDENTIAL USES						
	DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
TAZ	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
22129000	4,779	69	231	300	230	135	365	33,446	516	316	832	1,620	1,756	3,376
22141000	3,303	47	160	207	159	94	253	10,896	168	104	272	528	571	1,099
22152000	4,063	58	198	256	196	115	311	0	0	0	0	0	0	0
22128000	3,882	56	188	244	187	110	297	686	23	16	39	25	24	49
22092000	81	1	4	5	4	2	6	14,876	598	166	764	236	607	843
22118000	1,228	18	59	77	59	35	94	1,534	24	14	38	75	79	154
22138000	7,322	106	354	460	353	207	560	1,045	35	24	59	38	37	75
22148000	3,224	46	156	202	155	92	247	0	0	0	0	0	0	0
22103000	0	0	0	0	0	0	0	1,504	48	9	57	13	49	62
22125000	0	0	0	0	0	0	0	10,651	164	101	265	516	558	1,074
22145000	403	6	19	25	19	12	31	1,135	18	10	28	55	60	115
99999999	1,510	30	88	118	100	58	158	376	6	3	9	18	20	38
22126000	7	0	0	0	0	1	1	0	0	0	0	0	0	0
22150000	0	0	0	0	0	0	0	8,673	134	82	216	420	455	875
21729000	114	2	5	7	6	3	9	3,614	280	66	346	774	609	1,383
22110000	385	6	18	24	19	10	29	6,834	106	64	170	331	359	690
Total	**30,301**	**445**	**1,480**	**1,925**	**1,487**	**874**	**2,361**	**95,270**	**2,120**	**975**	**3,095**	**4,649**	**5,184**	**9,833**

The General Plan land use profile is anticipated to generate 125,571 weekday daily trips, including 5,020 vehicle trips during the weekday a.m. peak hour (2,565 inbound trips and 2,455 outbound trips), and 12,194 vehicle trips during the weekday p.m. peak-hour (6,136 inbound trips and 6,058 outbound trips).

3.3 PROJECT TRIP DISTRIBUTION

Trip distribution is the process of assigning the directions from which traffic will travel through city roadways and intersections. Trip distribution is dependent upon land use characteristics, the local roadway network, and the general locations of other land uses to which anticipated traffic would originate or terminate. Trips were distributed to the study area based on directional distribution percentages from the local RSA, defined by the Metro regional planning model for the CMP. The local area roadway network and routes to and from area freeway interchanges were also considered.

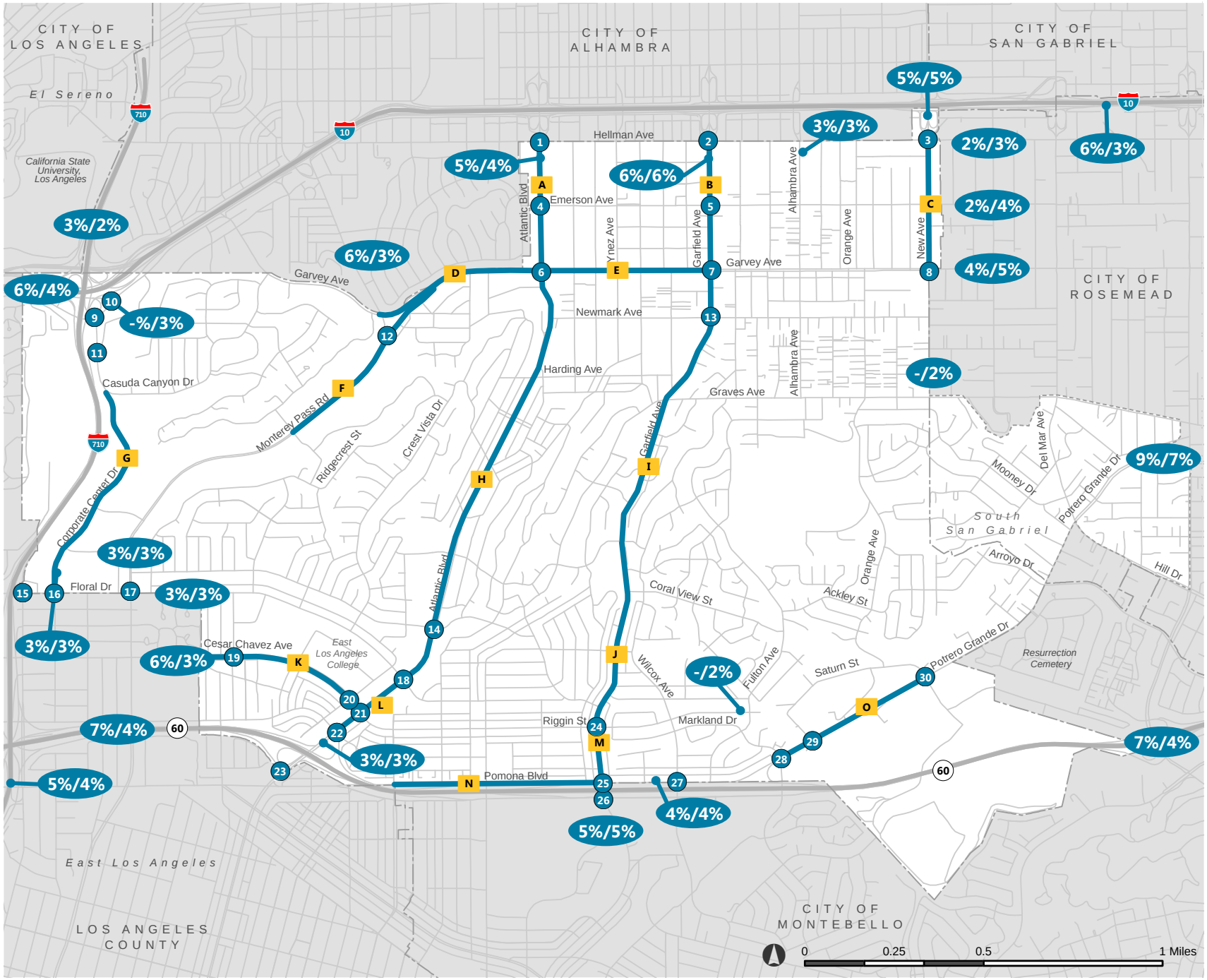
Figure 9 illustrates the trip distribution percentages that were utilized for the general plan land use traffic.

3.4 PROJECT TRIP ASSIGNMENT

Based on the trip generation and distribution assumptions described above, Project traffic was assigned to the roadway system. The weekday a.m. and p.m. peak hour Project trip assignments are illustrated on Figure 10. Figure 11 illustrates the proposed General Plan daily traffic volumes along the study roadway segments.

Monterey Park General Plan Update

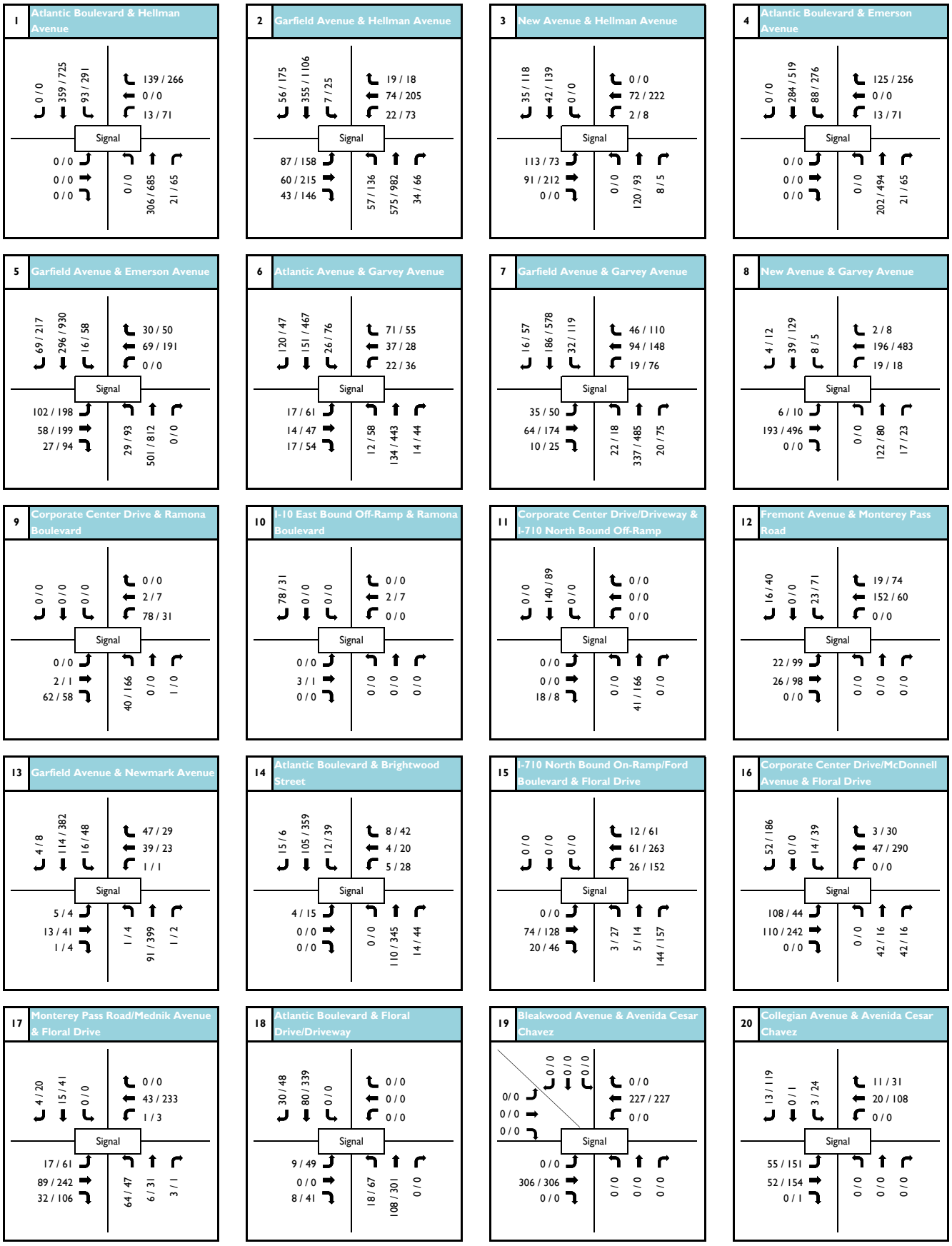
Figure 9 - Trip Distribution



Base Map Features

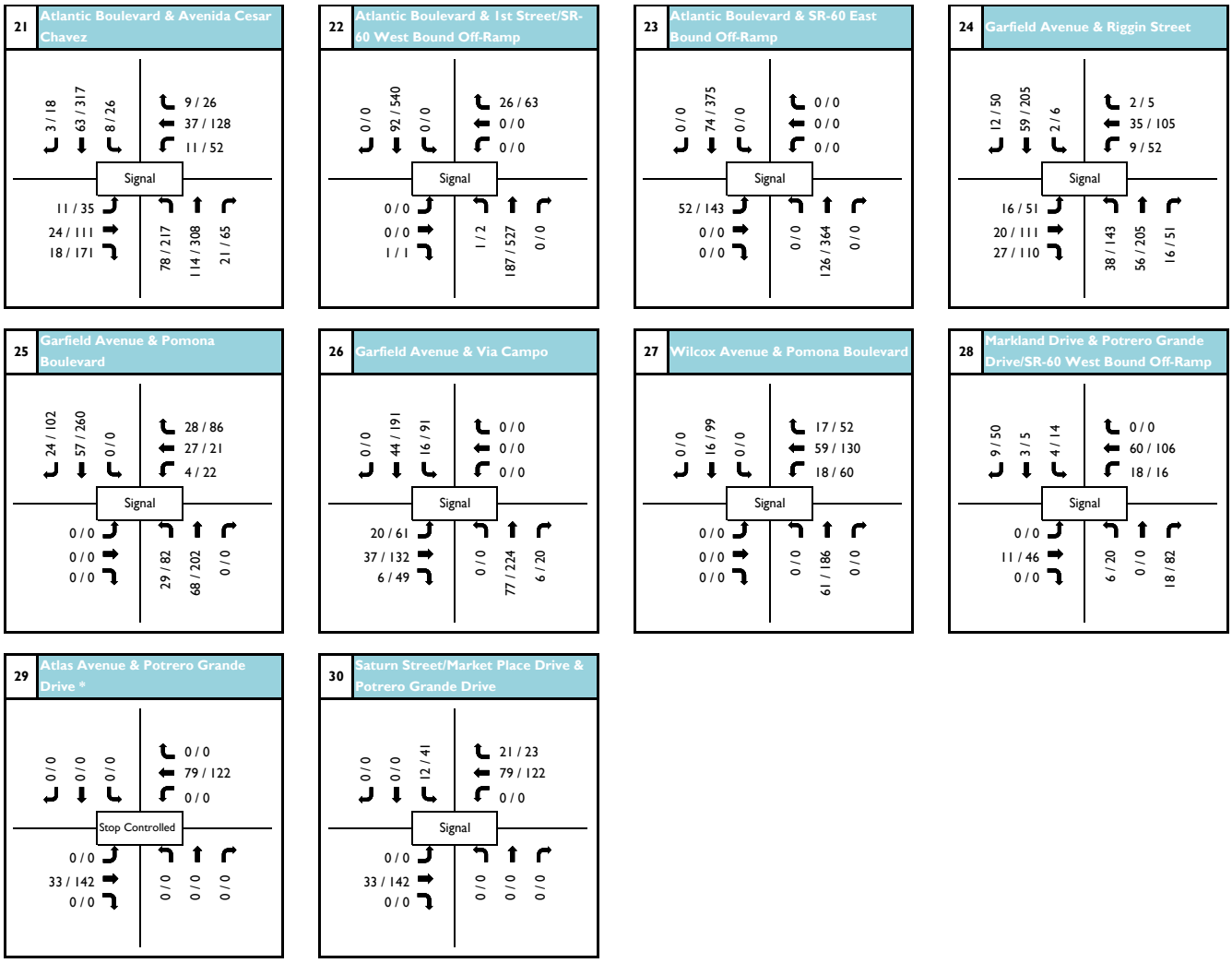
- -%/-% — Residential Trip Distribution / Non-Residential Trip Distribution
- Study Intersection
- Roadway Segment

Figure 10 - General Plan AM/PM Peak Hour Intersection Volumes (1 - 20)



XX / XX AM / PM Peak Hour Volumes

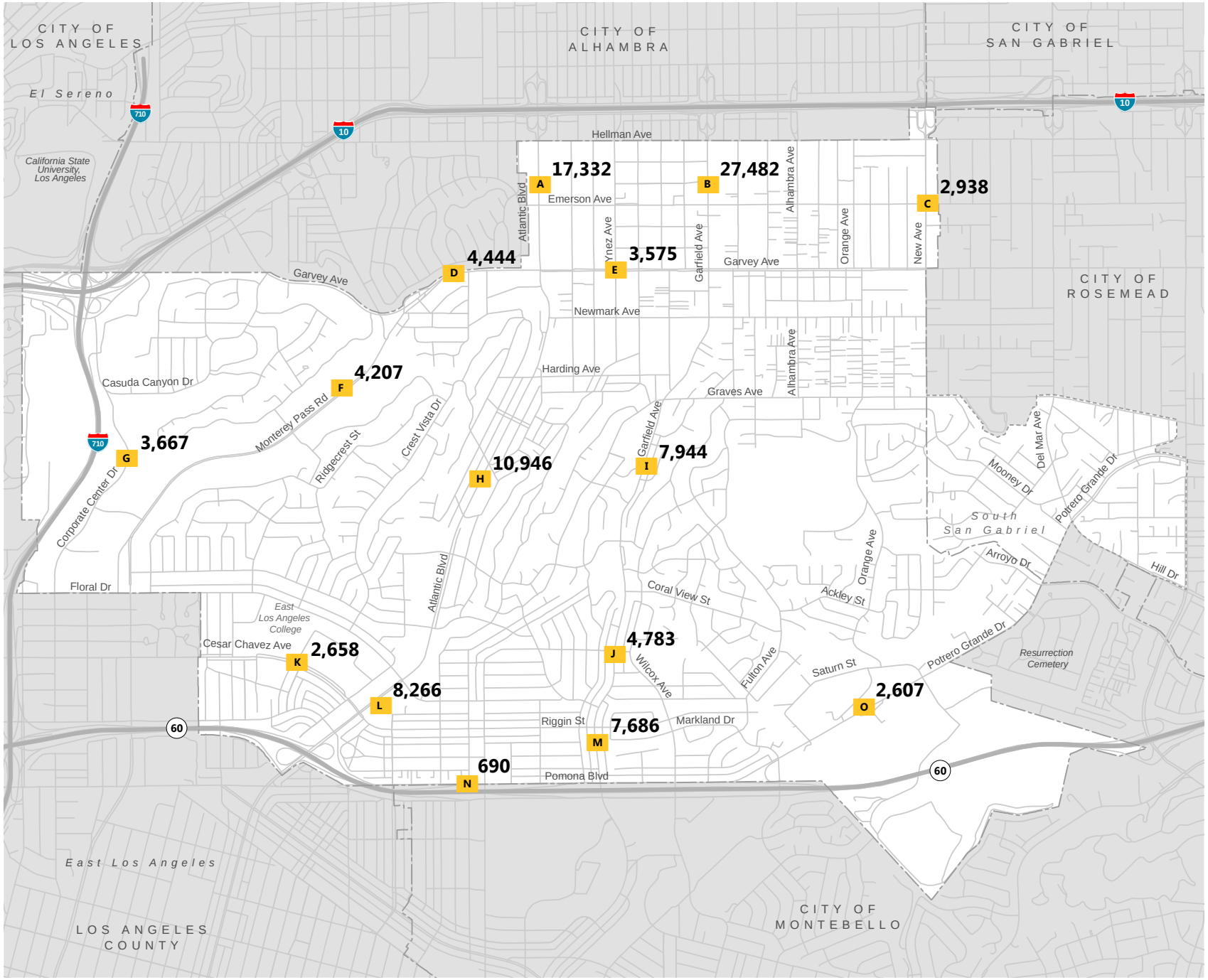
Figure 10 - General Plan AM/PM Peak Hour Intersection Volumes (21 - 30)



XX / XX AM / PM Peak Hour Volumes

Monterey Park General Plan Update

Figure 11 - General Plan Daily Roadway Traffic Volumes



ase Map Features

Roadway Segment

4. FUTURE WITHOUT PLAN CONDITIONS

This section provides an analysis of future traffic conditions in the study area with background growth added, but without Plan traffic. The General Plan update buildout year is 2040, and defines the future analysis year.

4.1 AMBIENT GROWTH

In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 0.29% per year, which results in an overall 21-year growth of approximately six (6) percent, was reviewed and approved by City engineering staff. The growth rate was based on the Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program's anticipated growth for the Regional Statistical Area (RSA) that encompasses Monterey Park (RSA #25).

4.2 FUTURE WITHOUT PROJECT INTERSECTION LEVEL OF SERVICE

Table 8 summarizes the resulting operational data at the study intersections under this scenario. The future without-Project traffic analysis worksheets are provided in Appendix D of this report.

Table 8 – Intersection Performance – Future Without General-Plan Conditions

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	0.810	D	0.872	D
2	Garfield Avenue & Hellman Avenue	0.923	E	0.893	D
3	New Avenue & Hellman Avenue	0.898	D	0.806	D
4	Atlantic Boulevard & Emerson Avenue	0.583	A	0.623	B
5	Garfield Avenue & Emerson Avenue	0.652	B	0.661	B
6	Atlantic Boulevard & Garvey Avenue	0.705	C	0.761	C
7	Garfield Avenue & Garvey Avenue	0.742	C	0.800	C
8	New Avenue & Garvey Avenue	0.673	B	0.719	C
9	Corporate Center Drive & Ramona Boulevard	0.675	B	0.589	A
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.456	A	0.933	E
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.494	A	0.417	A
12	Fremont Avenue & Monterey Pass Road	0.736	C	0.779	C
13	Garfield Avenue & Newmark Avenue	0.668	B	0.764	C
14	Atlantic Boulevard & Brightwood Street	0.607	B	0.759	C
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.689	B	0.792	C
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.611	B	0.704	C
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.655	B	0.755	C
18	Atlantic Boulevard & Floral Drive/Driveway	0.605	B	0.671	B
19	Bleakwood Avenue & Avenida Cesar Chavez	0.423	A	0.412	A
20	Collegian Avenue & Avenida Cesar Chavez	0.555	A	0.576	A
21	Atlantic Boulevard & Avenida Cesar Chavez	0.660	B	0.794	C
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.791	C	0.747	C
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.701	C	0.666	B
24	Garfield Avenue & Riggin Street	0.861	D	0.838	D
25	Garfield Avenue & Pomona Boulevard	0.817	D	0.724	C
26	Garfield Avenue & Via Campo	0.724	C	0.800	C
27	Wilcox Avenue & Pomona Boulevard	0.601	B	0.652	B
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.639	B	0.836	D
29	Atlas Avenue & Potrero Grande Drive *	12.0	B	15.3	C
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.443	A	0.660	B

** Unsignalized intersection analyzed based on HCM methodology.*

Under Future without Plan conditions, 23 out of the 30 study intersections would continue to operate at a LOS C or better during the weekday a.m. & p.m. peak hours. The operation of the following intersections would worsen to or within LOS D or LOS E:

- Atlantic Boulevard & Hellman Avenue intersection operation would worsen to LOS D during the

weekday a.m. peak period and within LOS D during the p.m. peak hour.

- Garfield Avenue & Hellman Avenue intersection operation would worsen to LOS E during the a.m. peak hour and within LOS D during the p.m. peak hour.
- New Avenue & Hellman Avenue intersection operation would worsen within LOS D during weekday a.m. and to LOS D during the p.m. peak hour.
- I-10 Eastbound Off-Ramp & Ramona Boulevard intersection operation would worsen to LOS E during the weekday p.m. peak hour.
- Garfield Avenue & Riggin Street intersection operation would worsen within LOS D during the weekday a.m. peak hour and to LOS D during the p.m. peak hour.
- Garfield Avenue & Pomona Boulevard intersection operation would worsen to LOS D during the weekday a.m. peak hour and to LOS C during the p.m. peak hour.
- Markland Drive & Potrero Grande Drive/SR-60 Westbound Off-Ramp intersection operation would worsen to LOS D during the weekday p.m. peak hour.

4.3 FUTURE WITHOUT GENERAL PLAN ROADWAY SEGMENT LEVEL OF SERVICE

Regional growth for year 2040 applied to the 15 study roadway segments were based on the same growth rate used for the study intersections. Table 9 provides the weekday LOS values for the study roadway segments, based on the defined capacity for the daily total volumes.

Table 9 – Roadway Segment Performance – Future Without General Plan Roadway Segments

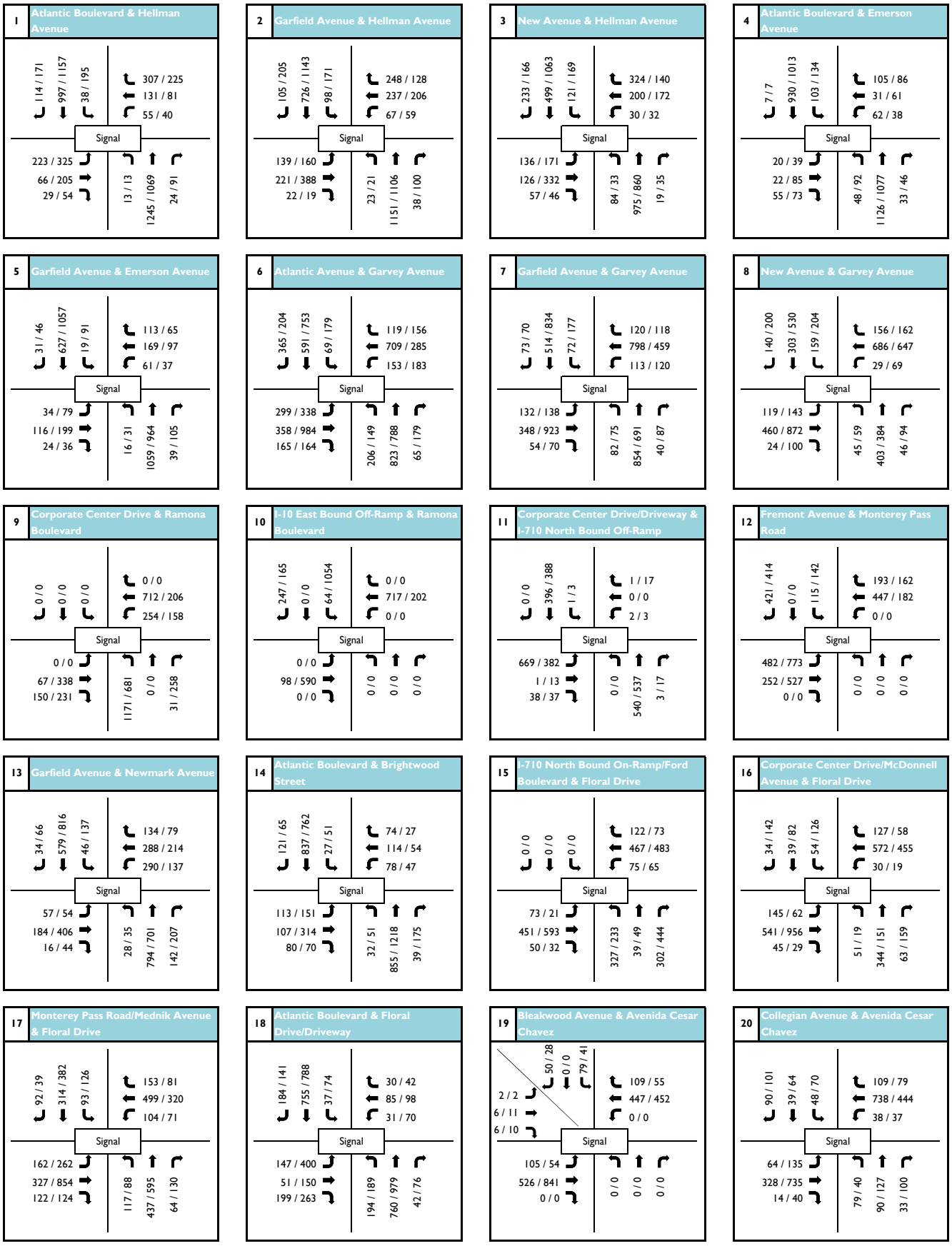
ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	35,642	0.891	D
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	27,763	0.694	B
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	19,636	0.655	B
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	23,431	0.586	A
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	21,736	0.543	A
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	18,985	0.633	B
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	8,365	0.279	A
H	Atlantic Boulevard	Garvey Avenue	Flora Drive	4	40,000	29,250	0.731	C
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	28,067	0.702	C
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	26,713	0.668	B
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	18,774	0.469	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	33,058	0.551	A
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	25,701	0.643	B
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	8,571	0.381	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Drive	4	40,000	22,356	0.559	A

The operation of the following roadway segments would worsen to or within LOS D or LOS E:

- Atlantic Boulevard, between Hellman Avenue and Garvey Avenue segment operation would worsen within LOS D

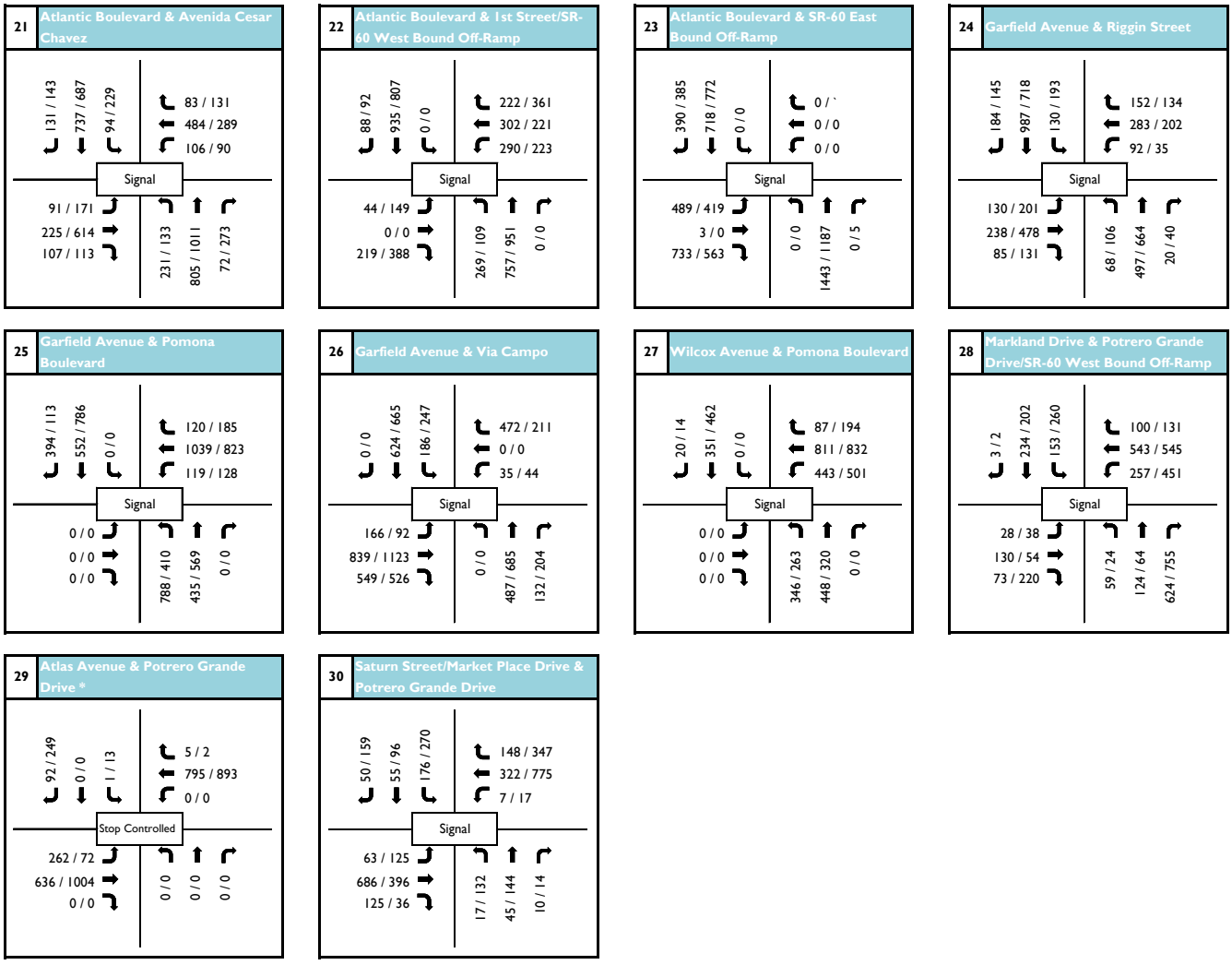
The future without-Plan traffic volumes for the weekday a.m./p.m. daily conditions are illustrated on Figure 12 . Figure 13 shows the daily roadway segment volumes.

Figure 12 - Future (2040) Without General Plan - AM/PM Peak Hour Intersection Volumes (1 - 20)



XX / XX AM / PM Peak Hour Volumes

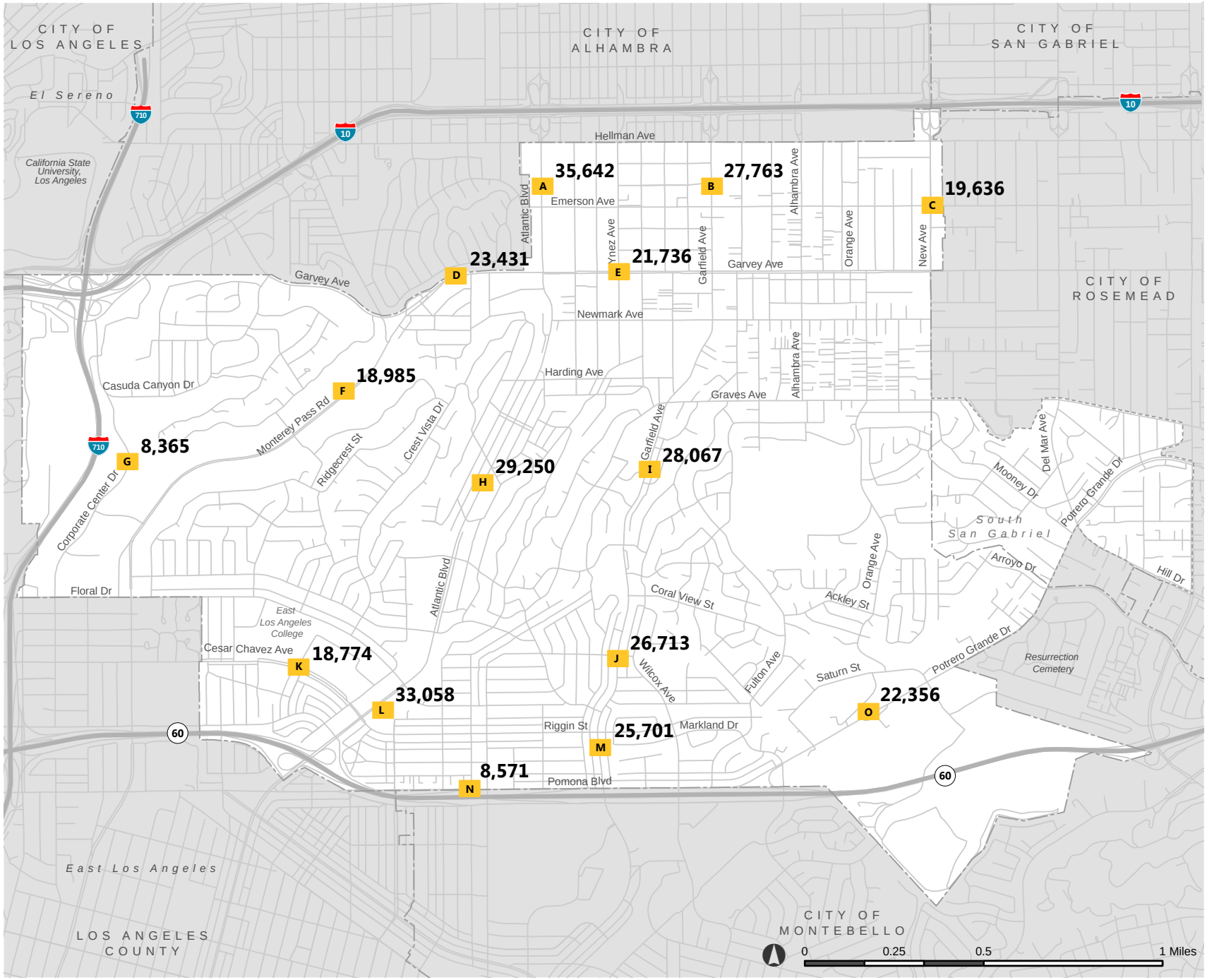
Figure 12 - Future (2040) Without General Plan - AM/PM Peak Hour Intersection Volumes (21 - 30)



XX / XX AM / PM Peak Hour Volumes

Monterey Park General Plan Update

Figure 13 - Future (2040) Without General Plan Daily Roadway Traffic Volumes



5. FUTURE WITH GENERAL PLAN CONDITIONS

5.1 FUTURE WITH GENERAL PLAN INTERSECTION LEVEL OF SERVICE

This section documents future traffic conditions at the study intersections with the addition of Plan-generated traffic. Traffic volumes for these conditions were derived by adding anticipated Plan land use trips to the future without-Plan scenario volumes.

Table 10 summarizes the resulting operational data at the study intersections for future with-General Plan traffic conditions. The analysis worksheets are provided in Appendix E of this report.

Table 10 – Intersection Performance – Future with General Plan

	Study Intersections	AM Peak Hour		PM Peak Hour	
		ICU	LOS	ICU	LOS
1	Atlantic Boulevard & Hellman Avenue	1.040	F	1.412	F
2	Garfield Avenue & Hellman Avenue	1.230	F	1.582	F
3	New Avenue & Hellman Avenue	1.054	F	1.071	F
4	Atlantic Boulevard & Emerson Avenue	0.786	C	1.094	F
5	Garfield Avenue & Emerson Avenue	0.944	E	1.305	F
6	Atlantic Boulevard & Garvey Avenue	0.778	C	0.990	E
7	Garfield Avenue & Garvey Avenue	0.923	E	1.148	F
8	New Avenue & Garvey Avenue	0.785	C	0.914	E
9	Corporate Center Drive & Ramona Boulevard	0.810	D	0.679	B
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.503	A	0.933	E
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.507	A	0.477	A
12	Fremont Avenue & Monterey Pass Road	0.853	D	0.920	E
13	Garfield Avenue & Newmark Avenue	0.755	C	0.934	E
14	Atlantic Boulevard & Brightwood Street	0.673	B	0.927	E
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.797	C	1.088	F
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.716	C	0.824	D
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.736	C	0.894	D
18	Atlantic Boulevard & Floral Drive/Driveway	0.669	B	0.875	D
19	Bleakwood Avenue & Avenida Cesar Chavez	0.433	A	0.414	A
20	Collegian Avenue & Avenida Cesar Chavez	0.619	B	0.747	C
21	Atlantic Boulevard & Avenida Cesar Chavez	0.760	C	1.039	F
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.832	D	0.903	E
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.735	C	0.813	D
24	Garfield Avenue & Riggin Street	0.941	E	1.178	F
25	Garfield Avenue & Pomona Boulevard	0.858	D	0.868	D
26	Garfield Avenue & Via Campo	0.756	C	0.938	E
27	Wilcox Avenue & Pomona Boulevard	0.630	B	0.740	C
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	0.659	B	0.893	D
29	Atlas Avenue & Potrero Grande Drive *	12.5	B	17.3	C
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.460	A	0.721	C

** Unsignalized intersection analyzed based on HCM methodology.*

Under Future with Plan conditions, seven of the 30 study intersections would continue to operate at LOS C or better during the weekday a.m. & p.m. peak hour. The operation of the following intersections would worsen to or within LOS D, E or F with General Plan generated traffic:

- Atlantic Boulevard & Hellman Avenue intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.
- Garfield Avenue & Hellman Avenue intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.

- New Avenue & Hellman Avenue intersection operation would worsen to LOS F during the weekday a.m. and p.m. peak periods.
- Atlantic Boulevard & Emerson Avenue intersection operation would worsen to LOS F during the weekday p.m. peak period.
- Garfield Avenue & Emerson Avenue intersection operation would worsen to LOS E during the weekday a.m. peak period and LOS F during the p.m. peak period.
- Atlantic Boulevard & Garvey Avenue intersection operation would worsen to LOS E during the weekday p.m. peak period.
- Garfield Avenue & Garvey Avenue intersection operation would worsen to LOS E during the weekday a.m. and to LOS E during the p.m. peak hour.
- New Avenue & Garvey Avenue intersection operation would worsen to LOS E during the weekday p.m. peak period.
- Corporate Center Drive & Ramona Boulevard intersection operation would worsen to LOS D during the weekday a.m. peak period.
- Fremont Avenue & Monterey Pass Road intersection operation would worsen to LOS D during the a.m. peak hour and within LOS E during the weekday p.m. peak hour.
- Garfield Avenue & Newmark Avenue intersection operation would worsen within LOS E during the weekday p.m. peak hour.
- Atlantic Boulevard & Brightwood Street intersection operation would worsen within LOS E during the weekday p.m. peak hour.
- I-710 Northbound On-Ramp-Ford Boulevard & Floral Drive intersection operation would worsen within LOS F during the weekday p.m. peak hour.
- Corporate Center Drive-McDonnell Avenue & Floral Drive intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- Monterey Pass Road-Mednik Avenue & Floral Drive intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- Atlantic Boulevard & Floral Drive intersection operation would worsen to LOS D during the weekday p.m. peak hour.
- Atlantic Boulevard & Avenida Cesar Chavez intersection operation would worsen to LOS F during the p.m. peak hour.
- Atlantic Boulevard & 1st Street/SR-60 Westbound Off-Ramp intersection operation would worsen to LOS D during the a.m. peak hour and LOS E during the p.m. peak hour.
- Atlantic Boulevard & SR-60 Eastbound Off-Ramp intersection operation would worsen to LOS D during the p.m. peak hour.
- Garfield Avenue & Riggin Street intersection operation would worsen to LOS E during the weekday a.m. peak hour and to LOS F during the p.m. peak hour.
- Garfield Avenue & Pomona Boulevard intersection operation would worsen within LOS D during the weekday a.m. peak hour and to LOS D during the p.m. peak hour.
- Garfield Avenue & Via Campo intersection operation would worsen to LOS E during the p.m. peak hour.
- Markland Drive & Potrero Grande Drive/SR-60 Westbound Off-Ramp intersection operation would worsen within LOS D during the weekday p.m. peak hour.

5.2 FUTURE WITH GENERAL PLAN ROADWAY SEGMENT LEVEL OF SERVICE

The Future with General Plan trip generation was also added to the analyzed roadway segments. Table 11 provides the weekday LOS values for the study roadway segments, based on the defined capacity for the daily total volumes.

Table 11 – Roadway Segment Performance – Future with General Plan

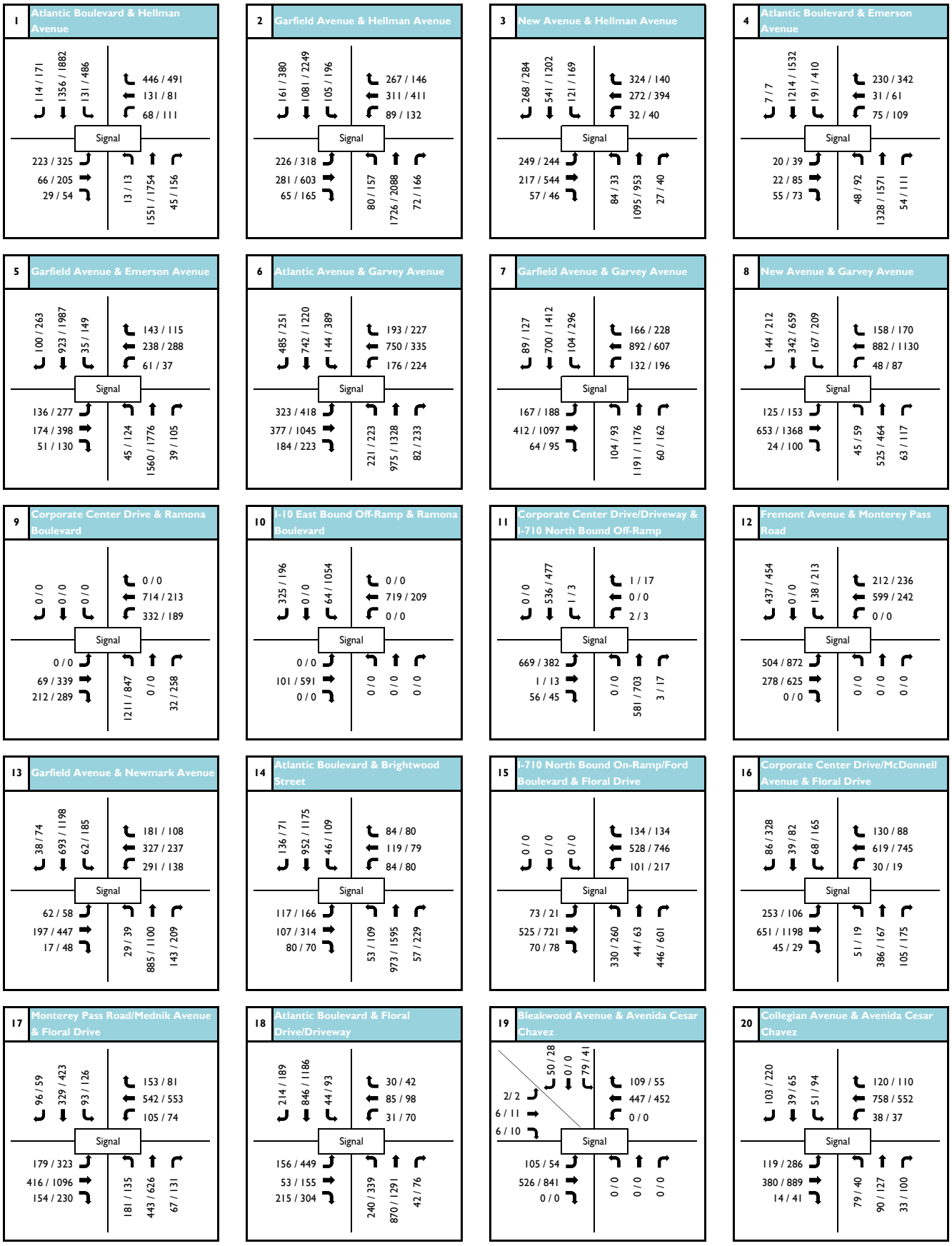
ID	Segment	From	To	# of Lanes	Capacity	Daily Volume	V/C Ratio	LOS
A	Atlantic Boulevard	Hellman Avenue	Garvey Avenue	4	40,000	52,974	1.324	**F**
B	Garfield Avenue	Hellman Avenue	Garvey Avenue	4	40,000	55,245	1.381	**F**
C	New Avenue	Hellman Avenue	Garvey Avenue	4	30,000	22,574	0.752	C
D	Garvey Avenue	Fremont Avenue	Atlantic Boulevard	4	40,000	27,875	0.697	B
E	Garvey Avenue	Atlantic Boulevard	Garfield Avenue	4	40,000	25,311	0.633	B
F	Monterey Pass Road	Garvey Avenue	Vagabond Drive	4	30,000	23,192	0.773	C
G	Corporate Center Drive	Floral Drive	Casuda Canyon Drive	4	30,000	12,032	0.401	A
H	Atlantic Boulevard	Garvey Avenue	Floral Drive	4	40,000	40,196	1.005	**F**
I	Garfield Avenue	Garvey Avenue	El Repetto Drive	4	40,000	36,011	0.900	**E**
J	Garfield Avenue	El Repetto Drive	Riggin Street	4	40,000	31,496	0.787	C
K	Cesar Chavez Avenue	Vancouver Avenue	Atlantic Boulevard	4	40,000	21,432	0.536	A
L	Atlantic Boulevard	Floral Drive	1st Street	6	60,000	41,324	0.689	B
M	Garfield Avenue	Riggin Street	Pomona Boulevard	4	40,000	33,387	0.835	D
N	Pomona Boulevard	Garfield Avenue	Gerhart Avenue	3	22,500	9,261	0.412	A
O	Potrero Grande Drive	Markland Drive	Saturn Street/Market Place Drive	4	40,000	24,963	0.624	B

The operation of the following roadway segments would worsen to or within LOS D or worse:

- Atlantic Boulevard, between Hellman Avenue and Garvey Avenue segment operation would worsen to LOS F
- Garfield Avenue, between Hellman Avenue and Garvey Avenue segment operation would worsen to LOS F
- Atlantic Boulevard, between Garvey Avenue and Floral Drive segment operation would worsen to LOS F
- Garfield Avenue, between Garvey Avenue and El Repetto Drive segment operation would worsen to LOS E
- Garfield Avenue, between Riggin Street and Pomona Boulevard segment operation would worsen to LOS D

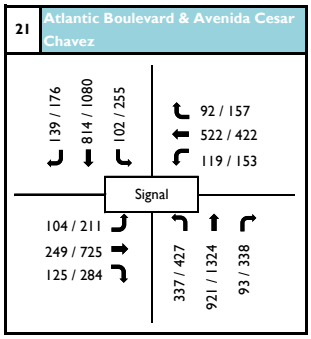
The future with-Project traffic volumes for the weekday a.m. and p.m. peak hour periods are illustrated on Figure 14. Figure 15 illustrates the daily roadway segment volumes under General Plan conditions.

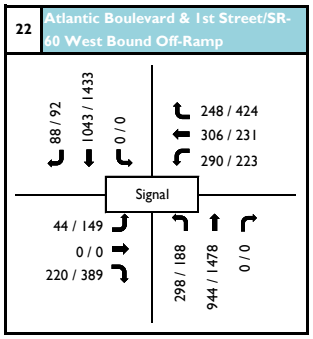
Figure 14 - Future (2040) With General Plan - AM/PM Peak Hour Intersection Volumes (1 - 20)

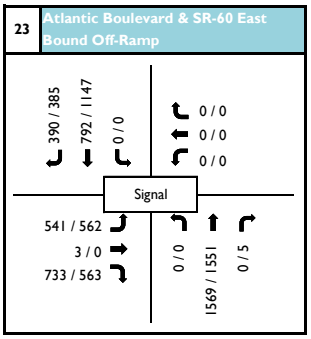


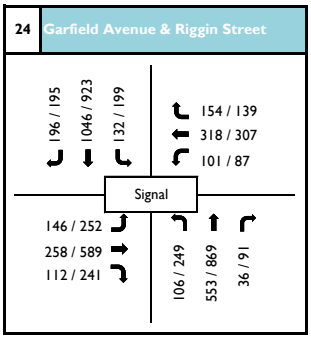
XX / XX AM / PM Peak Hour Volumes

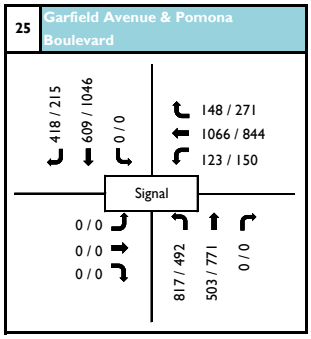
Figure 14 - Future (2040) With General Plan - AM/PM Peak Hour Intersection Volumes (21 - 30)

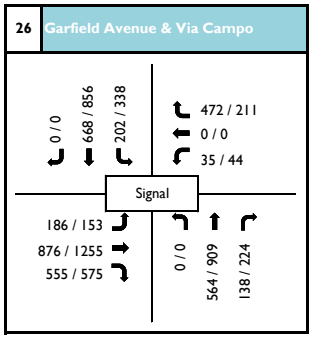


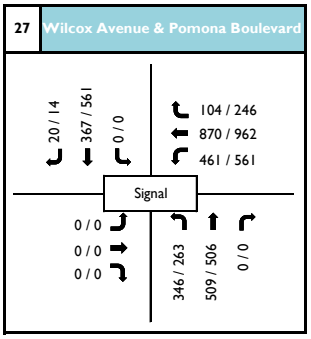


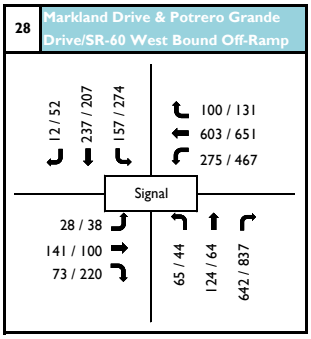


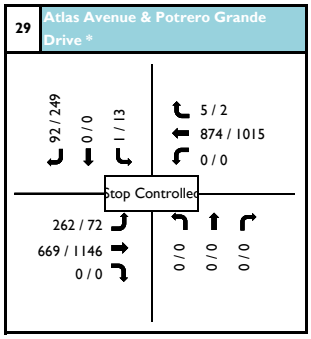


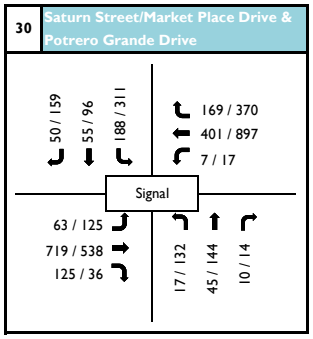








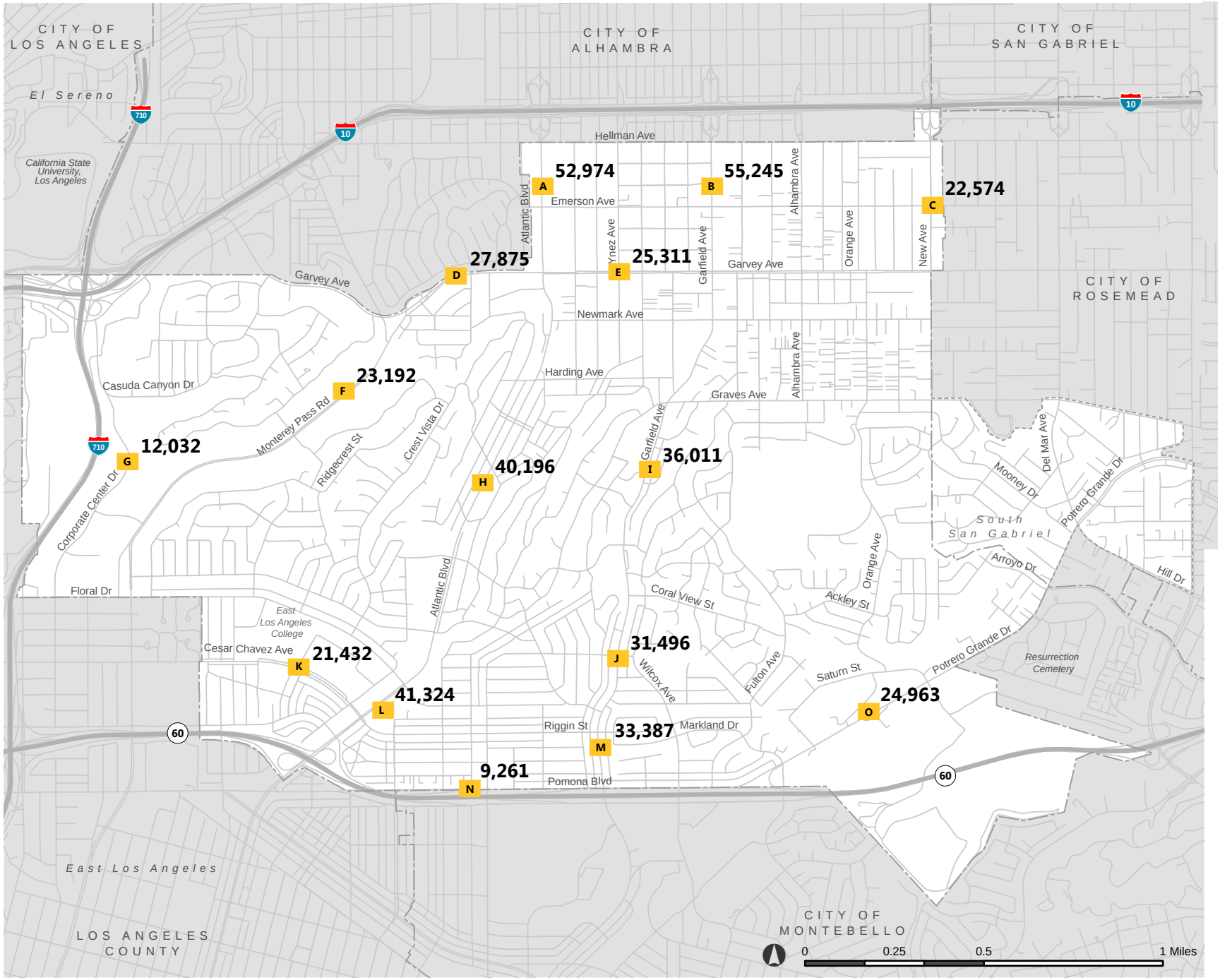




XX / XX AM / PM Peak Hour Volumes

Monterey Park General Plan Update

Figure 15 - Future (2040) With General Plan Daily Roadway Traffic Volumes



Base Map Features

Roadway Segment

6. GENERAL PLAN TRAFFIC IMPACTS

6.1 DETERMINATION OF TRAFFIC IMPACTS

This report section provides a discussion of significant impacts of the proposed General Plan. This section evaluates impacts between the following pairs of scenarios:

- Project Impacts: Future without-Project (current Plan) conditions versus Future with-Project (proposed Plan) conditions

Traffic impacts are identified if traffic from a proposed project will result in a significant change in traffic conditions at a study intersection. A significant impact is typically identified if project-related traffic will cause service levels to deteriorate beyond a threshold limit specified by the overseeing agency.

The City of Monterey Park has established specific thresholds for project-related increases in the volume-to-capacity ratio (V/C) of signalized study intersections. Table 12 shows the increases in peak-hour V/C ratios that are considered significant impacts:

Table 12 – Determination of Significant Impacts

Level of Service	Existing ICU	Project-Related Increase in ICU Value
A and B	0.00 – 0.690	Equal to or greater than 0.060
C	0.700 – 0.790	Equal to or greater than 0.040
D	0.800 – 0.890	Equal to or greater than 0.020
E and F	0.900 or more	Equal to or greater than 0.010

The City of Monterey Park does not have significant impact criteria for unsignalized intersections. For this study, operations at signalized locations were reviewed for LOS values and percentage of volume increase due to Project-generated traffic. One unsignalized intersection was analyzed and the Highway Capacity Manual (HCM) method was used to calculate intersection Level of Service and any increment in intersection delay.

6.2 PROJECT TRAFFIC IMPACTS – FUTURE WITH GENERAL PLAN

Table 13 defines significant impacts of the proposed General Plan land uses at the study intersections, by the future analysis year of 2040.

Table 13 – Determination of Project Impacts – Future 2040 with General Plan

	Study Intersections	AM Peak Hour						PM Peak Hour					
		Future without-Plan		Future with-Plan		ICU Change	Sig Impact?	Future without-Plan		Future with-Plan		ICU Change	Sig Impact?
		ICU	LOS	ICU	LOS			ICU	LOS	ICU	LOS		
1	Atlantic Boulevard & Hellman Avenue	0.810	D	1.040	F	0.230	Yes	0.872	D	1.412	F	0.540	Yes
2	Garfield Avenue & Hellman Avenue	0.923	E	1.230	F	0.307	Yes	0.893	D	1.582	F	0.689	Yes
3	New Avenue & Hellman Avenue	0.898	D	1.054	F	0.156	Yes	0.806	D	1.071	F	0.265	Yes
4	Atlantic Boulevard & Emerson Avenue	0.583	A	0.786	C	0.203	Yes	0.623	B	1.094	F	0.471	Yes
5	Garfield Avenue & Emerson Avenue	0.652	B	0.944	E	0.292	Yes	0.661	B	1.305	F	0.644	Yes
6	Atlantic Boulevard & Garvey Avenue	0.705	C	0.778	C	0.073	Yes	0.761	C	0.990	E	0.229	Yes
7	Garfield Avenue & Garvey Avenue	0.742	C	0.923	E	0.181	Yes	0.800	C	1.148	F	0.348	Yes
8	New Avenue & Garvey Avenue	0.673	B	0.785	C	0.112	Yes	0.719	C	0.914	E	0.195	Yes
9	Corporate Center Drive & Ramona Boulevard	0.675	B	0.810	D	0.135	Yes	0.589	A	0.679	B	0.090	Yes
10	I-10 East Bound Off-Ramp & Ramona Boulevard	0.456	A	0.503	A	0.047	No	0.933	E	0.933	E	0.000	No
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	0.494	A	0.507	A	0.013	No	0.417	A	0.477	A	0.060	Yes
12	Fremont Avenue & Monterey Pass Road	0.736	C	0.853	D	0.117	Yes	0.779	C	0.920	E	0.141	Yes
13	Garfield Avenue & Newmark Avenue	0.668	B	0.755	C	0.087	Yes	0.764	C	0.934	E	0.170	Yes
14	Atlantic Boulevard & Brightwood Street	0.607	B	0.673	B	0.066	Yes	0.759	C	0.927	E	0.168	Yes
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	0.689	B	0.797	C	0.108	Yes	0.792	C	1.088	F	0.296	Yes
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	0.611	B	0.716	C	0.105	Yes	0.704	C	0.824	D	0.120	Yes
17	Monterey Pass Road/Mednik Avenue & Floral Drive	0.655	B	0.736	C	0.081	Yes	0.755	C	0.894	D	0.139	Yes
18	Atlantic Boulevard & Floral Drive/Driveway	0.605	B	0.669	B	0.064	Yes	0.671	B	0.875	D	0.204	Yes
19	Bleakwood Avenue & Avenida Cesar Chavez	0.423	A	0.433	A	0.010	No	0.412	A	0.414	A	0.002	No
20	Collegian Avenue & Avenida Cesar Chavez	0.555	A	0.619	B	0.064	Yes	0.576	A	0.747	C	0.171	Yes
21	Atlantic Boulevard & Avenida Cesar Chavez	0.660	B	0.760	C	0.100	Yes	0.794	C	1.039	F	0.245	Yes
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	0.791	C	0.832	D	0.041	Yes	0.747	C	0.903	E	0.156	Yes
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	0.701	C	0.735	C	0.034	No	0.666	B	0.813	D	0.147	Yes
24	Garfield Avenue & Riggin Street	0.861	D	0.941	E	0.080	Yes	0.838	D	1.178	F	0.340	Yes
25	Garfield Avenue & Pomona Boulevard	0.817	D	0.858	D	0.041	Yes	0.724	C	0.868	D	0.144	Yes
26	Garfield Avenue & Via Campo	0.724	C	0.756	C	0.032	No	0.800	C	0.938	E	0.138	Yes
27	Wilcox Avenue & Pomona Boulevard	0.601	B	0.630	B	0.029	No	0.652	B	0.740	C	0.088	Yes
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ram	0.639	B	0.659	B	0.020	No	0.836	D	0.893	D	0.057	Yes
29	Atlas Avenue & Potrero Grande Drive *	12.0	B	12.5	B	0.5	-	15.3	C	17.3	C	2.0	-
30	Saturn Street/Market Place Drive & Potrero Grande Drive	0.443	A	0.460	A	0.017	No	0.660	B	0.721	C	0.061	Yes

** Unsignalized intersection analyzed based on HCM methodology.*

Significant impacts would occur at 27 of the 30 study intersections during one or both of the analyzed peak periods:

- Atlantic Boulevard & Hellman Avenue during the a.m. and p.m. peak periods
- Garfield Avenue & Hellman Avenue during the a.m. and p.m. peak periods
- New Avenue & Hellman Avenue during the a.m. and p.m. peak periods
- Atlantic Boulevard & Emerson Avenue during the a.m. and p.m. peak periods
- Garfield Avenue & Emerson Avenue during the a.m. and p.m. peak periods
- Atlantic Boulevard & Garvey Avenue during the a.m. and p.m. peak periods
- Garfield Avenue & Garvey Avenue during the a.m. and p.m. peak periods
- New Avenue & Garvey Avenue during the a.m. and p.m. peak periods
- Corporate Center Drive & Ramona Boulevard during the a.m. and p.m. peak periods
- Corporate Center Drive & I-710 Northbound Off-Ramp during the p.m. peak period
- Fremont Avenue & Monterey Pass Road during the a.m. and p.m. peak periods
- Garfield Avenue & Newmark Avenue during the a.m. and p.m. peak periods
- Atlantic Boulevard & Brightwood Street during the a.m. and p.m. peak periods
- I-710 Northbound On-Ramp/Ford Boulevard & Floral Drive during the a.m. and p.m. peak periods
- Corporate Center Drive/McDonnell Avenue & Floral Drive during the a.m. and p.m. peak periods
- Monterey Pass Road/Mednik Avenue & Floral Drive during the a.m. and p.m. peak periods
- Atlantic Boulevard & Floral Drive during the a.m. and p.m. peak periods
- Collegian Avenue & Avenida Cesar Chavez during the a.m. and p.m. peak periods
- Atlantic Boulevard & Avenida Cesar Chavez during the a.m. and p.m. peak periods
- Atlantic Boulevard & 1st Street/SR-60 Westbound Off-Ramp during the a.m. and p.m. peak periods
- Atlantic Boulevard & SR-60 Eastbound Off-Ramp during the p.m. peak period
- Garfield Avenue & Riggin Street during the a.m. and p.m. peak periods
- Garfield Avenue & Pomona Boulevard during the a.m. and p.m. peak periods
- Garfield Avenue & Via Campo during the p.m. peak period
- Wilcox Avenue & Pomona Boulevard during the p.m. peak period
- Markland Drive & Potrero Grande Drive/SR-60 Westbound Off-Ramp during the p.m. peak period
- Saturn Street/Marketplace Drive & Potrero Grande Drive during the p.m. peak period

It is recommended that the City work to mitigate future traffic impacts at these locations, targeting transit improvements, pedestrian improvements, bicycle facility improvements, and roadway capacity improvements, in an equitable manner and as feasible. These measures would be implemented over multiple years as projects are developed near these locations, considering the new circulation policies of the General Plan, to mitigate the identified significant traffic impacts.

6.3 MITIGATION FEASIBILITY ANALYSIS

Potential physical mitigation measures were researched at all of the significantly-impacted intersections. Table 14 at the end of this section provides a summary of the mitigation measures and their effectiveness in either partially or fully mitigating significant impacts. Figure 16 provides a summary of the intersections with proposed lane configuration changes, as part of any feasible mitigation measure.

The feasibility of mitigation measures is discussed in more detail below.

Intersection 1: Atlantic Boulevard and Hellman Avenue

The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Atlantic Boulevard and is at the northern city limit with City of Alhambra. The signalized intersection has protected-permissive phasing at the southbound and eastbound approaches and permitted phasing for the northbound and westbound approaches.

Level of Service at this location can be improved by restriping the eastbound approach to provide a left-turn lane and a shared left-through-right lane. Similarly, the westbound approach will also need to be restriped to accommodate a left-turn lane, a shared through-right lane, and an exclusive right-turn lane. Split left-turn phasing will be required for the east- and westbound approaches in order to accommodate these changes. These improvements will partially mitigate intersection operations during the peak periods, but the significant impacts will still remain.

To fully mitigate the significant impact, the intersection would need to be widened along the east and westbound approaches. However, widening the roadway at this intersection in any direction would be infeasible as it would require significant land acquisition of residential and commercial properties.

Intersection 2: Garfield Avenue and Hellman Avenue

The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at Garfield Avenue and is at the northern city limit with City of Alhambra. The signalized intersection provides protected left-turns at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. The significant impact could be mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection.

Intersection 3: New Avenue and Hellman Avenue

The intersection is located immediately south of the San Bernardino Freeway (I-10) On-and-Off-ramps at New Avenue and is at the eastern city limit with City of Rosemead. The signalized intersection provides protected left-turns on the northbound and southbound approaches and permissive phasing for the eastbound and westbound approaches.

Level of service operations at this location can be improved by providing northbound permitted left-turn phasing and eastbound protected left-turn phasing. However, these measures are not sufficient to fully mitigate the significant impact at the intersection.

The significant impact could be fully mitigated with the addition of thru lanes to Hellman Avenue. However, this is an infeasible measure as it would require significant land acquisition of residential and commercial properties. There are no feasible mitigation measures at this intersection.

Intersection 4: Atlantic Boulevard and Emerson Avenue

The signalized intersection provides protected-permitted phasing at the northbound and southbound approaches and permissive phasing on the eastbound and westbound approaches. Although the significant impact could be mitigated by providing additional lanes to Atlantic Boulevard and Emerson Avenue, neither roadway has the capacity to accommodate another traffic lane. Any additional lanes could only be accommodated through significant property acquisition and elimination of on-street parking. Thus, there are no feasible mitigation measures at this intersection.

Intersection 5: Garfield Avenue and Emerson Avenue

The signalized intersection provides permitted phasing at all approaches. The immediate area around this location is primarily occupied by commercial uses. Intersection operations could be improved by providing southbound and westbound protected/permitted left-turn phasing; however, these measures would be insufficient to fully mitigate the significant impact.

Additional intersection improvements could be made with an additional thru lane on both Emerson Avenue and Garfield Avenue, supplemented with additional left and right turn pockets. However, these measures would still be insufficient in mitigating the significant impact. There are no feasible mitigation measures at this intersection.

Intersection 6: Atlantic Boulevard and Garvey Avenue

The signalized intersection provides protected left-turn phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing right-turn lane on the eastbound and westbound approaches to a thru-right turn lane.

Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

Intersection 7: Garfield Avenue and Garvey Avenue

The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue and an improvement along Garfield Avenue at the northbound approach (as part of a potential redevelopment project at the southeast corner of the intersection), a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide two thru lanes and a shared thru-right-turn lane in each direction. The northbound approach would also add an exclusive northbound right-turn lane, allowing two northbound thru lanes.

Although this would be a physically feasible improvement, it would not fully mitigate the significant impact in either peak period. An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

Intersection 8: New Avenue and Garvey Avenue

The signalized intersection provides protected phasing at all approaches. As part of a potential proposal to provide three thru travel lanes in each direction along Garvey Avenue, a potential mitigation measure for this intersection would be restriping the existing eastbound and westbound approaches to provide

two thru lanes and a shared thru-right-turn lane in each direction. Although this would be a physically feasible improvement and would mitigate the a.m. peak period significant impact, it would not fully mitigate the significant impact during the p.m. peak period.

An option may be available for providing reversible through lanes during the peak periods along Garvey Avenue; however, this also would not fully mitigate the significant impact. Any potential mitigation measure would require a substantial intersection widening which would not be physically feasible. As such, there are no feasible mitigation measures at this intersection.

Intersection 9: Corporate Center Drive and Ramona Boulevard

The signalized intersection is located south of I-710 and I-10 interchange and provides protected left-turn phasing on the northbound and westbound approaches.

The significant impact during the p.m. peak period can be eliminated by restriping the westbound approach to include a left-turn lane, a shared left-through lane, and a through lane; split phasing would be provided for the east and westbound approaches. However, these measures will not eliminate the a.m. significant impact at this location.

The significant impact could be eliminated by providing an additional east-west through lane. However, this would require widening Ramona Boulevard which would not be physically feasible due to freeway right-of-way north of the intersection which would require significant highway interchange reconfiguration

Intersection 11: Corporate Center Drive & I-710 Northbound Off-Ramp

The intersection is signal-controlled and provides protected split phasing at the eastbound and westbound approaches and permitted phasing at the southbound approach. The significant impact at this location during the p.m. peak period would be fully mitigated by providing northbound right-turn overlap phasing.

Intersection 12: Fremont Avenue and Monterey Pass Road

The Fremont Avenue & Monterey Pass Road intersection is signalized and has protected left-turn phasing for the southbound approach (Fremont Avenue SB) and permitted left-turn phasing for the eastbound approach (Monterey Pass Road northeast-bound).

The current lane configuration for the southbound approach on Fremont Avenue consists of a left-turn lane and a channelized free right-turn lane; the eastbound approach (Monterey Pass Road northeast-bound) has a left-turn and two through lanes; while the westbound (Monterey Pass Road southwest-bound) approach includes a through lane and a channelized right-turn.

The significant impacts at this intersection can be eliminated by increasing roadway capacity and restriping all three approaches. Additional roadway capacity can be achieved by removing or resizing existing medians and vegetation. With the additional space, the new southbound approach would have enough space to accommodate dual left-turns with protected phasing and a right-turn lane; the eastbound approach would have dual left-turn lanes with protected phasing and only one through lane; while the westbound approach would include a through lane and a shared through-right lane. All of these measures would take place on public right-of-way.

Intersection 13: Garfield Avenue and Newmark Avenue

The signalized intersection has protected phasing at the northbound and southbound approaches and permitted phasing on the eastbound and westbound approaches. Intersection level of service can be

improved by providing southbound permitted left-turn phasing and eastbound protected/permitted left-turn phasing. However, these measures are not sufficient to eliminate the significant impacts.

Full mitigation to the significant impact would require additional travel lanes along Newmark Avenue, which would require private property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection.

Intersection 14: Atlantic Boulevard and Brightwood Street

The signalized intersection contains permitted left-turn phasing on all approaches. The impact at the study intersection could be eliminated by restriping the northbound approach to provide a left-turn lane, two through lanes and a shared through-right turn lane; the three through lanes would not be continuous and would change back to two northbound lanes north of Brightwood Street. In addition, the southbound approach would need to provide protected left-turn phasing and the eastbound approach protected/permitted phasing.

Intersection 15: I-710 NB On-Ramp/Ford Blvd and Floral Drive

The signalized intersection is signal-controlled and provides permitted phasing at all approaches. Level of service operations at this location can be improved by restriping the northbound approach to provide a shared left-through lane, and a right-turn lane. Similarly, the eastbound approach would need to be restriped to include a shared through-left turn and a shared through-right turn lane. These measures would only mitigate the a.m. peak hour impact, the p.m. peak hour impact would remain.

The significant impact could be mitigated by adding another through lane to Floral Drive. However, any improvements to Floral Drive would require removing on-street parking and widening the I-710 underpass to allow for an additional travel lane. Any improvements would also require coordination with Los Angeles County as south of Floral Drive is unincorporated East Los Angeles. As a result, there are no feasible mitigation measures for the p.m. impact at this intersection.

Intersection 16 - Corporate Center Drive/McDonnell Avenue & Floral Drive

The signalized intersection provides permitted left-turn phasing at the northbound and southbound approaches and protected left-turn phasing at the eastbound and westbound approaches.

Level of service operations can be improved by restriping the southbound approach to provide dual left-turn lanes and a shared-thru right turn lane. These measures would improve intersection operations but not fully mitigate the significant impact.

The a.m. peak hour significant impact could be fully mitigated with the removal of the northbound parking lane on McDonnell Avenue and replacing it with two lanes: one northbound through-left and one northbound through-right lane. However, the McDonnell Avenue, south of Floral Drive is outside the City of Monterey Park jurisdiction and would require coordination with Los Angeles County. Aside from this improvement, there are no other feasible mitigation measures at this intersection.

Intersection 17 - Monterey Pass Road-Mednik Avenue & Floral Drive

The signalized intersection provides permitted left-turn phasing at all approaches.

Level-of-Service operations at this location can be improved by implementing protected/permitted left-turn phasing to the eastbound approach. However, this measure is not sufficient to mitigate significant impacts during both time periods.

The a.m. peak hour significant impacts could be fully mitigated by adding an additional southbound left-

turn lane; however, this would not be physically feasible as it would require property acquisition. As a result, there are no feasible mitigation measures at this intersection.

Intersection 18 - Atlantic Boulevard & Floral Drive/Driveway

The signalized intersection provides protected northbound and southbound left-turn phasing, and eastbound and westbound split phasing. The intersection approaches are fully developed. Widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection.

Intersection 20 - Collegian Avenue & Avenida Cesar Chavez

The signalized intersection provides permitted left-turn phasing at all approaches.

Intersection operations can be improved by implementing protected/permitted left-turn signal phasing to the westbound approach. However, this measure would only mitigate a.m. peak hour impacts.

This intersection is surrounded by areas that are fully built-out and any improvements would require significant private property acquisitions. As such, there are no feasible mitigation measures for p.m. impacts at this intersection.

Intersection 21 - Atlantic Boulevard & Avenida Cesar Chavez

The signalized intersection provides protected left-turn phasing in all directions. The intersection approaches are fully developed and widening is not possible without significant property acquisition and building demolition. As such, there are no feasible mitigation measures at this intersection.

Intersection 22 - Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp

The signalized intersection provides permitted left-turns in all directions.

The a.m. peak hour impact could be fully mitigated by restriping the eastbound approach to provide dual left turns and an exclusive right-turn lane. The eastbound approach is approximately 30 feet, so three approach lanes could be provided.

The p.m. peak hour impact could only be mitigated by providing additional north-south lanes along Atlantic Boulevard. This would require significant private property acquisitions and encroach onto the SR-60 freeway right-of-way, making this an infeasible measure.

Intersection 23 - Atlantic Boulevard & SR-60 Eastbound Off-Ramp

The signalized intersection provides permitted phasing in all directions. The significant impact could be fully mitigated by adding a southbound through lane in currently underutilized pavement area. This will require restriping of the southbound approach and potentially a median reduction to accommodate the new through lane. This measure would also require coordination with Los Angeles County.

Intersection 24 - Garfield Avenue & Riggin Street

The signalized intersection provides permitted left-turn phasing in all directions. Intersection operations could be improved by restriping the southbound approach to include dual left-turn lanes with protected phasing, and incorporating a protected/permitted phasing to the eastbound approach. The dual left turn lanes would need to be accommodated by eliminating on-street parking on the south side of Riggin Street, east of Garfield Avenue. However, these changes would only fully mitigate a.m. peak hour impacts and will not be sufficient to fully mitigate significant impacts during the p.m. peak hour.

Intersection 25 - Garfield Avenue & Pomona Boulevard

The signalized intersection provides north- and southbound split left-turn phasing, and westbound permitted left-turn phasing.

Significant impacts can be mitigated by restriping the north- and southbound approaches. The northbound approach would include dual left-turn lanes with protected phasing and a through lane; while the southbound approach would provide one through lane, one through-right turn lane, and an exclusive right-turn lane. This improvement would require coordination with Caltrans and the City of Montebello.

Intersection 26 - Garfield Avenue & Via Campo

This intersection is entirely outside of the City of Monterey Park. It provides north- and southbound split left-turn phasing, and east- and westbound permitted left-turn phasing.

The level-of-service at this intersection could be improved by restriping the southbound and eastbound approaches and adding protected left-turn phases to the north- and southbound approaches. The southbound approach will include a left-turn lane and two through lanes; while the eastbound will have a through-left turn lane, two through lanes, and a right-turn lane.

However, this measure is not sufficient to eliminate the p.m. peak hour significant impact. In addition, the area is fully developed, and widening is not possible without significant property acquisition and building demolition. There are no feasible mitigation measures at this intersection. Furthermore, the intersection is completely within City of Montebello jurisdiction, so coordination with the City would be required.

Intersection 27 - Wilcox Avenue & Pomona Boulevard

The signalized intersection provides northbound protected left-turn phasing, and south- and westbound permitted left-turn phasing.

Intersection operations could be improved by providing left-turn protected signal phasing; however the p.m. peak hour significant impact would not be fully mitigated. Significant impacts could be mitigated by adding an additional westbound right-turn lane and an additional southbound right-turn lane. However, widening is not possible without significant property acquisition and building demolition. As a result, there are no feasible mitigation measures at this intersection.

Intersection 28 - Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp

The signalized intersection provides north/south permitted left-turn phasing, and east/west protected left-turn phasing. The significant p.m. peak period impact could be mitigated by restriping the eastbound approach to include: one left-turn lane, one through lane, one shared through-right turn lane, and one exclusive right-turn lane. The approach currently has 40 feet, so there is enough roadway width to restripe the approach in this manner. This measure would require extensive coordination with Caltrans.

Intersection 30 - Saturn Street/Market Place Drive & Potrero Grande Drive

The signalized intersection provides eastbound and westbound protected left-turn phasing, and northbound and southbound permitted left-turn phasing.

The significant p.m. peak hour impact could be fully mitigated by restriping the northbound approach to provide: one left turn, one through lane, and one shared through-right turn lane.

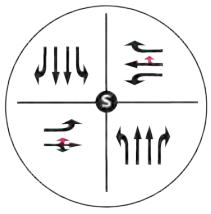
Table 14 – Summary of Mitigation Measures

	Impacted Intersections	Recommended Mitigations	Feasible? (Y/N)	AM Peak Hour										PM Peak Hour									
				Future without-Plan		Future with Plan		ICU Change	Sig Impact?	Future with Plan-Mitigation		ICU Change	Sig Impact?	Future without-Plan		Future with Plan		ICU Change	Sig Impact?	Future with Plan-Mitigation		ICU Change	Sig Impact?
				ICU	LOS	ICU	LOS			ICU	LOS			ICU	LOS	ICU	LOS			ICU	LOS		
1	Atlantic Boulevard & Hellman Avenue	Restripe EB approach to: 1 left-turn lane & 1 left-thru-right lane. Restripe WB approach to 1 left-turn lane, 1 thru-right lane, 1 right-turn lane. EB/WB split phasing.	Y	0.81	D	1.040	F	0.23	Yes	0.918	E	0.108	Yes	0.872	D	1.412	F	0.54	Yes	1.281	F	0.409	Yes
2	Garfield Avenue & Hellman Avenue		-	0.923	E	1.230	F	0.307	Yes	1.230	F	0.307	Yes	0.893	D	1.582	F	0.689	Yes	1.582	F	0.689	Yes
3	New Avenue & Hellman Avenue	NB to permitted left-turn phasing. EB to protected left-turn phasing.	Y	0.898	D	1.054	F	0.156	Yes	1.054	F	0.156	Yes	0.806	D	1.071	F	0.265	Yes	1.033	F	0.227	Yes
4	Atlantic Boulevard & Emerson Avenue		-	0.583	A	0.786	C	0.203	Yes	0.786	C	0.203	Yes	0.623	B	1.094	F	0.471	Yes	1.094	F	0.471	Yes
5	Garfield Avenue & Emerson Avenue	SB & WB Prot+Perm left-turn phasing.	Y	0.652	B	0.944	E	0.292	Yes	0.859	D	0.207	Yes	0.661	B	1.305	F	0.644	Yes	1.132	F	0.471	Yes
6	Atlantic Boulevard & Garvey Avenue	Convert exclusive right-turn lane on east/west approaches to shared thru-right-turn lane (assuming three through lanes in each direction along Garvey Avenue as part of I-710 mitigation.	Y	0.705	C	0.778	C	0.073	Yes	0.754	C	0.049	Yes	0.761	C	0.99	E	0.229	Yes	0.946	E	0.185	Yes
7	Garfield Avenue & Garvey Avenue	Provide two east/west thru lanes in each direction plus allow for shared through-right at east/west approaches; northbound approach, provide additional NB right-turn lane and provide two NB thru lanes.	Y	0.742	C	0.923	E	0.181	Yes	0.84	D	0.098	Yes	0.8	C	1.148	F	0.348	Yes	1.002	F	0.202	Yes
8	New Avenue & Garvey Avenue	Provide two east/west thru lanes in each direction plus allow for shared through-right at east/west approaches.	Y	0.673	B	0.785	C	0.112	Yes	0.677	B	0.004	No	0.719	C	0.914	E	0.195	Yes	0.779	C	0.060	Yes
9	Corporate Center Drive & Ramona Boulevard	Restripe WB approach to: 1 left-turn, 1 shared thru-left, and 1 thru lane. WB and EB split phasing	Y	0.675	B	0.81	D	0.135	Yes	0.813	D	0.138	Yes	0.589	A	0.679	B	0.09	Yes	0.645	B	0.056	No
10	-																						
11	Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp	NB right-turn overlap phasing.	Y	0.494	A	0.507	A	0.013	No	0.507	A	0.013	No	0.417	A	0.477	A	0.06	Yes	0.47	A	0.053	No
12	Fremont Avenue & Monterey Pass Road	Intersection redesign. SB approach (Fremont Ave) to 2 left-turns & 1 right-turn. EB approach to 2 left-turns, 1 thru. Restripe WB approach to 1 thru, 1 shared thru-right turn lane and maintain two-way left-turn. Median removal/resizing will be required.	Y	0.736	C	0.853	D	0.117	Yes	0.482	A	-0.254	No	0.779	C	0.92	E	0.141	Yes	0.534	A	-0.245	No
13	Garfield Avenue & Newmark Avenue	Convert to SB permitted left-turn phasing & EB Prot+Perm left-turn phasing.	Y	0.668	B	0.755	C	0.087	Yes	0.716	C	0.048	Yes	0.764	C	0.934	E	0.17	Yes	0.831	D	0.067	Yes
14	Atlantic Boulevard & Brightwood Street	Restripe NB approach to: 1 left-turn, 2 thru, 1 shared thru-right turn lane. SB protected left-turn phasing. EB prot+perm left-turn phasing.	Y	0.607	B	0.673	B	0.066	Yes	0.628	B	0.021	No	0.759	C	0.927	E	0.168	Yes	0.788	C	0.029	No
15	I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive	Restriping NB approach to 1 shrared thru-left & 1 right-turn lane. Restripe EB approach to 1 shared left-thru & 1 shared thru-right	Y	0.689	B	0.797	C	0.108	Yes	0.719	C	0.030	No	0.792	C	1.088	F	0.296	Yes	0.906	E	0.114	Yes
16	Corporate Center Drive/McDonnell Avenue & Floral Drive	Restriping SB to dual left-turn and 1 shared thru-right turn lane.	Y	0.611	B	0.716	C	0.105	Yes	0.695	B	0.084	Yes	0.704	C	0.824	D	0.12	Yes	0.773	C	0.069	Yes
17	Monterey Pass Road/Mednik Avenue & Floral Drive	Provide Prot+Perm EB signal phasing.	Y	0.655	B	0.736	C	0.081	Yes	0.736	C	0.081	Yes	0.755	C	0.894	D	0.139	Yes	0.833	D	0.078	Yes
18	Atlantic Boulevard & Floral Drive/Driveway		-	0.605	B	0.669	B	0.064	Yes	0.669	B	0.064	Yes	0.671	B	0.875	D	0.204	Yes	0.875	D	0.204	Yes
19	-																						
20	Collegian Avenue & Avenida Cesar Chavez	Prot+Per WB signal phasing.	Y	0.555	A	0.619	B	0.064	Yes	0.535	A	-0.020	No	0.576	A	0.747	C	0.171	Yes	0.676	B	0.100	Yes
21	Atlantic Boulevard & Avenida Cesar Chavez		-	0.66	B	0.76	C	0.1	Yes	0.76	C	0.100	Yes	0.794	C	1.039	F	0.245	Yes	1.039	F	0.245	Yes
22	Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp	Add EB left-turn & EB left-turn prot phasing	Y	0.791	C	0.832	D	0.041	Yes	0.799	C	0.008	No	0.747	C	0.903	E	0.156	Yes	0.856	D	0.109	Yes
23	Atlantic Boulevard & SR-60 East Bound Off-Ramp	Add SB thru-lane in currently underutilized pavement area.	Y	0.701	C	0.735	C	0.034	No	0.674	B	-0.027	No	0.666	B	0.813	D	0.147	Yes	0.654	B	-0.012	No
24	Garfield Avenue & Riggin Street	Dual SB left-turn & protected phasing; Prot+Perm EB left-turn phasing.	Y	0.861	D	0.941	E	0.08	Yes	0.86	D	-0.001	No	0.838	D	1.178	F	0.34	Yes	0.981	E	0.143	Yes
25	Garfield Avenue & Pomona Boulevard	Restriping NB approach to dual left-turns & 1 thru lane + NB protected left-turn phasing. Restripe SB approach to 1 thru, 1 shared thru-right, and 1 right turn.	Y	0.817	D	0.858	D	0.041	Yes	0.799	C	-0.018	No	0.724	C	0.868	D	0.144	Yes	0.759	C	0.035	No
26	Garfield Avenue & Via Campo	Restripe SB: 1 left-turn & 2 thru lanes; Restripe EB: 1 left-turn, 2 thrus, 1 right-turn lane. NB & SB protected left-turn phasing.	Y	0.724	C	0.756	C	0.032	No	0.685	B	-0.039	No	0.8	C	0.938	E	0.138	Yes	0.855	D	0.055	Yes
27	Wilcox Avenue & Pomona Boulevard	Convert to WB left-turn protected phasing.	Y	0.601	B	0.63	B	0.029	No	0.63	B	0.029	No	0.652	B	0.74	C	0.088	Yes	0.725	C	0.073	Yes
28	Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp	Restripe EB approach to: 1 left-turn lane, 1 thru lane, 1 thru-right lane, and 1 exclusive right-turn lane.	Y	0.639	B	0.659	B	0.02	No	0.659	B	0.020	No	0.836	D	0.893	D	0.057	Yes	0.823	D	-0.013	No
29	-																						
30	Saturn Street/Market Place Drive & Potrero Grande Drive	Restriping NB approach: 1 left-turn, 1 thru, & 1 shared thru-right lane.	Y	0.443	A	0.46	A	0.017	No	0.45	A	0.007	No	0.66	B	0.721	C	0.061	Yes	0.684	B	0.024	No

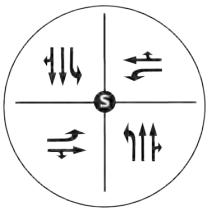
No significant impact.

Figure 16: Proposed Lane Configuration with Mitigation

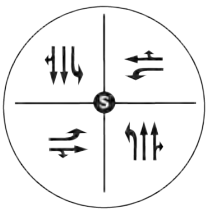
#1 Hellman Ave & Atlantic Blvd



#2 Hellman Ave & Garfield Ave



#3 Hellman Ave & New Ave



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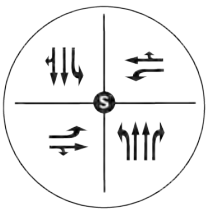
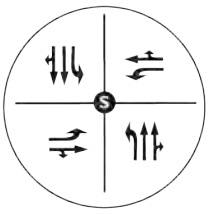
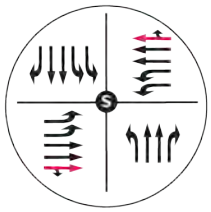


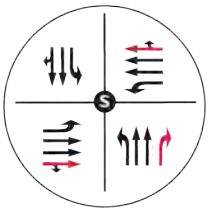
#5 Emerson Ave & Garfield Ave



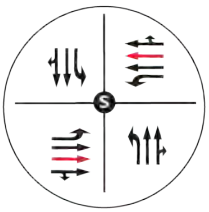
#6 Garvey Ave & Atlantic Ave



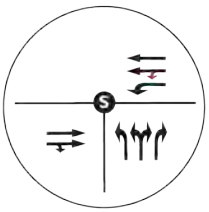
#7 Garvey Ave & Garfield Ave



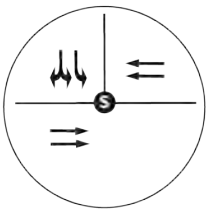
#8 Garvey Ave & New Ave



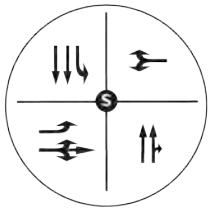
#9 Ramona Blvd & Corporate Center Dr



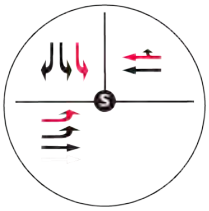
#10 Ramona Blvd & I-10 EB Off-Ramp



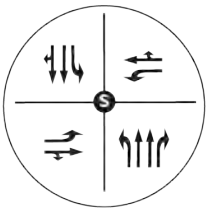
#11 I-710 NB Off-Ramp & Corporate Center Dr



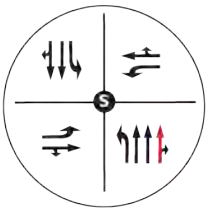
#12 Fremont Ave & Monterey Pass Rd



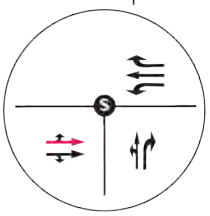
#13 Newmark Ave & Garfield Ave



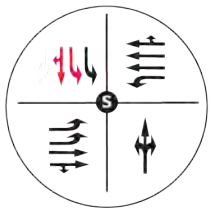
#14 Brightwood St & Atlantic Blvd



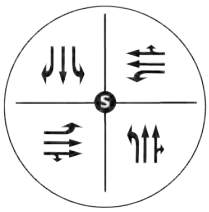
#15 Floral Dr & Ford Blvd/I-710 NB On-Ramp



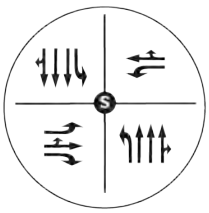
#16 Floral Dr & Corp. Center Dr/ McDonnell Ave



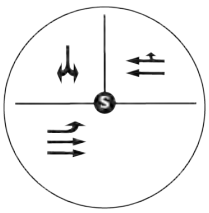
#17 Floral Dr & Monterey Pass Rd/ Mednik Ave



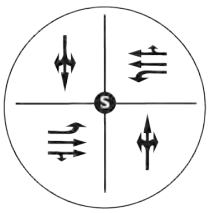
#18 Atlantic Blvd & Floral Dr



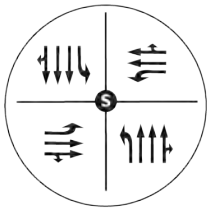
#19 Avenida Cesar Chavez & Bleakwood Ave



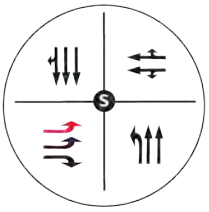
#20 Avenida Cesar Chavez & Collegian Ave



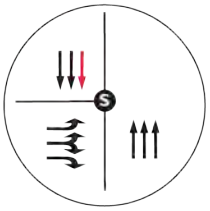
#21 Avenida Cesar Chavez/Riggin St & Atlantic Blvd



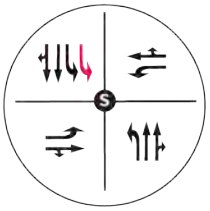
#22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp



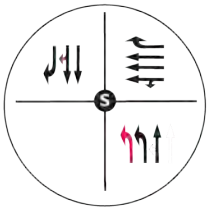
#23 Atlantic Blvd & SR-60 EB Ramp



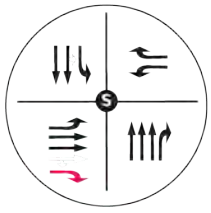
#24 Riggin St & Garfield Ave



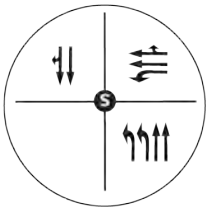
#25 Pomona Blvd & Garfield Ave



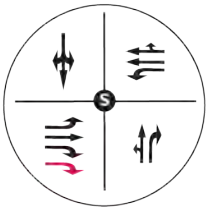
#26 Via Campo & Garfield Ave



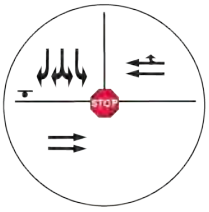
#27 Pomona Blvd & Wilcox Ave



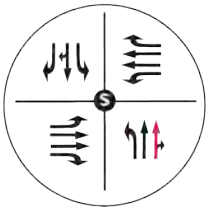
#28 Potero Grande Dr & Markland Dr



#29 Potero Grande Dr & Atlas Ave



#30 Potero Grande Dr & Saturn St/ Market Place Dr



7. CONGESTION MANAGEMENT PROGRAM

This section provides study conformance with the regional impact analysis procedures mandated by the County of Los Angeles Congestion Management Program (CMP).

The CMP was created statewide because of Proposition 111 and was implemented locally by the Los Angeles County Metropolitan Transportation Authority (Metro). The CMP for Los Angeles County requires that the traffic impact of individual development projects of potentially regional significance be analyzed. A specific system of arterial roadways plus all freeways comprises the CMP system. Per CMP Transportation Impact Analysis (TIA) Guidelines, a traffic impact analysis is conducted where:

- At CMP arterial monitoring intersections, including freeway on-ramps or off-ramps, where the proposed Project will add 50 or more vehicle trips during either a.m. or p.m. weekday peak hours.

- At CMP mainline freeway-monitoring locations, where the Project will add 150 or more trips, in either direction, during the either the a.m. or p.m. weekday peak hours.

7.1 INTERSECTION IMPACT ANALYSIS

Per the 2010 CMP document, there are no CMP arterial monitoring stations with the City of Monterey Park. The nearest CMP location to the City would be in the City of Alhambra:

- CMP ID 1 – Fremont Avenue and Valley Boulevard, approximately 1.5 miles north from City limits.

Based on the trip generation defined in Table 5 and trip distribution defined on Figure 9, it is not expected that 50 or more new Plan trips per hour would be added to the nearest CMP intersection. Therefore, no further analysis of potential CMP impacts is required.

7.2 FREEWAY IMPACT ANALYSIS

The nearest CMP mainline freeway-monitoring location to the Plan sphere of influence is on the Interstate 10 freeway, near Atlantic Boulevard. The General Plan is expected to add more than 150 new trips per hour to this CMP freeway segment. The General Plan is not expected to add more than 150 new trips per hour to any other freeway segment (I-710 and SR-60) in the vicinity of the City.

Freeway mainline impacts would need to be mitigated through fair-share contributions by future developments permitted by the Plan to freeway corridor improvements planned by Caltrans.

8. ANALYSIS SUMMARY AND CONCLUSIONS

The following summarizes the traffic study results, conclusions and recommendations:

- The study area was based on the locations of major intersections and roadway segments within the City that are primary travel routes into and out of the City and between areas of the City.
- The Study Area includes 30 intersections and 15 roadway segments.
- Residential land use growth will be focused in areas designated by the current City Housing Element update, and new commercial and medical-office development will be focused in areas designated by the proposed land use plan.
- Traffic potentially generated in the future under the proposed land use plan was shifted from areas of the City where development would be less intense under the proposed plan, and shifted to the focus areas described above.
- The study area analysis sub-areas are based on geographic divisions within larger traffic analysis zones (TAZs), defined as part of the U.S. Census and SCAG.
- The analysis of operations at the study intersections was conducted for weekday a.m. and p.m. peak-hour conditions. Traffic counts were conducted in April 11, 2019.
- Under existing conditions, five of the study intersections operate at poor LOS values of D or worse
- In order to account for traffic growth in the study area, an ambient/background traffic growth rate of 0.29% per year, which results in an overall 21-year growth of approximately six (6) percent, was reviewed and approved by City engineering staff.
- Under this scenario, 7 of the study intersections would operate at poor LOS values of D or worse.
- Anticipated Land Use Changes under the General Plan are as follows:
    - ✓ Multi-Family Residential Units: +3,835 units
    - ✓ General Commercial: +619,933 square-feet
    - ✓ General Office: +883,902 square-feet
    - ✓ Hotel Rooms: +607 rooms
    - ✓ College Students: +3,697 students
- Under this scenario, 23 out of the 30 intersections are expected to operate at LOS values of D or worse.
- Significant impacts would occur at 27 out of the 30 study intersections.

- Potential physical mitigation measures were researched at all of the significantly-impacted intersections. Lane reconfiguration, signal phasing alterations, and roadway widening measures were explored.

- As discussed in Section 6.3, improvements to signal phasing and lane reconfigurations would result in a reduction of eight significant impacts during both peak hours, resulting in 13 intersections with significant impacts during the a.m. peak hour and 19 intersections during the p.m. peak hour that would require extensive land acquisitions in order to fully mitigate impacts.

  As roadway widening could require purchase and partial or full demolition of neighboring properties, or could negatively affect sidewalk widths, or as on-street parking removal could cause other significant impacts, improvements at most locations were deemed infeasible due to physical limitations and/or due to the estimated ineffectiveness of traffic signal configurations changes.

APPENDIX A
Scoping Document

This scoping document acknowledges the City of Monterey Park requirements of traffic impact analysis for the following project:

Study Location: Citywide Study

Study Background: The City of Monterey Park is currently updating its proposed land use mix and intensity as part of its 2040 General Plan Update. KOA has calculated anticipated trip generation for 2040 build-out conditions, which is documented below

KOA also worked with the City to establish 30 study intersections and 15 roadway segments that would be analyzed as part of the study. Those are listed in subsequent sections of this document.

The study area with intersections is shown in Attachment A.

Traffic Counts

Peak Hour (7:00am – 9:00am and 4:00pm – 6:00pm) traffic counts (vehicles, bicycles, and pedestrian) were collected on Thursday, April 11, 2019 at the 30 study intersections. 24-hour average daily traffic counts were collected at 15 study roadway segments on the same day. The study intersections are as follows:

1. Atlantic Boulevard & Hellman Avenue
2. Garfield Avenue & Hellman Avenue
3. New Avenue & Hellman Avenue
4. Atlantic Boulevard & Emerson Avenue
5. Garfield Avenue & Emerson Avenue
6. Atlantic Avenue & Garvey Avenue
7. Garfield Avenue & Garvey Avenue
8. New Avenue & Garvey Avenue
9. Corporate Center Drive & Ramona Boulevard
10. I-10 East Bound Off-Ramp & Ramona Boulevard
11. Corporate Center Drive/Driveway & I-710 North Bound Off-Ramp
12. Fremont Avenue & Monterey Pass Road
13. Garfield Avenue & Newmark Avenue
14. Atlantic Boulevard & Brightwood Street
15. I-710 North Bound On-Ramp/Ford Boulevard & Floral Drive
16. Corporate Center Drive/McDonnell Avenue & Floral Drive
17. Monterey Pass Road/Mednik Avenue & Floral Drive
18. Atlantic Boulevard & Floral Drive/Driveway
19. Bleakwood Avenue & Avenida Cesar Chavez
20. Collegian Avenue & Avenida Cesar Chavez
21. Atlantic Boulevard & Avenida Cesar Chavez
22. Atlantic Boulevard & 1st Street/SR-60 West Bound Off-Ramp
23. Atlantic Boulevard & SR-60 East Bound Off-Ramp
24. Garfield Avenue & Riggin Street
25. Garfield Avenue & Pomona Boulevard
26. Garfield Avenue & Via Campo
27. Wilcox Avenue & Pomona Boulevard
28. Markland Drive & Potrero Grande Drive/SR-60 West Bound Off-Ramp
29. Atlas Avenue & Potrero Grande Drive
30. Saturn Street/Market Place Drive & Potrero Grande Drive

The 15 roadway segments are as follows:

1. Atlantic Boulevard, between Hellman Avenue and Garvey Avenue
2. Garfield Avenue, between Hellman Avenue and Garvey Avenue
3. New Avenue, between Hellman Avenue and Garvey Avenue
4. Garvey Avenue, between Fremont Avenue and Atlantic Boulevard
5. Garvey Avenue, between Atlantic Boulevard and Garfield Avenue
6. Monterey Pass Road, between Garvey Avenue and Vagabond Drive
7. Corporate Center Drive, between Floral Drive and Casuda Canyon Drive
8. Atlantic Boulevard, between Garvey Avenue and Floral Drive
9. Garfield Avenue, between Garvey Avenue and El Repetto Drive
10. Garfield Avenue, between El Repetto Drive and Riggin Street
11. Cesar Chavez Avenue, between Vancouver Avenue and Atlantic Boulevard
12. Atlantic Boulevard, between Floral Drive and 1st Street
13. Garfield Avenue, between Riggin Street and Pomona Boulevard
14. Pomona Boulevard, between Garfield Avenue and Gerhart Avenue
15. Potrero Grande Drive, between Markland Drive and Saturn Street/Market Place Drive

Attachment A provides a map of the study area, including study intersection and segment locations.

LOS Methodology

A level of service and significant impact analysis will be applied to the study intersections and roadway segments, based on current City of Monterey Park's 2006 Traffic Study Guidelines, as applicable. KOA understands that the City uses the Intersection Capacity Utilization (ICU) methodology to analyze intersection operations and impacts. For this analysis, KOA will utilize that methodology for intersections.

KOA will also analyze roadway segment capacity compared to anticipated volumes. For this analysis, KOA will calculate a volume-to-capacity ratio based on lane capacity assumptions laid out in the City's traffic study guidelines.

Trip Generation

Trip generation was defined with the inputs received from MIG's land use group. The land uses were separated into 16 distinct zones, which were defined through the City's Traffic Analysis Zones (TAZs). No internal trip capture credits were taken to adjust the proposed trip generation. Pass-by trip credits were taken for three TAZs that had exclusively commercial uses. Institute of Transportation Engineers (ITE) 10th Edition rates were used.

A trip generation summary is provided in Attachment B.

Total generated trips would be 125,571 on a daily basis, including 5,020 during the a.m. peak hour and 12,194 during the p.m. peak hour. These totals include both inbound and outbound trips.

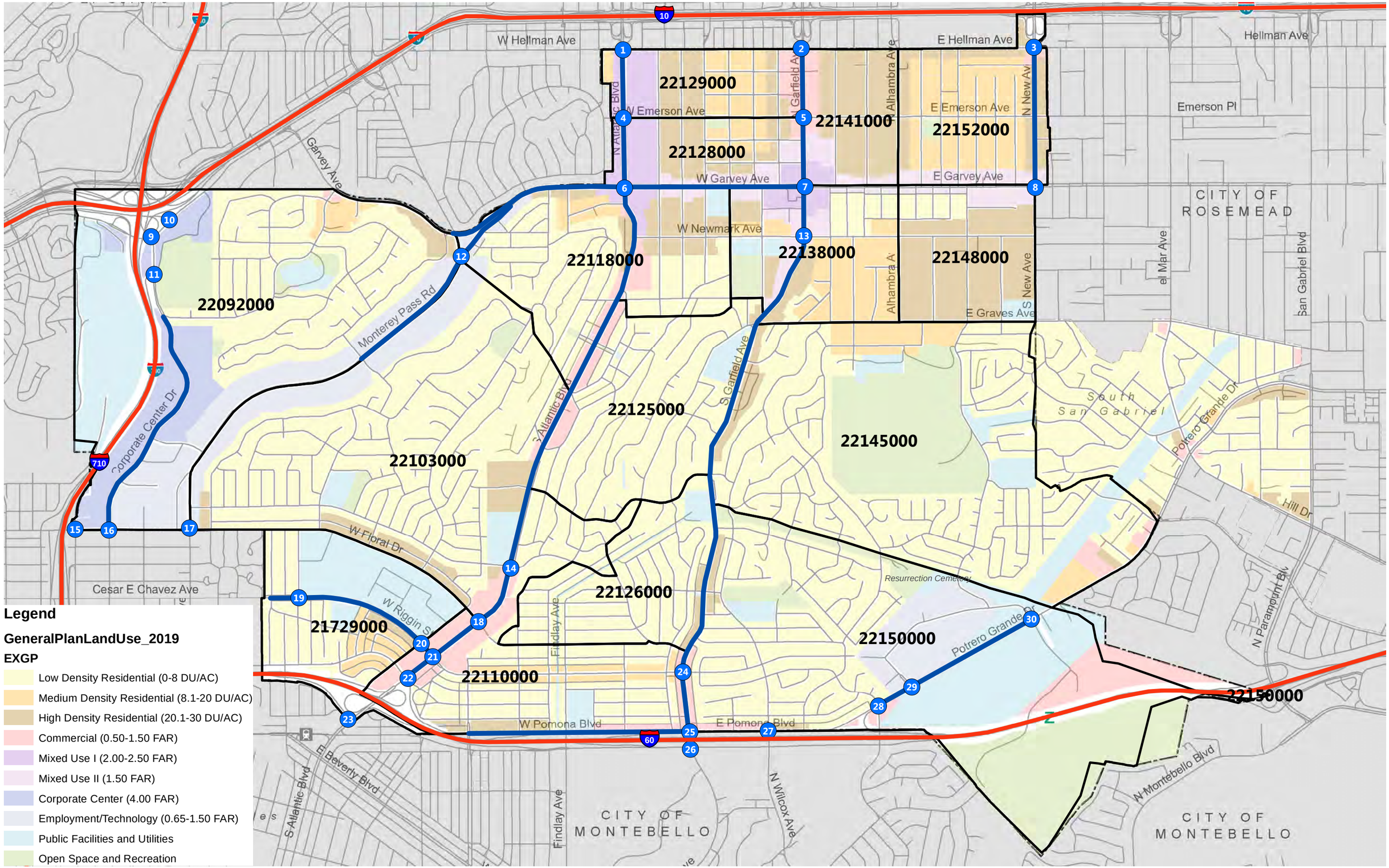
Future 2040 Conditions Growth Rates

In order to project 2040 conditions, this analysis will utilize a **1.06167** growth rate (2019 to 2040). This assumes an annual growth rate of 1.0029 as derived from the Los Angeles County Metropolitan Transportation Authority (Metro) 2010 Congestion Management Program. Monterey Park is located in the Regional Statistical Area (RSA) #25. Attachment C contains RSA map and associated growth rates.

2040 Trip Distribution

For this analysis, general plan land use trips will be distributed regionally per Metro's 2010 CMP RSA Trip Distribution percentages based on trip type. Attachment D contains the RSA-based trip distribution assumptions.

ATTACHMENT A
STUDY AREA MAP



Legend

GeneralPlanLandUse_2019

EXGP

- Low Density Residential (0-8 DU/AC)
- Medium Density Residential (8.1-20 DU/AC)
- High Density Residential (20.1-30 DU/AC)
- Commercial (0.50-1.50 FAR)
- Mixed Use I (2.00-2.50 FAR)
- Mixed Use II (1.50 FAR)
- Corporate Center (4.00 FAR)
- Employment/Technology (0.65-1.50 FAR)
- Public Facilities and Utilities
- Open Space and Recreation

ATTACHMENT B
TRIP GENERATION

JB90136 Monterey Park General Plan Update 2040
Trip Generation Rates
4/30/2019

	TOTAL RESIDENTIAL USES							TOTAL NON-RESIDENTIAL USES						
	DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR			DAILY TOTAL	AM PEAK HOUR			PM PEAK HOUR		
TAZ	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
22129000	4,779	69	231	300	230	135	365	33,446	516	316	832	1,620	1,756	3,376
22141000	3,303	47	160	207	159	94	253	10,896	168	104	272	528	571	1,099
22152000	4,063	58	198	256	196	115	311	0	0	0	0	0	0	0
22128000	3,882	56	188	244	187	110	297	686	23	16	39	25	24	49
22092000	81	1	4	5	4	2	6	14,876	598	166	764	236	607	843
22118000	1,228	18	59	77	59	35	94	1,534	24	14	38	75	79	154
22138000	7,322	106	354	460	353	207	560	1,045	35	24	59	38	37	75
22148000	3,224	46	156	202	155	92	247	0	0	0	0	0	0	0
22103000	0	0	0	0	0	0	0	1,504	48	9	57	13	49	62
22125000	0	0	0	0	0	0	0	10,651	164	101	265	516	558	1,074
22145000	403	6	19	25	19	12	31	1,135	18	10	28	55	60	115
99999999	1,510	30	88	118	100	58	158	376	6	3	9	18	20	38
22126000	7	0	0	0	0	1	1	0	0	0	0	0	0	0
22150000	0	0	0	0	0	0	0	8,673	134	82	216	420	455	875
21729000	114	2	5	7	6	3	9	3,614	280	66	346	774	609	1,383
22110000	385	6	18	24	19	10	29	6,834	106	64	170	331	359	690
Total	**30,301**	**445**	**1,480**	**1,925**	**1,487**	**874**	**2,361**	**95,270**	**2,120**	**975**	**3,095**	**4,649**	**5,184**	**9,833**

ATTACHMENT C
RSA GROWTH RATES

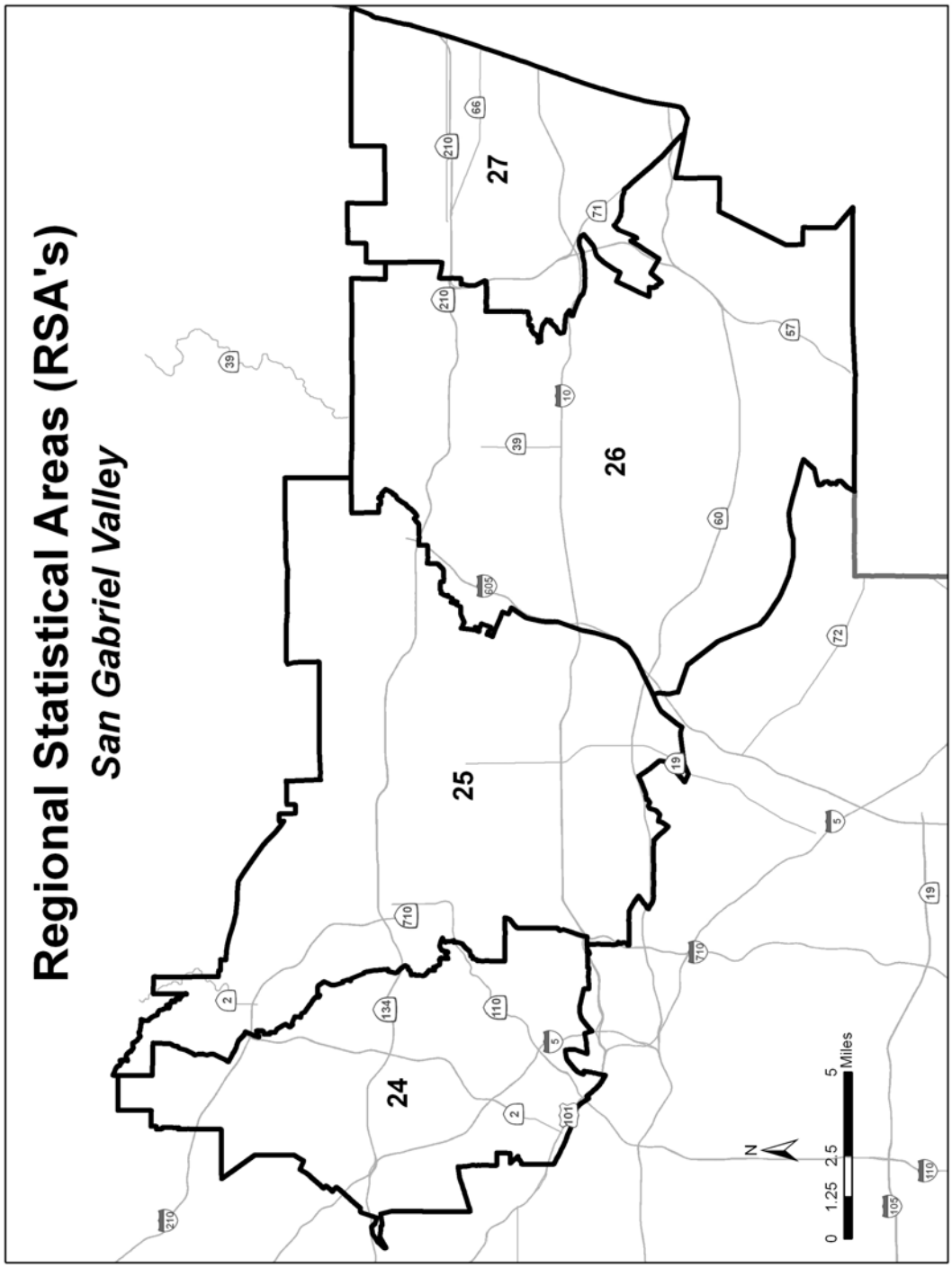

Regional Statistical Areas (RSA's)
San Gabriel Valley
27
26
25
24
N
0 1.25 2.5 5 Miles

Exhibit D-1

GENERAL TRAFFIC VOLUME GROWTH FACTORS

RSA	Representative City/Place	2010	2015	2020	2025	2030	2035
7	Agoura Hills	1.000	1.020	1.041	1.052	1.063	1.075
8	Santa Clarita	1.000	1.145	1.291	1.348	1.405	1.461
9	Lancaster	1.000	1.214	1.427	1.676	1.924	2.172
10	Palmdale	1.000	1.134	1.267	1.363	1.458	1.553
11	Angeles Forest	1.000	1.151	1.301	1.394	1.487	1.580
12	West S.F. Valley	1.000	1.027	1.054	1.068	1.083	1.097
13	Burbank	1.000	1.024	1.049	1.063	1.077	1.092
14	Sylmar	1.000	1.024	1.049	1.071	1.093	1.114
15	Malibu	1.000	1.027	1.054	1.075	1.096	1.117
16	Santa Monica	1.000	1.014	1.028	1.038	1.049	1.059
17	West/Central L.A.	1.000	1.007	1.014	1.024	1.034	1.044
18	South Bay/LAX	1.000	1.013	1.026	1.035	1.044	1.053
19	Palos Verdes	1.000	1.025	1.051	1.061	1.071	1.081
20	Long Beach	1.000	1.076	1.152	1.160	1.168	1.177
21	Vernon	1.000	1.073	1.146	1.158	1.170	1.182
22	Downey	1.000	1.052	1.104	1.116	1.127	1.139
23	Downtown L.A.	1.000	1.009	1.018	1.030	1.042	1.054
24	Glendale	1.000	1.014	1.027	1.041	1.055	1.068
25	Pasadena	1.000	1.041	1.082	1.098	1.115	1.131
26	West Covina	1.000	1.023	1.046	1.066	1.086	1.106
27	Pomona	1.000	1.081	1.161	1.190	1.219	1.248

ATTACHMENT D
TRIP DISTRIBUTION

Project RSA: **25** Area Generally Bounded by: **La Canada Flintridge, Pasadena, Monterey Park, South El Monte, Duarte**

2010 Trip Distribution Percentages

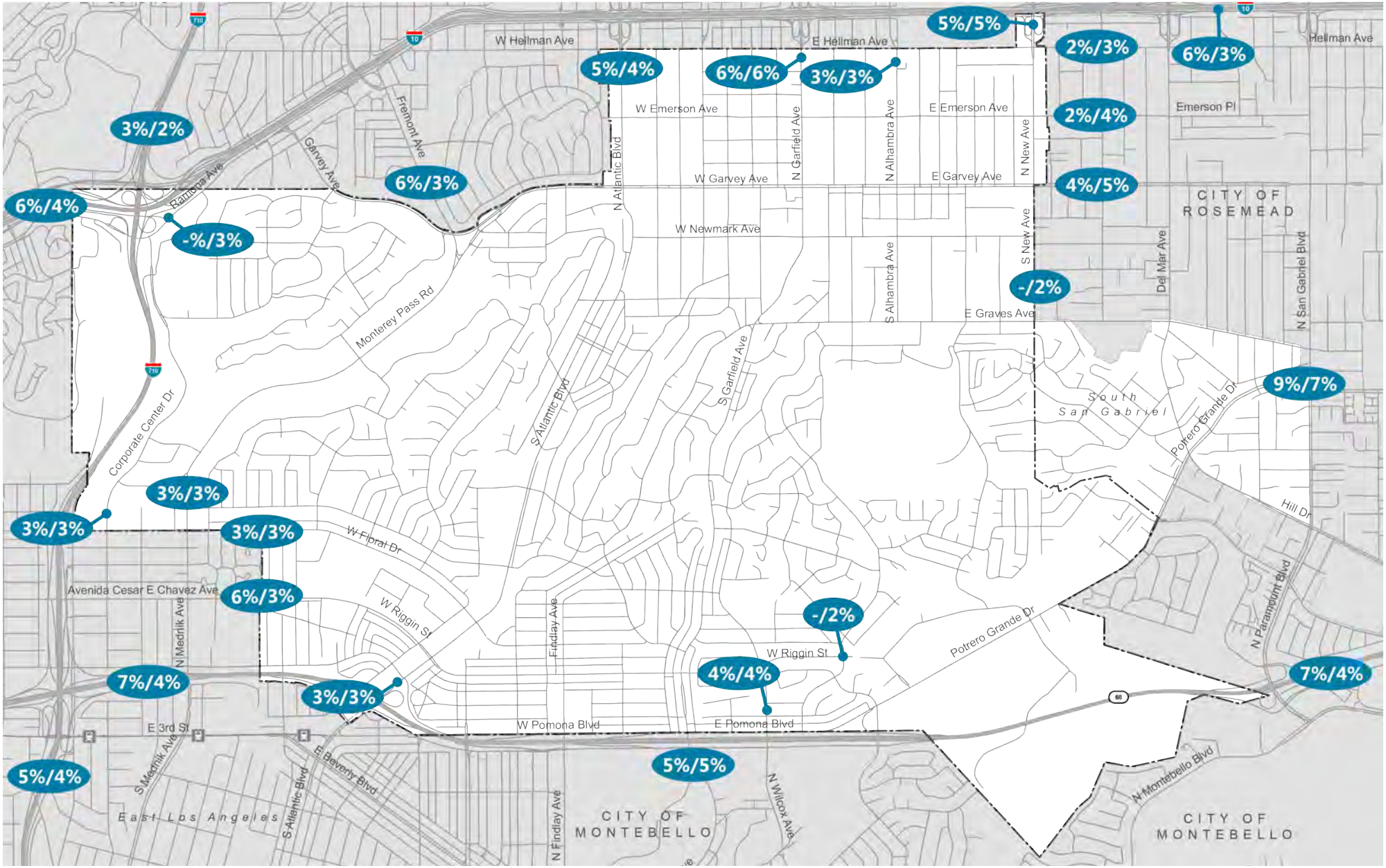
Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.1%	0.1%	0.0%	2.1%	2.5%	0.8%	0.1%	1.6%	6.0%	2.3%	1.7%
Non-Work	0.3%	0.2%	0.0%	0.0%	0.0%	0.4%	1.0%	0.4%	0.2%	0.7%	3.1%	2.3%	1.5%
Non-Residential													
Work	0.2%	1.1%	0.4%	0.7%	0.0%	2.5%	1.9%	1.9%	0.0%	1.1%	4.2%	1.8%	1.2%
Non-Work	0.0%	0.1%	0.0%	0.1%	0.0%	0.8%	1.2%	1.0%	0.0%	0.5%	3.2%	0.4%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	8.4%	3.1%	6.0%	5.4%	42.1%	8.7%	1.1%	0.3%	3.1%	1.7%	0.7%	0.0%	100.0%
Non-Work	0.4%	6.5%	1.6%	1.5%	6.1%	63.6%	7.3%	0.8%	0.4%	1.1%	0.5%	0.2%	0.0%	100.0%
Non-Residential														
Work	1.3%	4.5%	3.4%	0.5%	7.1%	45.0%	11.2%	2.1%	0.6%	2.5%	3.7%	0.9%	0.0%	100.0%
Non-Work	0.4%	5.5%	2.0%	1.0%	7.7%	64.3%	7.6%	1.1%	0.4%	0.8%	1.3%	0.5%	0.0%	100.0%

2035 Trip Distribution Percentages

Project Type / Purpose	Agoura 7	S.Clarita 8	Lancstr 9	PalmDle 10	AngFrst 11	W.SFV 12	Burbank 13	Sylmar 14	Malibu 15	Smonica 16	WCntLA 17	BchLAX 18	Pverdes 19
Residential													
Work	0.3%	0.3%	0.1%	0.1%	0.1%	2.0%	2.4%	0.7%	0.1%	1.5%	5.7%	2.2%	1.5%
Non-Work	0.3%	0.2%	0.0%	0.0%	0.1%	0.4%	1.0%	0.4%	0.2%	0.7%	3.0%	2.4%	1.5%
Non-Residential													
Work	0.2%	1.4%	0.7%	1.3%	0.1%	2.6%	2.0%	1.9%	0.0%	1.1%	4.3%	1.8%	1.2%
Non-Work	0.0%	0.2%	0.1%	0.1%	0.0%	0.8%	1.2%	1.0%	0.0%	0.5%	3.2%	0.4%	0.3%

	LongBch 20	Vernon 21	Downey 22	DntnLA 23	Glendl 24	Pasadna 25	WCovina 26	Pomona 27	Ven	Ora	SB	Riv	Ker	TOTAL
Residential														
Work	1.2%	7.9%	3.0%	5.6%	5.1%	40.9%	8.4%	1.2%	0.4%	3.8%	3.7%	1.7%	0.1%	100.0%
Non-Work	0.4%	6.4%	1.6%	1.4%	5.9%	63.8%	7.3%	0.8%	0.4%	1.1%	0.5%	0.2%	0.0%	100.0%
Non-Residential														
Work	1.3%	4.4%	3.2%	0.5%	7.1%	45.0%	10.9%	2.0%	0.5%	2.3%	3.4%	0.8%	0.1%	100.0%
Non-Work	0.4%	5.4%	1.9%	1.0%	7.6%	64.0%	7.7%	1.1%	0.4%	0.7%	1.4%	0.5%	0.0%	100.0%



-%/-% Residential Trip Distribution/
Non-Residential Trip Distribution

APPENDIX B
Traffic Count Data

Weekday Traffic Counts
24-Hour Machine Counts (ADT)

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-008
Date: 4/11/2019

Total

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				W Hellman Ave				W Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	171	10	0	20	132	12	0	45	8	2	0	12	16	68	0	499
7:15 AM	2	260	15	0	20	152	11	0	59	18	2	0	22	14	73	0	648
7:30 AM	4	328	11	0	18	199	18	0	79	14	3	0	16	21	81	0	792
7:45 AM	2	307	6	0	17	232	38	0	60	13	3	0	23	35	80	0	816
8:00 AM	1	261	4	0	1	252	34	0	31	21	12	0	9	36	78	0	740
8:15 AM	5	277	2	0	0	256	17	0	40	14	9	0	4	31	50	0	705
8:30 AM	4	216	2	0	0	242	13	0	40	15	3	0	2	29	96	0	662
8:45 AM	5	242	1	0	0	269	21	0	60	7	10	0	5	21	49	0	690
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	26	2062	51	0	76	1734	164	0	414	110	44	0	93	203	575	0	5552
APPROACH %'s :	1.22%	96.40%	2.38%	0.00%	3.85%	87.84%	8.31%	0.00%	72.89%	19.37%	7.75%	0.00%	10.68%	23.31%	66.02%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	12	1173	23	0	36	939	107	0	210	62	27	0	52	123	289	0	3053
PEAK HR FACTOR :	0.600	0.894	0.523	0.000	0.500	0.917	0.704	0.000	0.665	0.738	0.563	0.000	0.565	0.854	0.892	0.000	0.935
		0.880				0.943				0.779				0.841			

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				W Hellman Ave				W Hellman Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	1	245	25	0	38	190	37	0	42	38	6	0	13	14	44	0	693
4:15 PM	2	256	23	0	37	232	20	0	38	43	7	0	11	8	33	0	710
4:30 PM	1	243	19	0	36	216	24	0	47	50	7	0	17	12	39	0	711
4:45 PM	3	232	16	0	38	214	35	0	50	51	14	0	14	10	45	0	722
5:00 PM	3	254	16	0	55	240	41	0	51	47	7	0	6	14	64	0	798
5:15 PM	2	244	18	0	42	295	35	0	74	44	13	0	8	25	41	0	841
5:30 PM	3	250	29	0	43	251	47	0	118	58	14	0	13	21	50	0	897
5:45 PM	4	259	23	0	44	304	38	0	63	44	17	0	11	16	57	0	880
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	19	1983	169	0	333	1942	277	0	483	375	85	0	93	120	373	0	6252
APPROACH %'s :	0.88%	91.34%	7.78%	0.00%	13.05%	76.10%	10.85%	0.00%	51.22%	39.77%	9.01%	0.00%	15.87%	20.48%	63.65%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	12	1007	86	0	184	1090	161	0	306	193	51	0	38	76	212	0	3416
PEAK HR FACTOR :	0.750	0.972	0.741	0.000	0.836	0.896	0.856	0.000	0.648	0.832	0.750	0.000	0.731	0.760	0.828	0.000	0.952
		0.966				0.929				0.724				0.970			

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-008
Date: 4/11/2019

Bikes

NS/EW Streets:	S Atlantic Blvd				S Atlantic Blvd				W Hellman Ave				W Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
8:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	2	0	0	0	0	0	0	1	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	2	3	1	0	0	2	1	0	1	0	0	0	12
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	33.33%	50.00%	16.67%	0.00%	0.00%	66.67%	33.33%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	1	0	0	1	1	0	0	0	0	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.500
	0.250				0.750				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	4	0	0	0	1	1	0	0	2	0	0	11
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	4	0	0	0	1	1	0	0	1	0	0	8
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.667
	0.250				0.500				0.500				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Atlantic Blvd & W Hellman Ave
City: Monterey Park
Project ID: 19-05183-008
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S Atlantic Blvd		S Atlantic Blvd		W Hellman Ave		W Hellman Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	2	0	2	1	0	0	5
7:15 AM	0	0	3	0	0	0	0	0	3
7:30 AM	0	0	1	2	0	1	0	1	5
7:45 AM	0	0	0	2	2	3	0	0	7
8:00 AM	0	0	1	3	1	2	0	1	8
8:15 AM	0	0	1	0	0	1	0	0	2
8:30 AM	0	0	2	1	0	1	0	0	4
8:45 AM	0	0	4	1	0	0	1	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	14	9	5	9	1	3	41
APPROACH %'s :			60.87%	39.13%	35.71%	64.29%	25.00%	75.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	3	7	3	7	0	2	22
PEAK HR FACTOR :			0.750	0.583	0.375	0.583		0.500	0.688
			0.625		0.500		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	3	2	0	0	6
4:15 PM	0	0	0	2	1	0	0	0	3
4:30 PM	0	0	0	1	2	4	1	0	8
4:45 PM	0	0	2	0	0	0	0	0	2
5:00 PM	0	0	4	0	1	0	0	2	7
5:15 PM	0	0	3	3	1	0	1	0	8
5:30 PM	0	0	11	4	1	1	1	10	28
5:45 PM	0	0	2	2	0	4	0	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	22	13	9	11	3	12	70
APPROACH %'s :			62.86%	37.14%	45.00%	55.00%	20.00%	80.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	20	9	3	5	2	12	51
PEAK HR FACTOR :			0.455	0.563	0.750	0.313	0.500	0.300	0.455
			0.483		0.500		0.318		

Prepared by National Data & Surveying Services

S Atlantic Blvd & W Hellman Ave

Peak Hour Turning Movement Count

ID: 19-05183-008
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

S Atlantic Blvd — SOUTHBOUND

AM	107	939	36	0	1672	AM
NOON	0	0	0	0	0	NOON
PM	161	1090	184	0	1525	PM

W Hellman Ave — EASTBOUND

AM	NOON	PM		
242	0	249	⇦	
0	0	0	↶	0
210	0	306	↱	1
62	0	193	→	1
27	0	51	↳	0
AM	NOON	PM		

W Hellman Ave — WESTBOUND

PM	NOON	AM		
212	0	289	↰	1
76	0	123	←	1
38	0	52	↰	1
0	0	0	↷	0
463	0	121	⇨	
PM	NOON	AM		

	1	2	1	0
	↲	↓	↳	↻

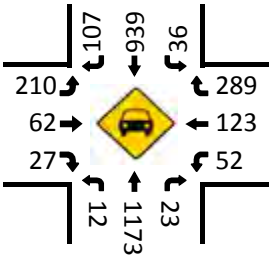
	0	1	2	1
	↶	↰	↑	↱

CONTROL			
Signalized			
TEV	3053	0	3416
	AM	NOON	PM
PHF	0.94		0.95

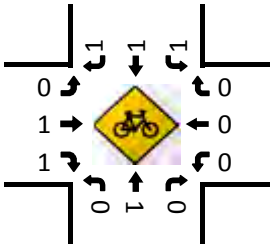
S Atlantic Blvd — NORTHBOUND

PM	1179	0	12	1007	86	PM
NOON	0	0	0	0	0	NOON
AM	1018	0	12	1173	23	AM

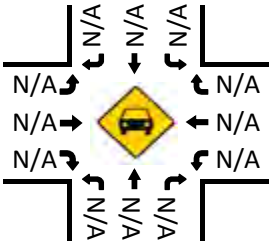
Total Vehicles (AM)



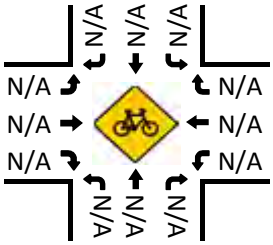
Bikes (AM)



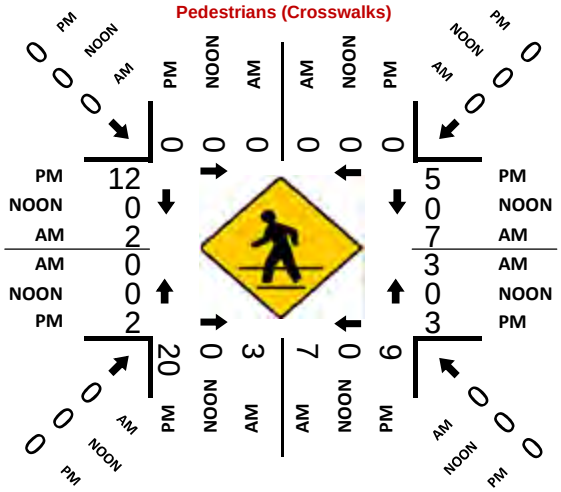
Total Vehicles (Noon)



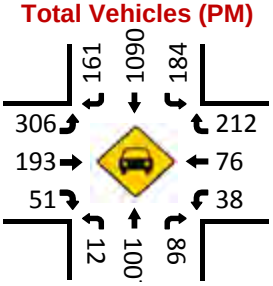
Bikes (NOON)



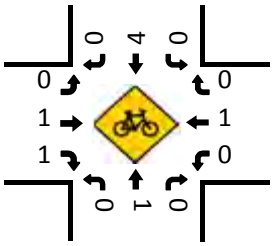
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & W Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-011
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				W Hellman Ave				W Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	176	13	0	21	101	11	1	29	15	2	0	13	45	51	0	481
7:15 AM	5	233	17	0	29	128	24	0	30	84	4	0	12	52	63	0	681
7:30 AM	4	321	9	0	23	174	22	0	31	58	4	0	18	49	61	0	774
7:45 AM	8	264	6	0	19	201	33	1	31	35	5	0	17	70	56	0	746
8:00 AM	5	266	4	0	21	181	20	0	39	31	8	0	16	52	54	0	697
8:15 AM	4	244	6	0	14	193	14	0	29	24	8	0	17	64	56	0	673
8:30 AM	5	228	6	0	27	198	25	0	34	31	3	0	16	56	44	0	673
8:45 AM	10	222	7	0	29	209	35	1	38	37	4	0	21	60	62	0	735
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	1954	68	0	183	1385	184	3	261	315	38	0	130	448	447	0	5460
APPROACH %'s :	2.13%	94.58%	3.29%	0.00%	10.43%	78.92%	10.48%	0.17%	42.51%	51.30%	6.19%	0.00%	12.68%	43.71%	43.61%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	22	1084	36	0	92	684	99	1	131	208	21	0	63	223	234	0	2898
PEAK HR FACTOR :	0.688	0.844	0.529	0.000	0.793	0.851	0.750	0.250	0.840	0.619	0.656	0.000	0.875	0.796	0.929	0.000	0.936
		0.855				0.862				0.763				0.909			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	216	18	1	31	241	34	0	31	69	11	0	15	40	27	0	739
4:15 PM	10	239	16	0	31	238	29	0	44	78	4	0	12	32	33	0	766
4:30 PM	1	233	7	0	27	238	32	0	52	72	9	0	16	29	22	0	738
4:45 PM	14	232	20	0	31	276	31	0	31	66	3	0	12	31	32	0	779
5:00 PM	0	237	22	0	41	282	40	0	44	87	4	0	14	47	41	0	859
5:15 PM	9	263	35	0	34	280	47	1	30	77	5	0	15	47	23	0	866
5:30 PM	7	268	17	0	46	265	52	0	42	100	4	0	12	53	30	0	896
5:45 PM	4	274	20	0	40	250	54	0	35	101	5	0	15	47	27	0	872
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	1962	155	1	281	2070	319	1	309	650	45	0	111	326	235	0	6515
APPROACH %'s :	2.31%	90.50%	7.15%	0.05%	10.52%	77.50%	11.94%	0.04%	30.78%	64.74%	4.48%	0.00%	16.52%	48.51%	34.97%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	20	1042	94	0	161	1077	193	1	151	365	18	0	56	194	121	0	3493
PEAK HR FACTOR :	0.556	0.951	0.671	0.000	0.875	0.955	0.894	0.250	0.858	0.903	0.900	0.000	0.933	0.915	0.738	0.000	0.975
		0.941				0.986				0.914				0.909			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & W Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-011
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				W Hellman Ave				W Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	1	3	1	0	0	0	0	0	6
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	0	4	0	0	2	5	1	0	0	2	1	0	18
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	62.50%	12.50%	0.00%	0.00%	66.67%	33.33%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	1	0	0	2	0	0	1	4	1	0	0	1	0	0	11
PEAK HR FACTOR :	0.000	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.333	0.250	0.000	0.000	0.250	0.000	0.000	0.458
		0.500				0.500				0.300				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
5:15 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	0	0	1	3	0	0	1	4	0	0	0	1	1	0	15
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	0	1	1	0	0	0	1	1	0	7
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.250	0.000	0.583
		0.250				0.250				0.500				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & W Hellman Ave
City: Monterey Park
Project ID: 19-05183-011
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		W Hellman Ave		W Hellman Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	3	0	0	0	0	0	4
7:15 AM	4	1	6	1	2	0	3	0	17
7:30 AM	5	2	5	0	2	2	2	2	20
7:45 AM	1	0	2	2	1	0	0	1	7
8:00 AM	0	0	2	2	3	2	0	0	9
8:15 AM	0	0	0	0	0	1	0	0	1
8:30 AM	0	0	3	3	0	0	0	0	6
8:45 AM	1	1	0	1	1	1	1	1	7
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	11	5	21	9	9	6	6	4	71
APPROACH %'s :	68.75%	31.25%	70.00%	30.00%	60.00%	40.00%	60.00%	40.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	10	3	15	5	8	4	5	3	53
PEAK HR FACTOR :	0.500	0.375	0.625	0.625	0.667	0.500	0.417	0.375	0.663
	0.464		0.714		0.600		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	1	0	4	0	0	1	7
4:15 PM	1	1	0	1	1	4	1	0	9
4:30 PM	0	0	0	2	2	0	0	0	4
4:45 PM	0	0	3	2	5	3	5	0	18
5:00 PM	0	0	1	0	1	0	0	1	3
5:15 PM	0	1	1	1	1	2	0	0	6
5:30 PM	0	0	0	1	0	4	0	0	5
5:45 PM	1	3	1	1	0	2	1	1	10
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	6	7	8	14	15	7	3	62
APPROACH %'s :	25.00%	75.00%	46.67%	53.33%	48.28%	51.72%	70.00%	30.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	4	3	3	2	8	1	2	24
PEAK HR FACTOR :	0.250	0.333	0.750	0.750	0.500	0.500	0.250	0.500	0.600
	0.313		0.750		0.625		0.375		

Prepared by National Data & Surveying Services

N Garfield Ave & W Hellman Ave

Peak Hour Turning Movement Count

ID: 19-05183-011
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — N Garfield Ave

AM	99	684	92	1	1450	AM
NOON	0	0	0	0	0	NOON
PM	193	1077	161	1	1315	PM

EASTBOUND — W Hellman Ave

AM	NOON	PM	
344	0	407	⇦
0	0	0	0
131	0	151	1
208	0	365	1
21	0	18	0

WESTBOUND — W Hellman Ave

PM	NOON	AM	
121	0	234	0
194	0	223	1
56	0	63	1
0	0	0	0
620	0	336	⇨

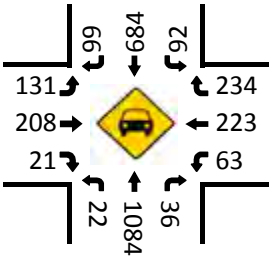
NORTHBOUND — N Garfield Ave

PM	1151	0	20	1042	94	PM
NOON	0	0	0	0	0	NOON
AM	768	0	22	1084	36	AM

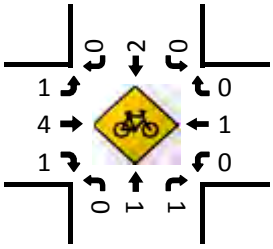
CONTROL: Signalized

TEV	2898 AM	0 NOON	3493 PM
PHF	0.94		0.97

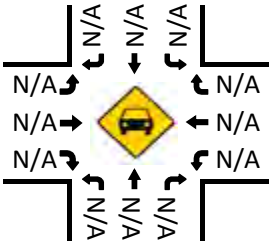
Total Vehicles (AM)



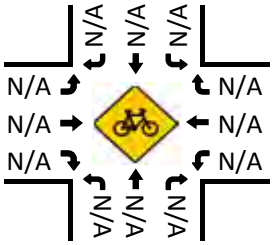
Bikes (AM)



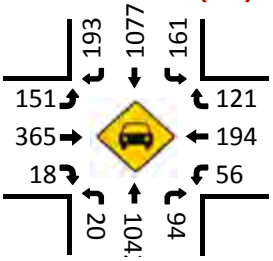
Total Vehicles (Noon)



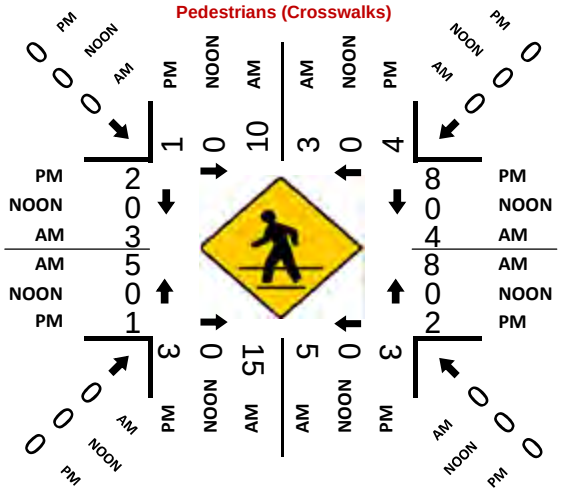
Bikes (NOON)



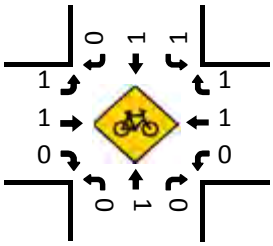
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-015
Date: 4/11/2019

Total

NS/EW Streets:	N New Ave				N New Ave				E Hellman Ave				E Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	9	158	3	0	18	70	36	0	24	15	2	0	2	19	48	0	404
7:15 AM	40	191	1	0	27	88	74	0	24	20	19	0	9	52	69	0	614
7:30 AM	35	300	10	0	24	121	85	1	32	38	22	0	6	41	101	0	816
7:45 AM	2	255	2	0	34	127	29	0	41	35	6	0	6	50	88	0	675
8:00 AM	2	172	5	0	29	134	31	0	31	26	7	0	7	45	47	0	536
8:15 AM	5	183	6	0	24	131	35	0	31	37	7	0	11	69	29	0	568
8:30 AM	3	210	10	0	26	118	33	0	34	15	3	0	6	66	56	0	580
8:45 AM	9	202	2	0	12	133	45	1	39	36	7	0	7	63	48	0	604
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	105	1671	39	0	194	922	368	2	256	222	73	0	54	405	486	0	4797
APPROACH %'s :	5.79%	92.07%	2.15%	0.00%	13.06%	62.05%	24.76%	0.13%	46.46%	40.29%	13.25%	0.00%	5.71%	42.86%	51.43%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	79	918	18	0	114	470	219	1	128	119	54	0	28	188	305	0	2641
PEAK HR FACTOR :	0.494	0.765	0.450	0.000	0.838	0.877	0.644	0.250	0.780	0.783	0.614	0.000	0.778	0.904	0.755	0.000	0.809
	0.736				0.870				0.818				0.880				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	145	9	0	35	194	26	0	34	61	8	0	1	36	19	0	576
4:15 PM	4	148	13	0	30	187	36	0	30	74	14	0	7	40	35	0	618
4:30 PM	3	185	10	0	39	220	39	1	30	52	5	0	4	26	28	0	642
4:45 PM	5	164	6	0	36	214	50	0	34	62	9	0	7	45	37	0	669
5:00 PM	4	178	7	0	31	230	32	0	42	85	11	0	5	40	25	0	690
5:15 PM	9	222	8	0	49	262	53	0	34	73	11	0	16	38	37	0	812
5:30 PM	8	210	8	0	35	221	39	1	43	72	11	0	3	32	30	0	713
5:45 PM	10	200	10	0	44	288	32	0	42	83	10	0	6	52	40	0	817
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	51	1452	71	0	299	1816	307	2	289	562	79	0	49	309	251	0	5537
APPROACH %'s :	3.24%	92.25%	4.51%	0.00%	12.33%	74.92%	12.67%	0.08%	31.08%	60.43%	8.49%	0.00%	8.05%	50.74%	41.22%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	31	810	33	0	159	1001	156	1	161	313	43	0	30	162	132	0	3032
PEAK HR FACTOR :	0.775	0.912	0.825	0.000	0.811	0.869	0.736	0.250	0.936	0.921	0.977	0.000	0.469	0.779	0.825	0.000	0.928
	0.914				0.905				0.937				0.827				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Hellman Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-015
Date: 4/11/2019

Bikes

NS/EW Streets:	N New Ave				N New Ave				E Hellman Ave				E Hellman Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
7:30 AM	0	3	0	0	0	1	0	0	0	0	0	0	0	1	0	0	5
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	0	0	0	2	0	0	0	2	0	0	0	3	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	4	0	0	0	1	0	0	0	2	0	0	0	2	0	0	9
PEAK HR FACTOR :	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.450
		0.333				0.250				0.500				0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	4	4	0	0	0	3	0	0	0	3	0	0	0	1	0	0	15
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	3	4	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8
PEAK HR FACTOR :	0.25	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.333
		0.292												0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Hellman Ave
City: Monterey Park
Project ID: 19-05183-015
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N New Ave		N New Ave		E Hellman Ave		E Hellman Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	3	1	1	1	1	0	3	10
7:15 AM	2	3	0	6	5	1	5	1	23
7:30 AM	0	3	1	1	0	1	1	1	8
7:45 AM	3	0	1	2	0	1	1	1	9
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	1	5	3	10
8:30 AM	0	0	0	1	2	0	1	0	4
8:45 AM	2	0	1	4	0	0	1	0	8
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	9	4	16	8	5	14	9	72
APPROACH %'s :	43.75%	56.25%	20.00%	80.00%	61.54%	38.46%	60.87%	39.13%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	5	6	2	9	5	3	7	3	40
PEAK HR FACTOR :	0.417	0.500	0.500	0.375	0.250	0.750	0.350	0.750	0.435
	0.550		0.458		0.333		0.417		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	1	0	0	3	1	5
4:15 PM	0	1	0	1	0	1	3	0	6
4:30 PM	0	0	4	1	0	0	0	0	5
4:45 PM	1	0	1	1	0	1	1	3	8
5:00 PM	1	0	0	0	0	0	1	0	2
5:15 PM	0	1	2	0	0	0	0	0	3
5:30 PM	1	3	2	0	1	2	1	1	11
5:45 PM	0	0	2	2	2	0	4	1	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	5	11	6	3	4	13	6	51
APPROACH %'s :	37.50%	62.50%	64.71%	35.29%	42.86%	57.14%	68.42%	31.58%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	2	4	6	2	3	2	6	2	27
PEAK HR FACTOR :	0.500	0.333	0.750	0.250	0.375	0.250	0.375	0.500	0.614
	0.375		0.500		0.417		0.400		

Prepared by National Data & Surveying Services

N New Ave & E Hellman Ave

Peak Hour Turning Movement Count

ID: 19-05183-015
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

N New Ave — SOUTHBOUND

AM	219	470	114	1	1352	AM
NOON	0	0	0	0	0	NOON
PM	156	1001	159	1	1104	PM
	0	2	1	0		

E Hellman Ave — EASTBOUND

AM	NOON	PM	
486	0	349	
0	0	0	0
128	0	161	1
119	0	313	1
54	0	43	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2641 AM	0 NOON	3032 PM
PHF	0.81		0.93

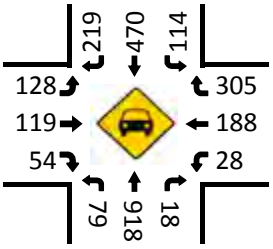
E Hellman Ave — WESTBOUND

PM	NOON	AM	
132	0	305	0
162	0	188	1
30	0	28	1
0	0	0	0
505	0	251	
PM	NOON	AM	

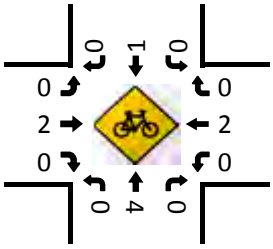
	0	1	2	0		
PM	1074	0	31	810	33	PM
NOON	0	0	0	0	0	NOON
AM	552	0	79	918	18	AM

N New Ave — NORTHBOUND

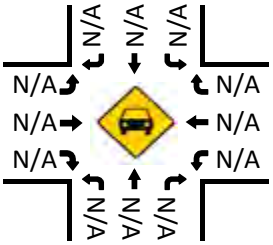
Total Vehicles (AM)



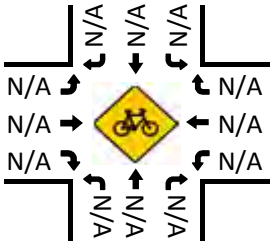
Bikes (AM)



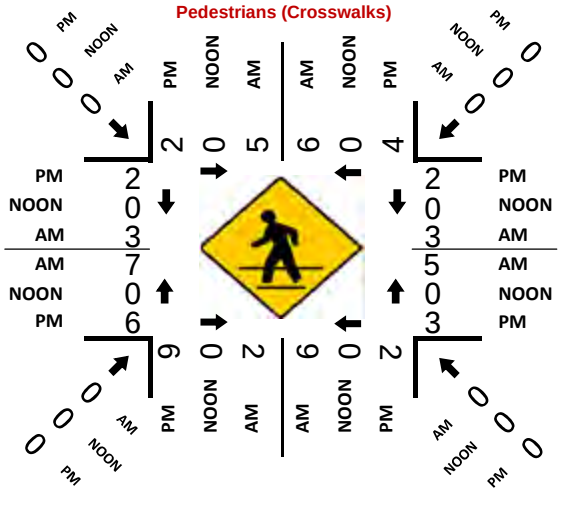
Total Vehicles (Noon)



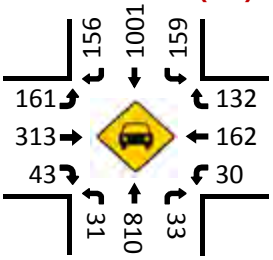
Bikes (NOON)



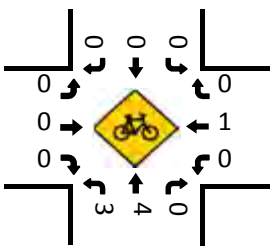
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & W Emerson Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-009
Date: 4/11/2019

Total

NS/EW Streets:	N Atlantic Blvd				N Atlantic Blvd				W Emerson Ave				W Emerson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	198	1	0	5	142	0	0	0	3	5	0	8	2	14	0	381
7:15 AM	5	250	5	0	15	161	1	0	2	5	6	0	9	1	19	0	479
7:30 AM	10	284	2	0	11	197	1	0	6	3	9	0	17	4	31	0	575
7:45 AM	12	300	8	0	15	219	3	0	4	4	14	0	16	9	23	0	627
8:00 AM	14	250	8	0	43	224	3	0	5	6	10	0	14	7	20	0	604
8:15 AM	9	227	13	0	28	236	0	0	4	8	19	0	11	9	25	0	589
8:30 AM	5	196	4	0	21	195	3	0	10	9	7	0	11	12	18	0	491
8:45 AM	9	197	10	0	41	217	5	0	10	6	10	0	11	7	26	0	549
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	67	1902	51	0	179	1591	16	0	41	44	80	0	97	51	176	0	4295
APPROACH %'s :	3.32%	94.16%	2.52%	0.00%	10.02%	89.08%	0.90%	0.00%	24.85%	26.67%	48.48%	0.00%	29.94%	15.74%	54.32%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	45	1061	31	0	97	876	7	0	19	21	52	0	58	29	99	0	2395
PEAK HR FACTOR :	0.804	0.884	0.596	0.000	0.564	0.928	0.583	0.000	0.792	0.656	0.684	0.000	0.853	0.806	0.798	0.000	0.955
	0.888				0.907				0.742				0.894				

NS/EW Streets:	N Atlantic Blvd				N Atlantic Blvd				W Emerson Ave				W Emerson Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	13	238	19	0	24	181	4	0	14	16	12	0	6	13	22	0	562
4:15 PM	16	245	12	0	17	213	3	0	13	12	17	0	10	14	14	0	586
4:30 PM	14	251	19	0	31	209	4	0	14	19	16	0	5	17	19	0	618
4:45 PM	14	235	13	0	24	217	1	0	9	12	15	0	15	13	17	0	585
5:00 PM	18	272	8	0	24	197	4	0	6	11	14	0	9	14	20	0	597
5:15 PM	23	236	6	0	29	247	2	0	11	26	16	0	5	14	20	0	635
5:30 PM	25	269	11	0	35	260	1	0	11	20	16	0	13	15	18	0	694
5:45 PM	21	237	18	0	38	250	0	0	9	23	23	0	9	14	23	0	665
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	144	1983	106	0	222	1774	19	0	87	139	129	0	72	114	153	0	4942
APPROACH %'s :	6.45%	88.80%	4.75%	0.00%	11.02%	88.04%	0.94%	0.00%	24.51%	39.15%	36.34%	0.00%	21.24%	33.63%	45.13%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	87	1014	43	0	126	954	7	0	37	80	69	0	36	57	81	0	2591
PEAK HR FACTOR :	0.870	0.932	0.597	0.000	0.829	0.917	0.438	0.000	0.841	0.769	0.750	0.000	0.692	0.950	0.880	0.000	0.933
	0.938				0.918				0.845				0.946				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & W Emerson Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-009
Date: 4/11/2019

Bikes

NS/EW Streets:	N Atlantic Blvd				N Atlantic Blvd				W Emerson Ave				W Emerson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	6	0	0	0	0	0	0	0	1	0	0	9
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	4	0	0	0	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.417
					0.333								0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	1	0	1	5	0	0	0	1	0	0	0	1	1	0	12
APPROACH %'s :	0.00%	66.67%	33.33%	0.00%	16.67%	83.33%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	1	4	0	0	0	0	0	0	0	0	0	0	7
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
		0.250				0.625											

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & W Emerson Ave
City: Monterey Park
Project ID: 19-05183-009
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Atlantic Blvd		N Atlantic Blvd		W Emerson Ave		W Emerson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	0	6	0	1	1	1	1	13
7:15 AM	2	3	0	0	3	0	0	0	8
7:30 AM	2	0	5	0	3	3	0	0	13
7:45 AM	2	1	3	2	1	2	1	2	14
8:00 AM	2	3	3	0	0	4	1	0	13
8:15 AM	2	2	5	3	0	3	0	7	22
8:30 AM	2	2	9	5	6	3	2	1	30
8:45 AM	0	4	2	2	5	1	0	1	15
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	15	15	33	12	19	17	5	12	128
APPROACH %'s :	50.00%	50.00%	73.33%	26.67%	52.78%	47.22%	29.41%	70.59%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	8	6	16	5	4	12	2	9	62
PEAK HR FACTOR :	1.000	0.500	0.800	0.417	0.333	0.750	0.500	0.321	0.705
	0.700		0.656		0.667		0.393		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	3	3	1	3	4	5	3	1	23
4:15 PM	3	5	7	2	6	5	1	5	34
4:30 PM	1	1	2	6	2	3	3	2	20
4:45 PM	1	3	6	3	12	10	5	2	42
5:00 PM	3	4	1	2	5	3	2	1	21
5:15 PM	3	4	1	1	3	7	4	5	28
5:30 PM	3	0	8	1	5	8	1	1	27
5:45 PM	5	6	9	7	10	10	4	6	57
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	26	35	25	47	51	23	23	252
APPROACH %'s :	45.83%	54.17%	58.33%	41.67%	47.96%	52.04%	50.00%	50.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	14	14	19	11	23	28	11	13	133
PEAK HR FACTOR :	0.700	0.583	0.528	0.393	0.575	0.700	0.688	0.542	0.583
	0.636		0.469		0.638		0.600		

Prepared by National Data & Surveying Services

N Atlantic Blvd & W Emerson Ave

Peak Hour Turning Movement Count

ID: 19-05183-009
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

N Atlantic Blvd — SOUTHBOUND

AM	7	876	97	0	1179	AM
NOON	0	0	0	0	0	NOON
PM	7	954	126	0	1132	PM

W Emerson Ave — EASTBOUND

AM	NOON	PM		
81	0	151	⇦	
0	0	0	↶	0
19	0	37	↱	1
21	0	80	→	1
52	0	69	↳	0
AM	NOON	PM		

CONTROL

Signalized

TEV	2395 AM	0 NOON	2591 PM
PHF	0.95		0.93

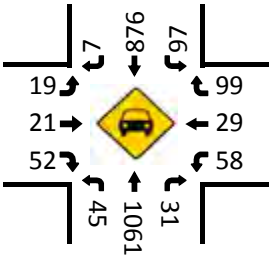
W Emerson Ave — WESTBOUND

PM	NOON	AM		
81	0	99	↰	0
57	0	29	←	1
36	0	58	↰	1
0	0	0	↰	0
249	0	149	⇨	
PM	NOON	AM		

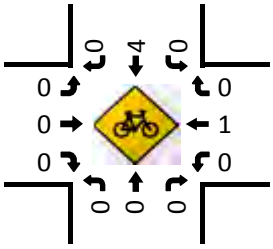
N Atlantic Blvd — NORTHBOUND

PM	1059	0	87	1014	43	PM
NOON	0	0	0	0	0	NOON
AM	986	0	45	1061	31	AM

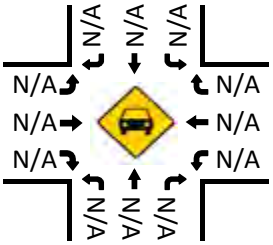
Total Vehicles (AM)



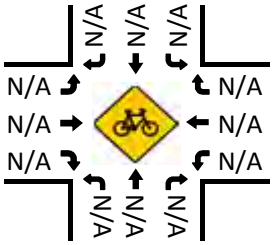
Bikes (AM)



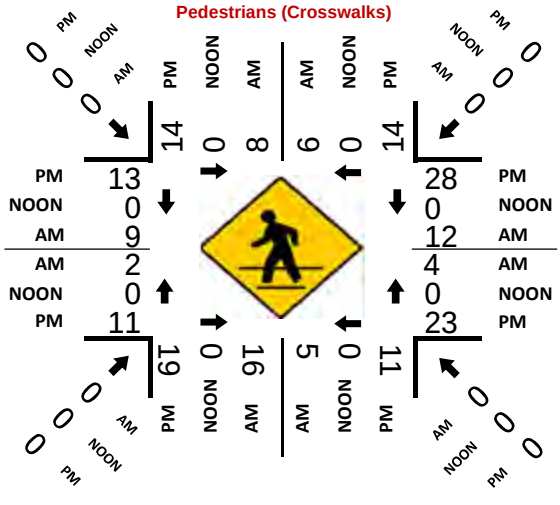
Total Vehicles (Noon)



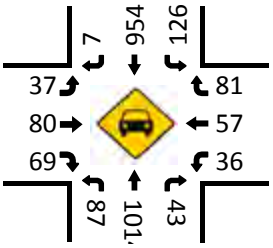
Bikes (NOON)



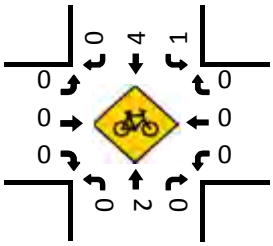
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Emerson Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-012
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				E Emerson Ave				E Emerson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	167	1	0	5	79	4	0	3	9	3	0	3	8	22	0	304
7:15 AM	3	239	10	0	7	119	3	0	5	36	4	0	12	32	21	0	491
7:30 AM	3	268	12	0	1	160	7	0	9	22	5	0	16	51	28	0	582
7:45 AM	5	231	2	0	3	158	8	0	6	16	9	0	20	50	36	0	544
8:00 AM	4	259	13	0	7	154	11	0	12	35	5	0	9	26	21	0	556
8:15 AM	4	209	3	0	15	146	12	0	14	19	9	0	7	28	14	0	480
8:30 AM	4	203	8	0	14	148	6	0	14	10	6	0	6	16	25	0	460
8:45 AM	5	216	9	0	11	161	10	0	13	20	7	0	12	24	35	0	523
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	28	1792	58	0	63	1125	61	0	76	167	48	0	85	235	202	0	3940
APPROACH %'s :	1.49%	95.42%	3.09%	0.00%	5.04%	90.07%	4.88%	0.00%	26.12%	57.39%	16.49%	0.00%	16.28%	45.02%	38.70%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	15	997	37	0	18	591	29	0	32	109	23	0	57	159	106	0	2173
PEAK HR FACTOR :	0.750	0.930	0.712	0.000	0.643	0.923	0.659	0.000	0.667	0.757	0.639	0.000	0.713	0.779	0.736	0.000	0.933
		0.927				0.927				0.788				0.759			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	11	187	20	0	15	248	7	0	18	29	12	0	8	18	20	0	593
4:15 PM	13	218	21	0	12	214	10	0	20	32	8	0	10	25	25	0	608
4:30 PM	8	188	25	0	12	237	7	0	19	32	14	0	5	24	9	0	580
4:45 PM	3	200	18	0	16	267	13	0	22	30	7	0	9	16	19	0	620
5:00 PM	10	201	23	1	22	253	16	2	13	46	12	0	10	16	17	0	642
5:15 PM	8	230	30	0	20	270	10	1	21	32	8	0	9	23	9	0	671
5:30 PM	2	256	24	0	20	241	11	0	18	54	8	0	9	26	17	0	686
5:45 PM	9	221	22	0	24	232	6	0	22	55	6	0	7	26	18	0	648
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	64	1701	183	1	141	1962	80	3	153	310	75	0	67	174	134	0	5048
APPROACH %'s :	3.28%	87.28%	9.39%	0.05%	6.45%	89.75%	3.66%	0.14%	28.44%	57.62%	13.94%	0.00%	17.87%	46.40%	35.73%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	29	908	99	1	86	996	43	3	74	187	34	0	35	91	61	0	2647
PEAK HR FACTOR :	0.725	0.887	0.825	0.250	0.896	0.922	0.672	0.375	0.841	0.850	0.708	0.000	0.875	0.875	0.847	0.000	0.965
		0.919				0.937				0.889				0.899			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Emerson Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-012
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				E Emerson Ave				E Emerson Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:00 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	4	0	0	0	2	1	0	0	1	0	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	66.67%	33.33%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	2	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.583
		0.500				0.500				0.500				0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	1	2	0	0	0	0	0	0	4
5:00 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:15 PM	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	1	0	0	1	0	0	1	3	1	0	1	1	0	0	14
APPROACH %'s :	16.67%	66.67%	16.67%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	60.00%	20.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	1	0	0	1	0	0	0	0	1	0	1	0	0	0	6
PEAK HR FACTOR :	0.25	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.250	0.000	0.000	0.000	0.500
		0.375				0.250				0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Emerson Ave
City: Monterey Park
Project ID: 19-05183-012
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		E Emerson Ave		E Emerson Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	1	0	1	0	0	2	5	0	9
7:15 AM	1	1	1	5	9	1	4	0	22
7:30 AM	3	1	2	2	2	1	2	0	13
7:45 AM	2	0	0	0	1	1	3	5	12
8:00 AM	0	1	1	1	1	4	1	2	11
8:15 AM	3	3	6	2	1	4	1	0	20
8:30 AM	3	0	0	0	3	2	1	1	10
8:45 AM	5	3	2	3	1	0	3	2	19
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	18	9	13	13	18	15	20	10	116
APPROACH %'s :	66.67%	33.33%	50.00%	50.00%	54.55%	45.45%	66.67%	33.33%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	6	3	4	8	13	7	10	7	58
PEAK HR FACTOR :	0.500	0.750	0.500	0.400	0.361	0.438	0.625	0.350	0.659
	0.563		0.500		0.500		0.531		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	12	3	1	0	2	5	3	2	28
4:15 PM	8	3	10	1	4	4	0	3	33
4:30 PM	5	9	1	3	2	5	0	2	27
4:45 PM	6	5	1	0	4	2	1	0	19
5:00 PM	2	4	2	1	7	3	0	3	22
5:15 PM	2	2	1	0	3	3	0	0	11
5:30 PM	6	1	2	1	3	1	3	4	21
5:45 PM	4	5	2	2	2	6	3	0	24
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	45	32	20	8	27	29	10	14	185
APPROACH %'s :	58.44%	41.56%	71.43%	28.57%	48.21%	51.79%	41.67%	58.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	14	12	7	4	15	13	6	7	78
PEAK HR FACTOR :	0.583	0.600	0.875	0.500	0.536	0.542	0.500	0.438	0.813
	0.722		0.688		0.700		0.464		

Prepared by National Data & Surveying Services

N Garfield Ave & E Emerson Ave

Peak Hour Turning Movement Count

ID: 19-05183-012
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

N Garfield Ave — SOUTHBOUND

AM	29	591	18	0	1135	AM
NOON	0	0	0	0	0	NOON
PM	43	996	86	3	1046	PM

E Emerson Ave — EASTBOUND

AM	NOON	PM	
203	0	163	
0	0	0	0
32	0	74	1
109	0	187	1
23	0	34	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2173 AM	0 NOON	2647 PM
PHF	0.93		0.96

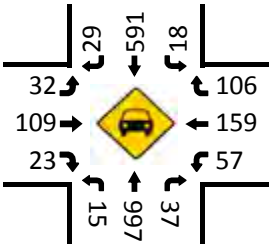
E Emerson Ave — WESTBOUND

PM	NOON	AM	
61	0	106	0
91	0	159	1
35	0	57	1
0	0	0	0
372	0	164	
PM	NOON	AM	

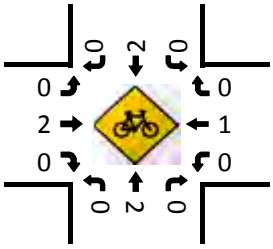
N Garfield Ave — NORTHBOUND

PM	1066	1	29	908	99	PM
NOON	0	0	0	0	0	NOON
AM	671	0	15	997	37	AM

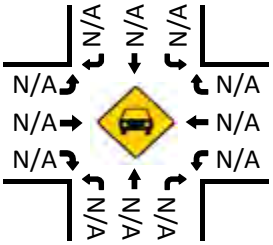
Total Vehicles (AM)



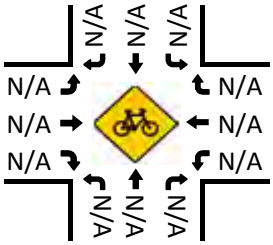
Bikes (AM)



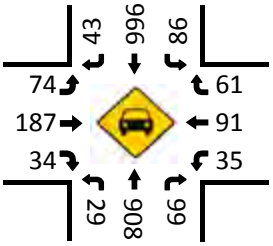
Total Vehicles (Noon)



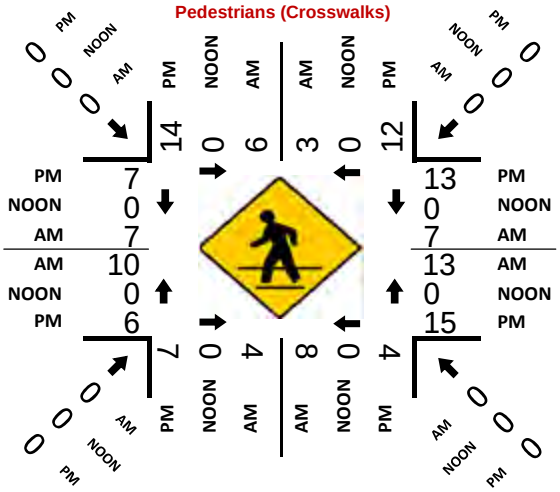
Bikes (NOON)



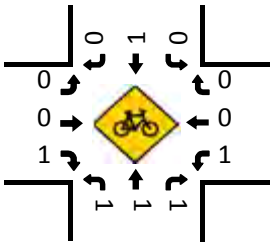
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-010
Date: 4/11/2019

Total

NS/EW Streets:	N Atlantic Blvd				N Atlantic Blvd				Garvey Ave				Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	2	2	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	28	136	9	1	6	86	65	0	36	51	10	0	21	111	23	0	583
7:15 AM	42	185	18	0	8	99	75	0	48	71	19	0	23	128	26	0	742
7:30 AM	53	214	12	0	13	113	86	0	85	81	32	0	33	159	33	0	914
7:45 AM	51	212	15	0	13	130	100	0	64	87	46	0	39	190	26	0	973
8:00 AM	40	174	21	0	21	145	80	0	88	104	51	0	38	158	29	0	949
8:15 AM	50	175	13	0	18	169	78	0	45	65	26	0	34	161	24	0	858
8:30 AM	31	136	18	0	13	143	75	0	52	58	26	0	45	101	29	0	727
8:45 AM	55	156	22	0	23	140	61	0	35	73	28	0	49	119	25	0	786
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	350	1388	128	1	115	1025	620	0	453	590	238	0	282	1127	215	0	6532
APPROACH %'s :	18.75%	74.34%	6.86%	0.05%	6.53%	58.24%	35.23%	0.00%	35.36%	46.06%	18.58%	0.00%	17.36%	69.40%	13.24%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	194	775	61	0	65	557	344	0	282	337	155	0	144	668	112	0	3694
PEAK HR FACTOR :	0.915	0.905	0.726	0.000	0.774	0.824	0.860	0.000	0.801	0.810	0.760	0.000	0.923	0.879	0.848	0.000	0.949
	0.923				0.911				0.796				0.906				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	2	2	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	28	180	39	0	43	131	30	0	80	214	60	0	27	54	25	0	911
4:15 PM	23	166	46	0	37	137	55	0	77	241	55	0	34	62	30	0	963
4:30 PM	36	194	48	0	41	163	41	0	73	220	51	0	27	53	32	0	979
4:45 PM	37	136	35	0	34	158	43	0	68	257	51	0	40	74	38	0	971
5:00 PM	35	179	52	0	28	152	40	0	77	227	38	0	37	59	48	0	972
5:15 PM	42	205	33	0	52	170	45	0	78	242	40	0	39	62	32	0	1040
5:30 PM	27	184	38	0	39	175	60	0	82	255	46	0	46	78	40	0	1070
5:45 PM	36	174	46	0	50	212	47	0	81	203	30	0	50	69	27	0	1025
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	264	1418	337	0	324	1298	361	0	616	1859	371	0	300	511	272	0	7931
APPROACH %'s :	13.08%	70.23%	16.69%	0.00%	16.34%	65.46%	18.20%	0.00%	21.64%	65.32%	13.04%	0.00%	27.70%	47.18%	25.12%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	140	742	169	0	169	709	192	0	318	927	154	0	172	268	147	0	4107
PEAK HR FACTOR :	0.833	0.905	0.813	0.000	0.813	0.836	0.800	0.000	0.970	0.909	0.837	0.000	0.860	0.859	0.766	0.000	0.960
	0.938				0.866				0.913				0.895				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-010
Date: 4/11/2019

Bikes

NS/EW Streets:	N Atlantic Blvd				N Atlantic Blvd				Garvey Ave				Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	2	2	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	1	1	0	0	0	1	0	0	0	1	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	1	0	0	0	1	0	1	2	2	0	9
APPROACH %'s :					0.00%	66.67%	33.33%	0.00%	0.00%	0.00%	100.00%	0.00%	20.00%	40.00%	40.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	1	2	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.500
					0.250								0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	2	2	1	0	2	2	1	0	2	2	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	2	0	0	1	0	0	0	1	0	0	0	4
5:30 PM	2	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	2	1	0	0	3	2	0	1	3	0	0	1	1	0	0	16
APPROACH %'s :	40.00%	40.00%	20.00%	0.00%	0.00%	60.00%	40.00%	0.00%	25.00%	75.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	2	2	1	0	0	3	1	0	1	2	0	0	1	1	0	0	14
PEAK HR FACTOR :	0.25	0.250	0.250	0.000	0.000	0.375	0.250	0.000	0.250	0.500	0.000	0.000	0.250	0.250	0.000	0.000	0.875
		0.625				0.500				0.750				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Atlantic Blvd & Garvey Ave
City: Monterey Park
Project ID: 19-05183-010
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Atlantic Blvd		N Atlantic Blvd		Garvey Ave		Garvey Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	2	9	6	2	4	9	1	36
7:15 AM	5	0	2	0	2	3	3	1	16
7:30 AM	6	2	15	4	16	4	6	0	53
7:45 AM	4	4	7	0	2	3	4	1	25
8:00 AM	2	7	11	6	7	4	7	6	50
8:15 AM	3	1	3	1	2	2	10	2	24
8:30 AM	3	4	9	2	2	3	7	2	32
8:45 AM	7	11	12	2	16	4	13	6	71
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	33	31	68	21	49	27	59	19	307
APPROACH %'s :	51.56%	48.44%	76.40%	23.60%	64.47%	35.53%	75.64%	24.36%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	15	14	36	11	27	13	27	9	152
PEAK HR FACTOR :	0.625	0.500	0.600	0.458	0.422	0.813	0.675	0.375	0.717
	0.806		0.618		0.500		0.692		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	4	3	5	4	2	11	1	4	34
4:15 PM	3	8	5	5	7	1	2	5	36
4:30 PM	8	12	8	2	3	2	6	12	53
4:45 PM	8	3	3	4	5	6	6	6	41
5:00 PM	7	7	7	3	9	7	7	2	49
5:15 PM	1	2	9	7	5	2	2	13	41
5:30 PM	1	3	9	8	4	7	1	3	36
5:45 PM	6	7	10	2	10	10	3	2	50
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	38	45	56	35	45	46	28	47	340
APPROACH %'s :	45.78%	54.22%	61.54%	38.46%	49.45%	50.55%	37.33%	62.67%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	15	19	35	20	28	26	13	20	176
PEAK HR FACTOR :	0.536	0.679	0.875	0.625	0.700	0.650	0.464	0.385	0.880
	0.607		0.809		0.675		0.550		

Prepared by National Data & Surveying Services

N Atlantic Blvd & Garvey Ave

Peak Hour Turning Movement Count

ID: 19-05183-010
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

N Atlantic Blvd — SOUTHBOUND

AM	344	557	65	0	1169	AM
NOON	0	0	0	0	0	NOON
PM	192	709	169	0	1207	PM
	1	2	2	0		

Garvey Ave — EASTBOUND

AM	NOON	PM	
1206	0	600	
0	0	0	0
282	0	318	2
337	0	927	2
155	0	154	1

CONTROL

Signalized

TEV	3694	0	4107
	AM	NOON	PM
PHF	0.95		0.96

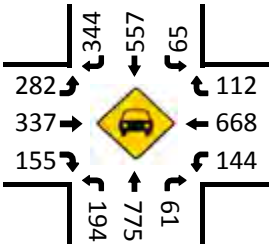
WESTBOUND — Garvey Ave

PM	NOON	AM	
147	0	112	1
268	0	668	2
172	0	144	2
0	0	0	0
1265	0	463	

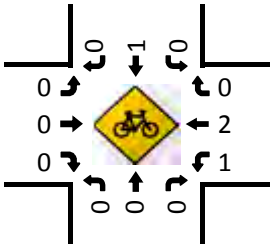
N Atlantic Blvd — NORTHBOUND

	0	1	2	1		
PM	1035	0	140	742	169	PM
NOON	0	0	0	0	0	NOON
AM	856	0	194	775	61	AM

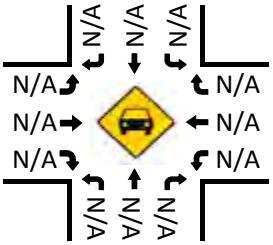
Total Vehicles (AM)



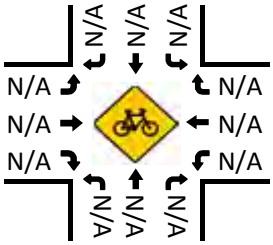
Bikes (AM)



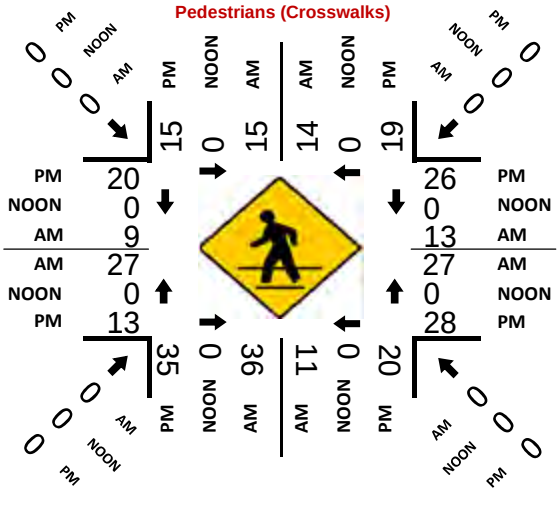
Total Vehicles (Noon)



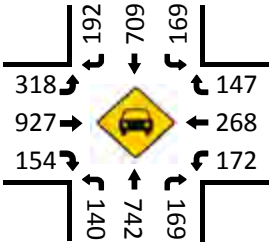
Bikes (NOON)



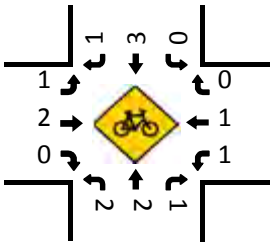
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-013
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				E Garvey Ave				E Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	18	142	2	0	11	57	10	0	9	45	6	0	15	111	19	0	445
7:15 AM	17	227	9	0	9	102	16	0	23	85	3	0	22	173	24	0	710
7:30 AM	24	181	9	0	17	127	16	0	33	77	15	0	34	204	34	0	771
7:45 AM	14	194	10	0	17	134	23	0	32	75	14	0	24	215	28	0	780
8:00 AM	22	202	10	0	25	121	14	0	36	91	19	0	26	160	27	0	753
8:15 AM	10	180	9	0	15	121	11	0	25	68	7	0	20	140	32	0	638
8:30 AM	18	168	10	0	19	88	18	0	17	61	11	0	25	171	36	0	642
8:45 AM	20	193	8	0	21	88	11	0	31	74	12	0	33	123	34	0	648
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	143	1487	67	0	134	838	119	0	206	576	87	0	199	1297	234	0	5387
APPROACH %'s :	8.43%	87.63%	3.95%	0.00%	12.28%	76.81%	10.91%	0.00%	23.71%	66.28%	10.01%	0.00%	11.50%	74.97%	13.53%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	77	804	38	0	68	484	69	0	124	328	51	0	106	752	113	0	3014
PEAK HR FACTOR :	0.802	0.885	0.950	0.000	0.680	0.903	0.750	0.000	0.861	0.901	0.671	0.000	0.779	0.874	0.831	0.000	0.966
	0.908				0.892				0.861				0.892				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	17	129	20	0	40	156	23	0	35	190	19	0	32	69	29	0	759
4:15 PM	21	161	18	0	36	177	22	0	36	173	26	0	25	80	38	0	813
4:30 PM	18	127	18	0	35	181	17	0	37	227	31	0	19	98	29	0	837
4:45 PM	13	138	16	0	27	188	18	0	35	177	16	0	31	93	23	0	775
5:00 PM	18	136	12	0	46	208	12	0	36	232	18	0	19	100	30	0	867
5:15 PM	19	172	23	0	41	208	23	0	37	194	15	0	31	103	33	0	899
5:30 PM	18	173	18	0	44	208	11	0	22	244	20	0	31	116	31	0	936
5:45 PM	16	170	29	0	36	162	20	0	35	199	13	0	32	113	17	0	842
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	140	1206	154	0	305	1488	146	0	273	1636	158	0	220	772	230	0	6728
APPROACH %'s :	9.33%	80.40%	10.27%	0.00%	15.73%	76.74%	7.53%	0.00%	13.21%	79.15%	7.64%	0.00%	18.00%	63.18%	18.82%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	71	651	82	0	167	786	66	0	130	869	66	0	113	432	111	0	3544
PEAK HR FACTOR :	0.934	0.941	0.707	0.000	0.908	0.945	0.717	0.000	0.878	0.890	0.825	0.000	0.883	0.931	0.841	0.000	0.947
	0.935				0.937				0.931				0.921				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-013
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				E Garvey Ave				E Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
7:30 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	3	1	0	6
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	4	1	0	0	5	0	0	0	5	2	0	19
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	80.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	71.43%	28.57%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	1	0	0	3	0	0	0	3	2	0	11
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.500	0.000	0.458
	0.250				0.500				0.375				0.313				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	1	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	5
4:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0	1	1	0	0	1	1	0	4
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
5:30 PM	0	0	0	0	1	1	1	0	0	1	0	0	0	1	3	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	0	0	1	3	1	0	1	7	1	0	0	5	5	0	27
APPROACH %'s :	66.67%	33.33%	0.00%	0.00%	20.00%	60.00%	20.00%	0.00%	11.11%	77.78%	11.11%	0.00%	0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	1	2	1	0	0	5	0	0	0	3	4	0	16
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.250	0.500	0.250	0.000	0.000	0.625	0.000	0.000	0.000	0.750	0.333	0.000	0.500
					0.333				0.625				0.438				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & E Garvey Ave
City: Monterey Park
Project ID: 19-05183-013
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		E Garvey Ave		E Garvey Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	8	7	2	0	6	2	1	7	33
7:15 AM	1	4	5	0	8	3	4	4	29
7:30 AM	5	23	6	8	8	2	7	3	62
7:45 AM	6	9	1	8	6	7	10	0	47
8:00 AM	2	14	7	4	8	5	7	7	54
8:15 AM	12	3	3	6	9	10	3	1	47
8:30 AM	12	10	8	8	7	1	8	15	69
8:45 AM	5	13	8	6	10	2	2	15	61
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	51	83	40	40	62	32	42	52	402
APPROACH %'s :	38.06%	61.94%	50.00%	50.00%	65.96%	34.04%	44.68%	55.32%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	14	50	19	20	30	17	28	14	192
PEAK HR FACTOR :	0.583	0.543	0.679	0.625	0.938	0.607	0.700	0.500	0.774
	0.571		0.696		0.904		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	8	20	19	12	9	4	18	20	110
4:15 PM	28	34	23	12	13	18	20	23	171
4:30 PM	19	8	10	8	12	12	18	15	102
4:45 PM	16	8	12	10	12	9	22	14	103
5:00 PM	15	30	11	15	18	15	6	14	124
5:15 PM	15	10	8	11	7	27	12	15	105
5:30 PM	17	17	12	9	10	6	10	11	92
5:45 PM	10	12	13	4	19	13	17	18	106
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	128	139	108	81	100	104	123	130	913
APPROACH %'s :	47.94%	52.06%	57.14%	42.86%	49.02%	50.98%	48.62%	51.38%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	57	69	44	39	54	61	45	58	427
PEAK HR FACTOR :	0.838	0.575	0.846	0.650	0.711	0.565	0.662	0.806	0.861
	0.700		0.798		0.846		0.736		

Prepared by National Data & Surveying Services

N Garfield Ave & E Garvey Ave

Peak Hour Turning Movement Count

ID: 19-05183-013
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM: 07:15 AM - 08:15 AM
NOON: NONE
PM: 05:00 PM - 06:00 PM

COUNT PERIODS

AM: 07:00 AM - 09:00 AM
NOON: NONE
PM: 04:00 PM - 06:00 PM

SOUTHBOUND — N Garfield Ave

AM	69	484	68	0	1041	AM
NOON	0	0	0	0	0	NOON
PM	66	786	167	0	892	PM

EASTBOUND — E Garvey Ave

AM	NOON	PM		
898	0	569	⇦	
0	0	0	↶	0
124	0	130	↱	1
328	0	869	→	2
51	0	66	↳	0
AM	NOON	PM		

WESTBOUND — E Garvey Ave

PM	NOON	AM		
111	0	113	↰	0
432	0	752	←	2
113	0	106	↰	1
0	0	0	↶	0
1118	0	434	⇨	
PM	NOON	AM		

NORTHBOUND — N Garfield Ave

PM	965	0	71	651	82	PM
NOON	0	0	0	0	0	NOON
AM	641	0	77	804	38	AM

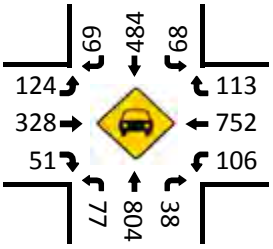
	0	1	2	0
	↶	↰	↑	↱

CONTROL			
Signalized			
TEV	3014 AM	0 NOON	3544 PM
PHF	0.97		0.95

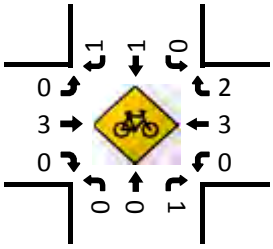
	0	2	1	0
	↰	↓	↱	↳

	0	2	1	0
	↰	←	↰	↶

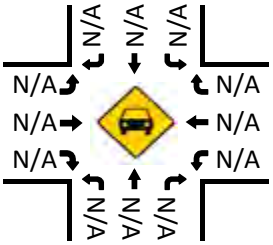
Total Vehicles (AM)



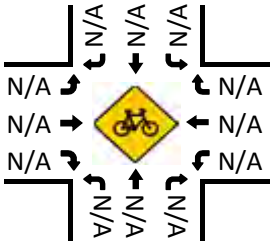
Bikes (AM)



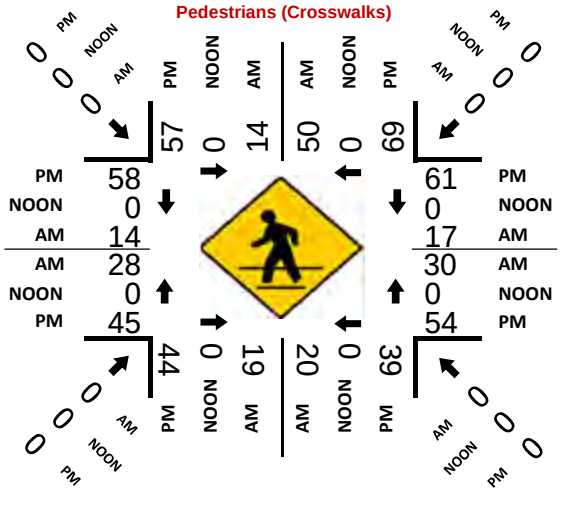
Total Vehicles (Noon)



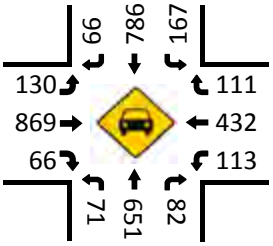
Bikes (NOON)



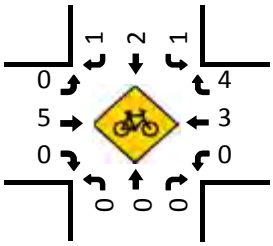
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-016
Date: 4/11/2019

Total

NS/EW Streets:	N New Ave				N New Ave				E Garvey Ave				E Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	10	80	9	0	10	24	17	0	18	48	2	0	1	92	38	0	349
7:15 AM	11	113	6	0	23	50	28	0	15	53	6	0	11	143	41	0	500
7:30 AM	8	127	6	0	35	80	37	0	33	111	3	0	4	164	57	0	665
7:45 AM	7	100	13	0	31	80	35	0	24	106	2	0	4	171	38	1	612
8:00 AM	7	65	13	0	40	53	28	0	24	118	11	0	9	132	24	0	524
8:15 AM	20	88	11	0	44	72	32	0	31	98	7	0	10	179	28	0	620
8:30 AM	13	98	14	0	30	45	31	0	30	107	8	0	11	185	33	0	605
8:45 AM	12	95	13	0	30	47	43	0	24	88	6	0	7	151	27	1	544
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	88	766	85	0	243	451	251	0	199	729	45	0	57	1217	286	2	4419
APPROACH %'s :	9.37%	81.58%	9.05%	0.00%	25.71%	47.72%	26.56%	0.00%	20.45%	74.92%	4.62%	0.00%	3.65%	77.91%	18.31%	0.13%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	42	380	43	0	150	285	132	0	112	433	23	0	27	646	147	1	2421
PEAK HR FACTOR :	0.525	0.748	0.827	0.000	0.852	0.891	0.892	0.000	0.848	0.917	0.523	0.000	0.675	0.902	0.645	0.250	0.910
	0.824				0.933				0.928				0.912				

NS/EW Streets:	N New Ave				N New Ave				E Garvey Ave				E Garvey Ave				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	8	61	25	0	43	81	45	0	24	188	16	0	14	110	34	0	649
4:15 PM	10	87	16	0	37	107	33	0	19	181	11	0	15	127	26	0	669
4:30 PM	15	81	24	0	42	93	45	0	34	201	10	0	13	135	39	0	732
4:45 PM	17	65	21	0	51	120	40	0	28	176	15	0	15	137	29	1	715
5:00 PM	13	76	21	0	39	119	46	0	36	195	24	0	12	148	35	0	764
5:15 PM	19	112	22	0	52	128	51	0	31	211	26	0	11	159	41	0	863
5:30 PM	13	84	23	0	54	111	36	0	32	209	23	0	24	151	40	0	800
5:45 PM	11	90	23	0	47	141	55	0	36	206	21	0	18	151	37	0	836
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	106	656	175	0	365	900	351	0	240	1567	146	0	122	1118	281	1	6028
APPROACH %'s :	11.31%	70.01%	18.68%	0.00%	22.59%	55.69%	21.72%	0.00%	12.29%	80.24%	7.48%	0.00%	8.02%	73.46%	18.46%	0.07%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	56	362	89	0	192	499	188	0	135	821	94	0	65	609	153	0	3263
PEAK HR FACTOR :	0.737	0.808	0.967	0.000	0.889	0.885	0.855	0.000	0.938	0.973	0.904	0.000	0.677	0.958	0.933	0.000	0.945
	0.828				0.904				0.979				0.962				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Garvey Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-016
Date: 4/11/2019

Bikes

NS/EW Streets:	N New Ave				N New Ave				E Garvey Ave				E Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	0	0	0	0	0	1	0	0	0	4	0	0	0	1	0	0	6
7:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	1	0	5
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	4
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	1	0	1	2	0	0	0	6	0	0	1	6	2	0	22
APPROACH %'s :	0.00%	75.00%	25.00%	0.00%	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	11.11%	66.67%	22.22%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	1	3	1	0	6
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.375	0.250	0.000	0.375
		0.250												0.417			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	0	0	0	0	0	1	0	0	0	3	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	2	1	0	0	0	0	0	0	2	0	0	0	2	1	0	8
5:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
5:45 PM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	4	1	0	0	3	0	0	0	8	0	0	0	4	1	0	21
APPROACH %'s :	0.00%	80.00%	20.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	80.00%	20.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	4	1	0	0	1	0	0	0	5	0	0	0	3	1	0	15
PEAK HR FACTOR :	0.00	0.500	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.625	0.000	0.000	0.000	0.375	0.250	0.000	0.469
		0.417				0.250				0.625				0.333			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N New Ave & E Garvey Ave
City: Monterey Park
Project ID: 19-05183-016
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N New Ave		N New Ave		E Garvey Ave		E Garvey Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	2	1	0	5	1	1	1	13
7:15 AM	1	2	3	2	8	2	0	0	18
7:30 AM	5	0	2	3	7	2	1	1	21
7:45 AM	2	2	1	1	1	0	3	0	10
8:00 AM	2	4	3	0	4	0	0	2	15
8:15 AM	1	1	1	1	3	0	3	2	12
8:30 AM	3	2	3	4	8	0	2	5	27
8:45 AM	5	0	1	3	5	3	3	3	23
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	21	13	15	14	41	8	13	14	139
APPROACH %'s :	61.76%	38.24%	51.72%	48.28%	83.67%	16.33%	48.15%	51.85%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	10	7	7	5	15	2	7	5	58
PEAK HR FACTOR :	0.500	0.438	0.583	0.417	0.536	0.250	0.583	0.625	0.690
	0.708		0.600		0.472		0.600		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	6	1	1	4	4	6	4	1	27
4:15 PM	2	5	5	2	7	4	2	2	29
4:30 PM	3	1	1	2	1	3	0	1	12
4:45 PM	5	4	1	0	5	1	5	4	25
5:00 PM	4	3	0	4	0	5	3	3	22
5:15 PM	2	3	3	1	1	3	0	4	17
5:30 PM	5	4	3	5	4	3	3	5	32
5:45 PM	4	5	6	2	4	2	1	2	26
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	31	26	20	20	26	27	18	22	190
APPROACH %'s :	54.39%	45.61%	50.00%	50.00%	49.06%	50.94%	45.00%	55.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	15	15	12	12	9	13	7	14	97
PEAK HR FACTOR :	0.750	0.750	0.500	0.600	0.563	0.650	0.583	0.700	0.758
	0.833		0.750		0.786		0.656		

Prepared by National Data & Surveying Services

N New Ave & E Garvey Ave

Peak Hour Turning Movement Count

ID: 19-05183-016
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

N New Ave — SOUTHBOUND

AM	132	285	150	0	639	AM
NOON	0	0	0	0	0	NOON
PM	188	499	192	0	650	PM

EASTBOUND — E Garvey Ave

AM	NOON	PM	
820	0	853	⇦
0	0	0	0
112	0	135	1
433	0	821	2
23	0	94	0
AM	NOON	PM	

WESTBOUND — E Garvey Ave

PM	NOON	AM	
153	0	147	0
609	0	646	2
65	0	27	1
0	0	1	0
1102	0	627	⇨
PM	NOON	AM	

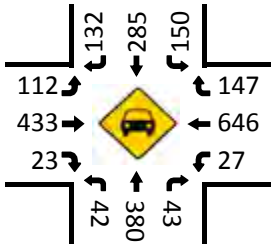
NORTHBOUND — N New Ave

PM	658	0	56	362	89	PM
NOON	0	0	0	0	0	NOON
AM	335	0	42	380	43	AM

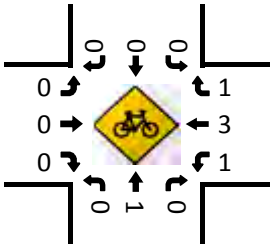
CONTROL: Signalized

TEV	2421	0	3263
	AM	NOON	PM
PHF	0.91		0.95

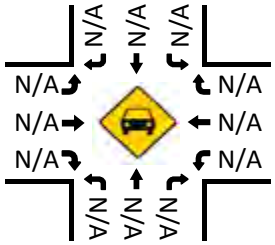
Total Vehicles (AM)



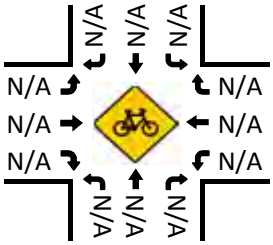
Bikes (AM)



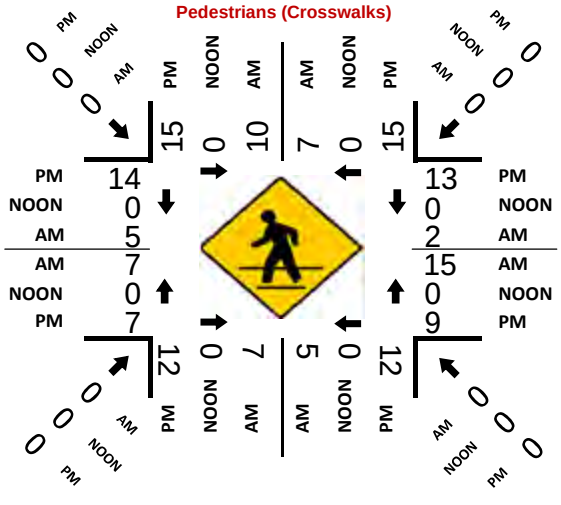
Total Vehicles (Noon)



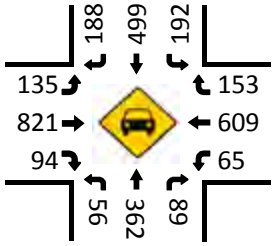
Bikes (NOON)



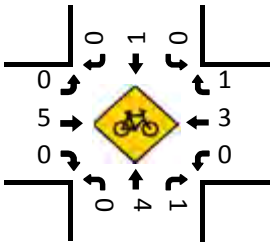
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Ramona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-001
Date: 4/11/2019

Total

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	1.5	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	197	0	2	0	0	0	0	0	0	10	22	1	31	150	0	0	413
7:15 AM	253	0	2	0	0	0	0	0	0	15	29	0	41	156	0	0	496
7:30 AM	244	0	3	0	0	0	0	0	0	15	43	0	56	151	0	0	512
7:45 AM	304	0	8	0	0	0	0	0	0	18	40	0	61	160	0	0	591
8:00 AM	291	0	9	0	0	0	0	0	0	14	30	0	68	198	0	0	610
8:15 AM	264	0	9	0	0	0	0	0	0	16	28	0	54	162	0	0	533
8:30 AM	249	0	6	0	0	0	0	0	0	18	25	0	39	147	0	0	484
8:45 AM	266	0	8	0	0	0	0	0	0	17	34	0	46	131	0	0	502
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2068	0	47	0	0	0	0	0	0	123	251	1	396	1255	0	0	4141
APPROACH %'s :	97.78%	0.00%	2.22%	0.00%					0.00%	32.80%	66.93%	0.27%	23.99%	76.01%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	1103	0	29	0	0	0	0	0	0	63	141	0	239	671	0	0	2246
PEAK HR FACTOR :	0.907	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.000	0.875	0.820	0.000	0.879	0.847	0.000	0.000	0.920
	0.907								0.879				0.855				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	1.5	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	164	0	52	0	0	0	0	0	0	69	43	0	38	45	0	0	411
4:15 PM	122	0	30	0	0	0	0	0	0	74	48	0	25	54	0	0	353
4:30 PM	133	0	47	0	0	0	0	0	0	91	71	0	24	46	0	0	412
4:45 PM	109	0	45	0	0	0	0	0	0	83	63	0	29	44	0	0	373
5:00 PM	155	0	80	0	0	0	0	0	0	99	63	0	40	40	0	0	477
5:15 PM	169	0	51	0	0	0	0	0	0	90	53	0	42	49	0	0	454
5:30 PM	153	0	58	0	0	0	0	0	0	67	41	0	35	56	0	0	410
5:45 PM	164	0	54	0	0	0	0	0	0	62	61	0	32	49	0	0	422
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1169	0	417	0	0	0	0	0	0	635	443	0	265	383	0	0	3312
APPROACH %'s :	73.71%	0.00%	26.29%	0.00%					0.00%	58.91%	41.09%	0.00%	40.90%	59.10%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	641	0	243	0	0	0	0	0	0	318	218	0	149	194	0	0	1763
PEAK HR FACTOR :	0.948	0.000	0.759	0.000	0.000	0.000	0.000	0.000	0.000	0.803	0.865	0.000	0.887	0.866	0.000	0.000	0.924
	0.940								0.827				0.942				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Ramona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-001
Date: 4/11/2019

Bikes

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	1.5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0	1.5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%													
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.25	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250																

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Ramona Blvd
City: Monterey Park
Project ID: 19-05183-001
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Corporate Center Dr		Corporate Center Dr		Ramona Blvd		Ramona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	0	0	0	1
APPROACH %'s :			0.00%	100.00%					
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :				0.250					0.250
			0.250						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	1	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	0	0	0	0	1
5:30 PM	0	0	0	1	0	0	0	0	1
5:45 PM	0	0	1	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	3	1	0	0	0	0	4
APPROACH %'s :			75.00%	25.00%					
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	2	1	0	0	0	0	3
PEAK HR FACTOR :			0.500	0.250					0.750
			0.750						

Prepared by National Data & Surveying Services

Corporate Center Dr & Ramona Blvd

Peak Hour Turning Movement Count

ID: 19-05183-001
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Corporate Center Dr — SOUTHBOUND

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

Ramona Blvd — EASTBOUND

AM	NOON	PM		
1774	0	835	⇦	
0	0	0	↶	0
0	0	0	↱	0
63	0	318	→	2
141	0	218	↳	0
AM	NOON	PM		

WESTBOUND — Ramona Blvd

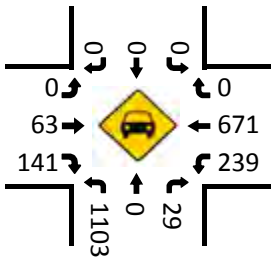
PM	NOON	AM		
0	0	0	↰	0
194	0	671	←	2
149	0	239	↰	1
0	0	0	↶	0
			⇨	
561	0	92		
PM	NOON	AM		

CONTROL			
Signalized			
TEV	2246	0	1763
	AM	NOON	PM
PHF	0.92		0.92

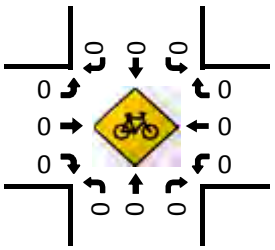
PM	367	0	641	0	243	PM
NOON	0	0	0	0	0	NOON
AM	380	0	1103	0	29	AM

Corporate Center Dr — NORTHBOUND

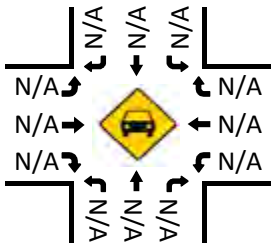
Total Vehicles (AM)



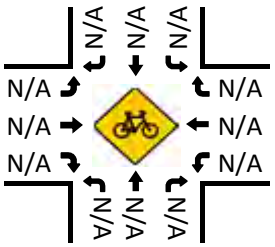
Bikes (AM)



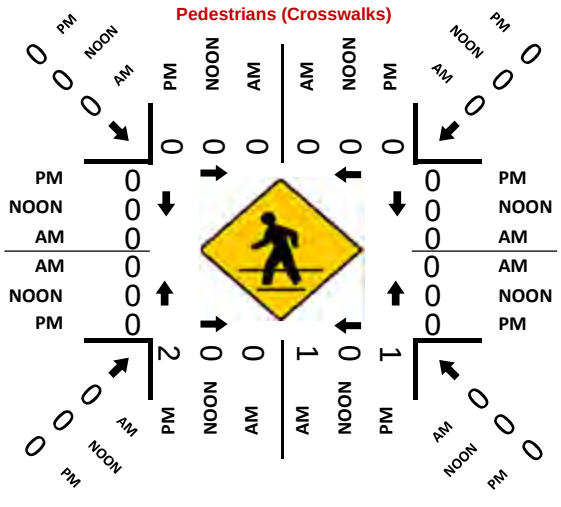
Total Vehicles (Noon)



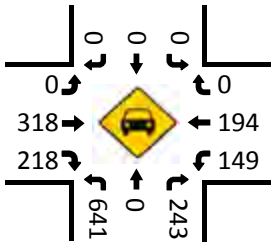
Bikes (NOON)



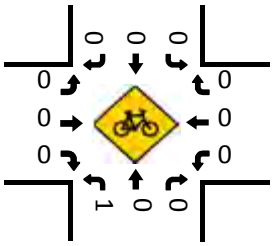
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Off-Ramp & Ramona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-002
Date: 4/11/2019

Total

NS/EW Streets:	I-10 SB Off-Ramp				I-10 SB Off-Ramp				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	0.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	12	0	27	0	0	12	0	0	0	151	0	0	202
7:15 AM	0	0	0	0	9	0	39	0	0	17	0	0	0	161	0	0	226
7:30 AM	0	0	0	0	16	0	61	0	0	18	0	0	0	143	0	0	238
7:45 AM	0	0	0	0	14	0	71	0	0	26	0	0	0	153	0	0	264
8:00 AM	0	0	0	0	14	0	58	0	0	23	0	0	0	206	0	0	301
8:15 AM	0	0	0	0	16	0	43	0	0	25	0	0	0	173	0	0	257
8:30 AM	0	0	0	0	10	0	37	0	0	24	0	0	0	149	0	0	220
8:45 AM	0	0	0	0	17	0	37	0	0	23	0	0	0	138	0	0	215
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	108	0	373	0	0	168	0	0	0	1274	0	0	1923
APPROACH %'s :					22.45%	0.00%	77.55%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	60	0	233	0	0	92	0	0	0	675	0	0	1060
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.938	0.000	0.820	0.000	0.000	0.885	0.000	0.000	0.000	0.819	0.000	0.000	0.880
					0.862				0.885				0.819				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	0.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	207	0	33	0	0	121	0	0	0	47	0	0	408
4:15 PM	0	0	0	0	243	0	25	0	0	104	0	0	0	57	0	0	429
4:30 PM	0	0	0	0	217	0	28	0	0	138	0	0	0	44	0	0	427
4:45 PM	0	0	0	0	233	0	28	0	0	129	0	0	0	43	0	0	433
5:00 PM	0	0	0	0	244	0	36	0	0	178	0	0	0	43	0	0	501
5:15 PM	0	0	0	0	251	0	39	0	0	144	0	0	0	53	0	0	487
5:30 PM	0	0	0	0	258	0	40	0	0	122	0	0	0	49	0	0	469
5:45 PM	0	0	0	0	240	0	40	0	0	112	0	0	0	45	0	0	437
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1893	0	269	0	0	1048	0	0	0	381	0	0	3591
APPROACH %'s :					87.56%	0.00%	12.44%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	993	0	155	0	0	556	0	0	0	190	0	0	1894
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.962	0.000	0.969	0.000	0.000	0.781	0.000	0.000	0.000	0.896	0.000	0.000	0.945
					0.963				0.781				0.896				

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Off-Ramp & Ramona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-002
Date: 4/11/2019

Bikes

NS/EW Streets:	I-10 SB Off-Ramp				I-10 SB Off-Ramp				Ramona Blvd				Ramona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	0.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	0.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
APPROACH %'s :																	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: I-10 SB Off-Ramp & Ramona Blvd
City: Monterey Park
Project ID: 19-05183-002
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	I-10 SB Off-Ramp		I-10 SB Off-Ramp		Ramona Blvd		Ramona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

I-10 SB Off-Ramp & Ramona Blvd

Peak Hour Turning Movement Count

ID: 19-05183-002
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

I-10 SB Off-Ramp — SOUTHBOUND

AM	233	0	60	0	0	AM
NOON	0	0	0	0	0	NOON
PM	155	0	993	0	0	PM

Ramona Blvd — EASTBOUND

AM	NOON	PM		
908	0	345	⇦	
0	0	0	↶	0
0	0	0	↱	0
92	0	556	→	2
0	0	0	↷	0
AM	NOON	PM		

WESTBOUND — Ramona Blvd

PM	NOON	AM		
0	0	0	↶	0
190	0	675	←	2
0	0	0	↰	0
0	0	0	↩	0
			⇨	
1549	0	152		
PM	NOON	AM		

0.5	0	1.5	0	
				0 0 0 0

CONTROL

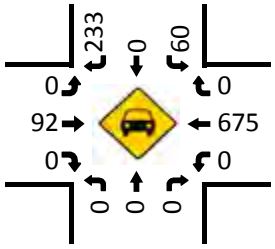
Signalized

TEV	1060	0	1894
	AM	NOON	PM
PHF	0.88		0.95

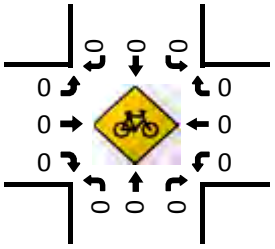
I-10 SB Off-Ramp — NORTHBOUND

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

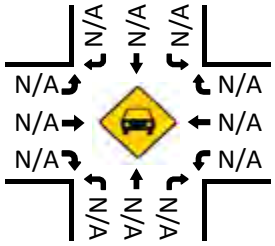
Total Vehicles (AM)



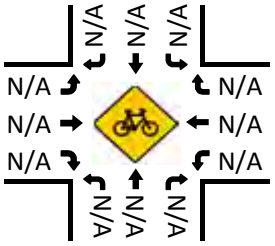
Bikes (AM)



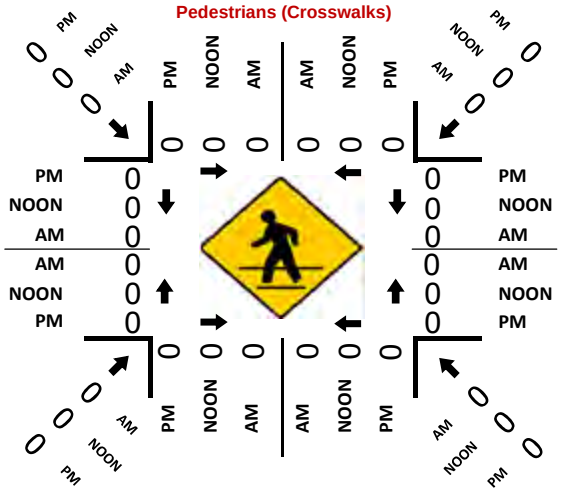
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & I-710 NB Off-Ramp
City: Monterey Park
Control: Signalized

Project ID: 19-05183-003
Date: 4/11/2019

Total

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				I-710 NB Off-Ramp				I-710 NB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1.3	0.3	0.3	0	0.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	83	1	0	0	54	0	0	116	2	7	0	0	0	0	0	263
7:15 AM	0	103	1	0	0	69	0	0	144	0	6	0	0	0	0	0	323
7:30 AM	0	120	0	0	1	93	0	1	134	0	8	0	0	0	0	0	357
7:45 AM	0	134	0	0	0	102	0	0	176	1	11	0	0	0	0	0	424
8:00 AM	0	148	1	0	0	95	0	0	162	0	9	0	1	0	1	0	417
8:15 AM	0	107	2	0	0	83	0	0	158	0	8	0	1	0	0	0	359
8:30 AM	0	82	0	0	0	65	0	0	169	1	10	0	0	0	0	0	327
8:45 AM	0	76	2	0	0	79	0	0	194	1	10	0	2	0	1	0	365
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	853	7	0	1	640	0	1	1253	5	69	0	4	0	2	0	2835
APPROACH %'s :	0.00%	99.19%	0.81%	0.00%	0.16%	99.69%	0.00%	0.16%	94.42%	0.38%	5.20%	0.00%	66.67%	0.00%	33.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	509	3	0	1	373	0	1	630	1	36	0	2	0	1	0	1557
PEAK HR FACTOR :	0.000	0.860	0.375	0.000	0.250	0.914	0.000	0.250	0.895	0.250	0.818	0.000	0.500	0.000	0.250	0.000	0.918
		0.859				0.919				0.887				0.375			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1.3	0.3	0.3	0	0.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	104	3	0	2	76	0	0	110	3	10	0	1	0	4	0	313
4:15 PM	0	66	1	0	1	71	0	0	80	1	8	0	0	0	3	0	231
4:30 PM	0	95	1	0	2	94	0	0	83	3	2	0	0	0	2	0	282
4:45 PM	0	88	4	0	0	91	0	0	60	1	6	0	2	0	5	0	257
5:00 PM	0	168	5	0	1	99	0	0	64	4	6	0	1	0	5	0	353
5:15 PM	0	126	6	0	1	96	0	0	82	3	7	0	0	0	6	0	327
5:30 PM	0	106	4	0	1	76	0	0	111	4	16	0	1	0	2	0	321
5:45 PM	0	106	1	0	0	94	0	0	103	1	6	0	1	0	3	0	315
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	859	25	0	8	697	0	0	693	20	61	0	6	0	30	0	2399
APPROACH %'s :	0.00%	97.17%	2.83%	0.00%	1.13%	98.87%	0.00%	0.00%	89.53%	2.58%	7.88%	0.00%	16.67%	0.00%	83.33%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	506	16	0	3	365	0	0	360	12	35	0	3	0	16	0	1316
PEAK HR FACTOR :	0.000	0.753	0.667	0.000	0.750	0.922	0.000	0.000	0.811	0.750	0.547	0.000	0.750	0.000	0.667	0.000	0.932
		0.754				0.920				0.777				0.792			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & I-710 NB Off-Ramp
City: Monterey Park
Control: Signalized

Project ID: 19-05183-003
Date: 4/11/2019

Bikes

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				I-710 NB Off-Ramp				I-710 NB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1.3	0.3	0.3	0	0.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	2	0	0	1	2	0	0	1.3	0.3	0.3	0	0.5	0	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%													
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
		0.250															

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & I-710 NB Off-Ramp **Project ID:** 19-05183-003
City: Monterey Park **Date:** 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Corporate Center Dr		Corporate Center Dr		I-710 NB Off-Ramp		I-710 NB Off-Ramp		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	1	0	0	2	0	3
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	1	0	1	2	0	4
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%	100.00%	0.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	0	1	0	1	2	0	4
PEAK HR FACTOR :				0.250		0.250	0.250		0.333
			0.250		0.250		0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	2	2
4:30 PM	0	0	0	0	0	0	1	0	1
4:45 PM	0	0	0	0	0	0	2	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	3	2	5
APPROACH %'s :							60.00%	40.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

Prepared by National Data & Surveying Services

Corporate Center Dr & I-710 NB Off-Ramp

Peak Hour Turning Movement Count

ID: 19-05183-003
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:30 AM - 08:30 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Corporate Center Dr — SOUTHBOUND

AM	0	373	1	1	1141	AM
NOON	0	0	0	0	0	NOON
PM	0	365	3	0	882	PM

I-710 NB Off-Ramp — EASTBOUND

AM	NOON	PM		
0	0	0		
0	0	0	0	
630	0	360	1.3	
1	0	12	0.3	
36	0	35	0.3	
AM	NOON	PM		

I-710 NB Off-Ramp — WESTBOUND

PM	NOON	AM	
16	0	1	0.5
0	0	0	0
3	0	2	0.5
0	0	0	0
31	0	5	
PM	NOON	AM	

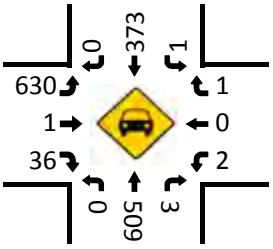
Corporate Center Dr — NORTHBOUND

PM	403	0	0	506	16	PM
NOON	0	0	0	0	0	NOON
AM	411	0	0	509	3	AM

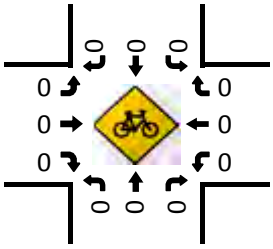
0	2	1	0	
0	0	2	0	

CONTROL			
Signalized			
TEV	1557	0	1316
	AM	NOON	PM
PHF	0.92		0.93

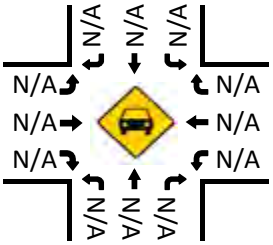
Total Vehicles (AM)



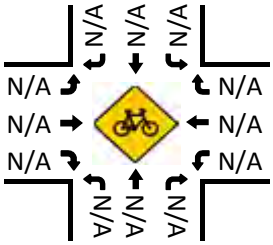
Bikes (AM)



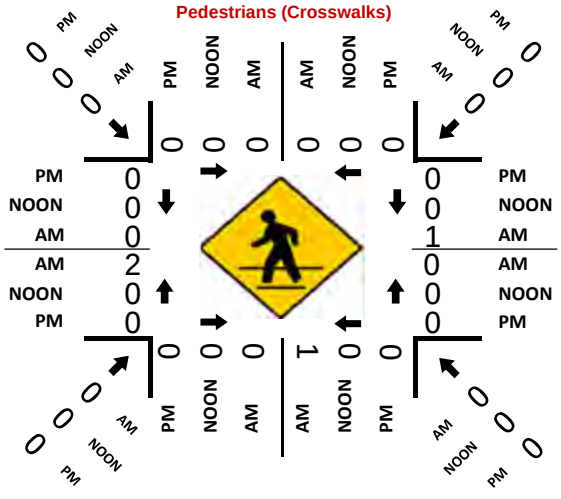
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Fremont Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-007
Date: 4/11/2019

Total

NS/EW Streets:	Monterey Pass Rd				Monterey Pass Rd				Fremont Ave				Fremont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	82	32	0	0	0	74	27	0	11	1	63	0	0	0	0	0	290
7:15 AM	108	58	0	0	0	84	40	0	22	0	85	0	0	0	0	0	397
7:30 AM	140	53	0	0	0	92	68	0	31	0	87	0	0	0	0	0	471
7:45 AM	112	58	2	0	0	136	42	0	31	0	129	0	0	0	0	0	510
8:00 AM	94	68	0	0	0	109	32	0	24	0	96	0	0	0	0	0	423
8:15 AM	72	60	0	0	0	122	27	0	23	0	90	0	0	0	0	0	394
8:30 AM	71	48	0	0	0	89	37	0	19	0	97	0	0	0	0	0	361
8:45 AM	69	49	0	0	0	89	30	0	23	0	87	0	0	0	0	0	347
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	748	426	2	0	0	795	303	0	184	1	734	0	0	0	0	0	3193
APPROACH %'s :	63.61%	36.22%	0.17%	0.00%	0.00%	72.40%	27.60%	0.00%	20.02%	0.11%	79.87%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	454	237	2	0	0	421	182	0	108	0	397	0	0	0	0	0	1801
PEAK HR FACTOR :	0.811	0.871	0.250	0.000	0.000	0.774	0.669	0.000	0.871	0.000	0.769	0.000	0.000	0.000	0.000	0.000	0.883
	0.898				0.847				0.789								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	128	85	0	0	0	52	23	0	32	0	78	0	0	0	0	0	398
4:15 PM	122	94	0	0	0	47	20	0	32	0	87	0	0	0	0	0	402
4:30 PM	141	102	0	0	0	44	25	0	28	0	96	0	0	0	0	0	436
4:45 PM	136	87	0	0	0	59	29	0	37	0	76	0	0	0	0	0	424
5:00 PM	175	141	0	0	0	37	32	0	34	0	81	0	0	0	0	0	500
5:15 PM	195	113	0	0	0	47	40	0	29	0	101	0	0	0	0	0	525
5:30 PM	174	119	0	0	0	40	43	0	36	0	109	0	0	0	0	0	521
5:45 PM	184	123	3	0	0	47	38	0	35	0	99	0	0	0	0	0	529
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1255	864	3	0	0	373	250	0	263	0	727	0	0	0	0	0	3735
APPROACH %'s :	59.14%	40.72%	0.14%	0.00%	0.00%	59.87%	40.13%	0.00%	26.57%	0.00%	73.43%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	728	496	3	0	0	171	153	0	134	0	390	0	0	0	0	0	2075
PEAK HR FACTOR :	0.933	0.879	0.250	0.000	0.000	0.910	0.890	0.000	0.931	0.000	0.894	0.000	0.000	0.000	0.000	0.000	0.981
	0.971				0.931				0.903								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Fremont Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-007
Date: 4/11/2019

Bikes

NS/EW Streets:	Monterey Pass Rd				Monterey Pass Rd				Fremont Ave				Fremont Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	2	0	0	0	0	1	0	0	0	0	0	3
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	3	0	0	0	0	1	0	0	0	0	0	5
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
	0.250				0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	1	1	0	1	0	1	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:15 PM	0	0	0	0	0	1	0	0	0	0	3	0	0	0	0	0	4
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	4	0	0	0	3	0	0	0	0	3	0	0	0	0	0	12
APPROACH %'s :	33.33%	66.67%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	2	0	0	0	0	3	0	0	0	0	0	8
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.500				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Fremont Ave
City: Monterey Park

Project ID: 19-05183-007
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Monterey Pass Rd		Monterey Pass Rd		Fremont Ave		Fremont Ave										
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0			0	0	0	0			0
7:15 AM	0	0	0	0	0	0	0	0			0	0	0	0			0
7:30 AM	0	0	0	0	0	0	0	0			0	0	0	0			0
7:45 AM	0	0	0	0	0	0	0	0			0	1	0	0			1
8:00 AM	0	0	0	1	0	1	1	0			0	1	1	0			5
8:15 AM	0	0	0	0	0	0	0	0			0	0	0	1			1
8:30 AM	0	0	0	0	0	0	0	0			0	0	0	0			0
8:45 AM	0	0	0	1	0	1	0	0			0	0	0	1			3
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	0	2	0	2	1	0	0	0	0	2	1	2	0	0	10
APPROACH %'s :			0.00%	100.00%	0.00%	100.00%	100.00%	0.00%			0.00%	100.00%	33.33%	66.67%			
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	1	0	1	1	0	0	0	0	2	1	0	0	0	6
PEAK HR FACTOR :				0.250		0.250	0.250					0.500	0.250				0.300
				0.250		0.250		0.250				0.500		0.250			

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
4:00 PM	0	0	0	1	0	0	0	0			0	0	0	0			1
4:15 PM	0	0	0	0	0	0	0	0			0	0	0	0			0
4:30 PM	0	0	0	0	0	0	0	0			0	0	0	0			0
4:45 PM	0	0	0	0	0	0	0	0			0	0	0	0			0
5:00 PM	0	0	0	0	0	0	0	0			0	0	0	0			0
5:15 PM	0	0	0	0	0	0	0	0			0	0	0	0			0
5:30 PM	0	0	1	0	0	0	0	0			0	0	1	0			2
5:45 PM	0	0	0	0	0	0	0	2			1	0	1	1			5
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	1	1	0	0	0	2	0	0	1	0	2	1	0	0	8
APPROACH %'s :			50.00%	50.00%			0.00%	100.00%			100.00%	0.00%	66.67%	33.33%			
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	2	0	0	1	0	2	1	0	0	7
PEAK HR FACTOR :			0.250					0.250			0.250		0.500	0.250			0.350
				0.250				0.250				0.250		0.375			

Prepared by National Data & Surveying Services

Monterey Pass Rd & Fremont Ave

Peak Hour Turning Movement Count

ID: 19-05183-007
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Monterey Pass Rd — SOUTHBOUND

AM	182	421	0	0	345	AM
NOON	0	0	0	0	0	NOON
PM	153	171	0	0	630	PM

Fremont Ave — EASTBOUND

AM	NOON	PM		
636	0	881		
0	0	0	0	
108	0	134	1	
0	0	0	0	
397	0	390	1	
AM	NOON	PM		

CONTROL

Signalized

TEV	1801	0	2075
	AM	NOON	PM
PHF	0.88		0.98

Fremont Ave — WESTBOUND

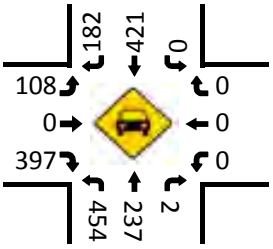
PM	NOON	AM	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
3	0	2	
PM	NOON	AM	

Monterey Pass Rd — NORTHBOUND

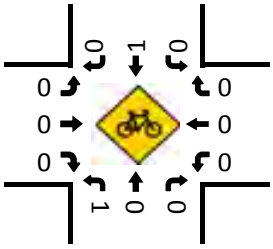
PM	561	0	728	496	3	PM
NOON	0	0	0	0	0	NOON
AM	818	0	454	237	2	AM

Monterey Pass Rd

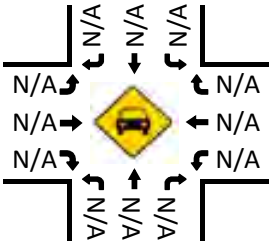
Total Vehicles (AM)



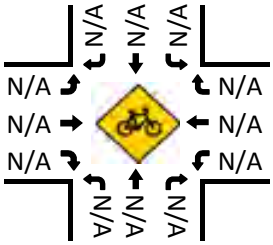
Bikes (AM)



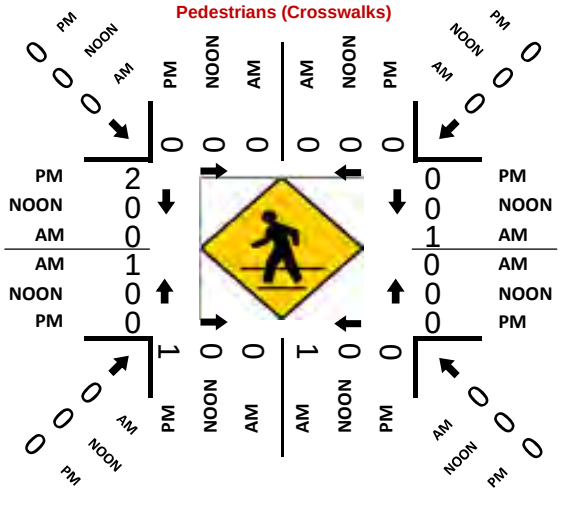
Total Vehicles (Noon)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
0
0
0
0
0
0
PM
NOON
AM
2
0
0
0
1
0
AM
AM
NOON
PM
1
0
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Garfield Ave & W Newmark Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-014
Date: 4/11/2019

Total

NS/EW Streets:	S Garfield Ave				S Garfield Ave				W Newmark Ave				W Newmark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	2	156	15	0	8	65	3	0	3	30	4	0	33	33	26	0	378
7:15 AM	3	191	44	0	5	110	7	0	11	48	2	0	65	59	36	0	581
7:30 AM	8	179	27	0	10	153	11	0	10	35	5	0	87	100	32	0	657
7:45 AM	7	168	20	0	12	131	7	0	18	44	6	0	73	74	25	0	585
8:00 AM	8	210	43	0	16	151	7	0	15	46	2	0	48	38	33	0	617
8:15 AM	7	134	23	0	8	123	7	0	11	29	3	0	43	41	31	0	460
8:30 AM	6	184	25	0	7	107	5	0	8	40	4	0	37	44	30	0	497
8:45 AM	3	159	19	0	12	104	6	0	8	30	5	0	36	77	40	0	499
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	44	1381	216	0	78	944	53	0	84	302	31	0	422	466	253	0	4274
APPROACH %'s :	2.68%	84.16%	13.16%	0.00%	7.26%	87.81%	4.93%	0.00%	20.14%	72.42%	7.43%	0.00%	36.99%	40.84%	22.17%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	26	748	134	0	43	545	32	0	54	173	15	0	273	271	126	0	2440
PEAK HR FACTOR :	0.813	0.890	0.761	0.000	0.672	0.891	0.727	0.000	0.750	0.901	0.625	0.000	0.784	0.678	0.875	0.000	0.928
	0.870				0.891				0.890				0.765				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	5	123	27	0	23	151	19	0	11	92	8	0	28	41	21	0	549
4:15 PM	9	156	29	0	27	156	16	0	13	75	6	0	36	35	17	0	575
4:30 PM	4	125	33	0	15	199	10	0	13	89	11	0	25	40	27	0	591
4:45 PM	7	126	41	0	32	165	9	0	10	73	11	0	36	36	18	0	564
5:00 PM	9	148	46	0	36	203	15	0	18	76	11	0	36	42	14	0	654
5:15 PM	8	162	53	0	29	203	12	0	10	97	10	0	43	45	21	0	693
5:30 PM	8	193	49	0	38	217	17	0	12	114	10	0	17	54	21	0	750
5:45 PM	8	157	47	0	26	146	18	0	11	95	10	0	33	61	18	0	630
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	1190	325	0	226	1440	116	0	98	711	77	0	254	354	157	0	5006
APPROACH %'s :	3.69%	75.65%	20.66%	0.00%	12.68%	80.81%	6.51%	0.00%	11.06%	80.25%	8.69%	0.00%	33.20%	46.27%	20.52%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	33	660	195	0	129	769	62	0	51	382	41	0	129	202	74	0	2727
PEAK HR FACTOR :	0.917	0.855	0.920	0.000	0.849	0.886	0.861	0.000	0.708	0.838	0.932	0.000	0.750	0.828	0.881	0.000	0.909
	0.888				0.882				0.871				0.904				

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Garfield Ave & W Newmark Ave
City: Monterey Park
Control: Signalized

Project ID: 19-05183-014
Date: 4/11/2019

Bikes

NS/EW Streets:	S Garfield Ave				S Garfield Ave				W Newmark Ave				W Newmark Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	2	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
8:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	3
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	1	1	0	0	0	4	0	0	1	6	0	0	15
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	14.29%	85.71%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	2	0	0	0	3	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.375	0.000	0.000	0.750
					0.250				0.500				0.375				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
4:45 PM	0	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	4
5:00 PM	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	2	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	3	2	0	0	0	6	0	0	0	5	0	0	18
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	60.00%	40.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	1	0	0	1	0	0	0	4	0	0	0	2	0	0	8
PEAK HR FACTOR :	0.00	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.333	0.000	0.000	0.000	0.250	0.000	0.000	0.400
			0.250				0.250				0.333				0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: S Garfield Ave & W Newmark Ave
City: Monterey Park
Project ID: 19-05183-014
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	S Garfield Ave		S Garfield Ave		W Newmark Ave		W Newmark Ave		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	1	2	5	1	0	1	0	12
7:15 AM	0	3	5	4	3	0	6	3	24
7:30 AM	2	4	2	10	6	1	4	4	33
7:45 AM	0	5	6	12	2	3	11	6	45
8:00 AM	5	1	1	9	2	1	9	2	30
8:15 AM	2	3	4	2	4	1	3	4	23
8:30 AM	2	2	2	4	9	7	7	3	36
8:45 AM	0	8	3	5	6	0	2	4	28
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	13	27	25	51	33	13	43	26	231
APPROACH %'s :	32.50%	67.50%	32.89%	67.11%	71.74%	28.26%	62.32%	37.68%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	7	13	14	35	13	5	30	15	132
PEAK HR FACTOR :	0.350	0.650	0.583	0.729	0.542	0.417	0.682	0.625	0.733
	0.833		0.681		0.643		0.662		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	7	3	5	1	1	4	8	6	35
4:15 PM	1	1	8	5	7	3	13	9	47
4:30 PM	3	1	3	4	1	0	10	4	26
4:45 PM	1	5	3	5	9	1	1	4	29
5:00 PM	5	4	2	4	5	4	2	3	29
5:15 PM	3	3	13	4	2	4	2	6	37
5:30 PM	4	6	5	1	4	3	4	7	34
5:45 PM	2	6	9	3	3	1	3	9	36
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	26	29	48	27	32	20	43	48	273
APPROACH %'s :	47.27%	52.73%	64.00%	36.00%	61.54%	38.46%	47.25%	52.75%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	14	19	29	12	14	12	11	25	136
PEAK HR FACTOR :	0.700	0.792	0.558	0.750	0.700	0.750	0.688	0.694	0.919
	0.825		0.603		0.722		0.750		

Prepared by National Data & Surveying Services

S Garfield Ave & W Newmark Ave

Peak Hour Turning Movement Count

ID: 19-05183-014
City: Monterey Park

Day: Thursday
Date: 04/11/2019

S Garfield Ave — SOUTHBOUND

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

AM	32	545	43	0	928	AM
NOON	0	0	0	0	0	NOON
PM	62	769	129	0	785	PM
	0	2	1	0		

W Newmark Ave — EASTBOUND

AM	NOON	PM	
329	0	297	
0	0	0	0
54	0	51	1
173	0	382	1
15	0	41	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2440 AM	0 NOON	2727 PM
PHF	0.93		0.91

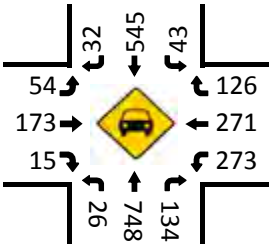
W Newmark Ave — WESTBOUND

PM	NOON	AM	
74	0	126	0
202	0	271	1
129	0	273	1
0	0	0	0
706	0	350	
PM	NOON	AM	

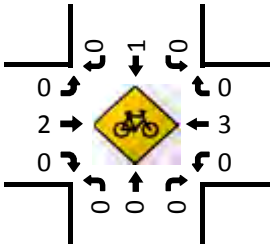
N Garfield Ave — NORTHBOUND

	0	1	2	1		
PM	939	0	33	660	195	PM
NOON	0	0	0	0	0	NOON
AM	833	0	26	748	134	AM

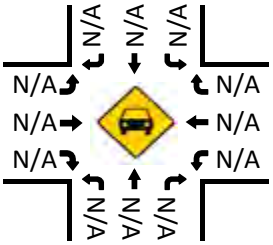
Total Vehicles (AM)



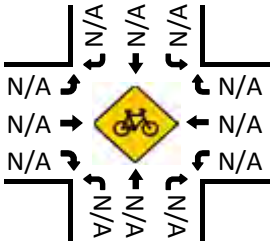
Bikes (AM)



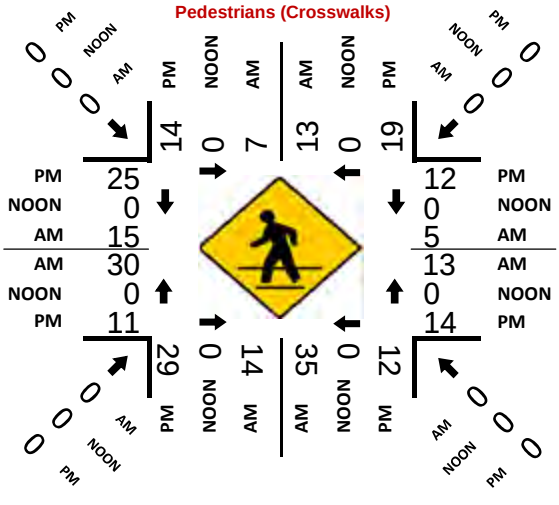
Total Vehicles (Noon)



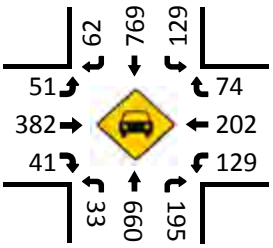
Bikes (NOON)



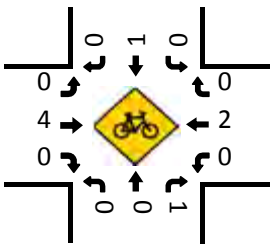
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Brightwood St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-028
Date: 4/11/2019

Total

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				Brightwood St				Brightwood St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	3	117	3	0	3	127	9	0	25	6	9	0	16	13	13	0	344
7:15 AM	1	172	8	0	3	179	19	0	25	9	12	0	17	19	17	0	481
7:30 AM	7	184	10	0	3	166	36	0	22	20	18	0	22	34	12	0	534
7:45 AM	16	243	5	0	12	229	45	0	28	29	24	0	14	42	23	0	710
8:00 AM	6	206	14	0	7	214	14	0	31	43	21	0	20	12	18	0	606
8:15 AM	4	158	11	0	8	181	10	0	14	12	13	0	10	16	12	0	449
8:30 AM	7	134	9	0	5	197	11	0	7	7	16	0	20	20	4	0	437
8:45 AM	14	178	9	0	11	222	7	0	9	4	16	0	20	15	15	0	520
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	58	1392	69	0	52	1515	151	0	161	130	129	0	139	171	114	0	4081
APPROACH %'s :	3.82%	91.64%	4.54%	0.00%	3.03%	88.18%	8.79%	0.00%	38.33%	30.95%	30.71%	0.00%	32.78%	40.33%	26.89%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	30	805	37	0	25	788	114	0	106	101	75	0	73	107	70	0	2331
PEAK HR FACTOR :	0.469	0.828	0.661	0.000	0.521	0.860	0.633	0.000	0.855	0.587	0.781	0.000	0.830	0.637	0.761	0.000	0.821
	0.826				0.810				0.742				0.791				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	8	218	24	1	20	194	14	0	23	45	19	0	11	14	4	0	595
4:15 PM	12	252	20	0	15	154	9	0	18	57	18	0	15	10	5	0	585
4:30 PM	3	228	29	0	20	164	5	0	26	52	14	0	14	12	5	0	572
4:45 PM	6	234	34	0	14	186	8	0	22	69	14	0	12	14	6	0	619
5:00 PM	12	294	41	0	13	174	16	0	33	79	12	0	6	9	3	0	692
5:15 PM	13	276	38	0	15	183	18	0	36	78	17	0	11	15	10	0	710
5:30 PM	13	285	38	0	16	166	12	0	44	75	18	0	18	16	3	0	704
5:45 PM	10	292	48	0	4	195	15	0	29	64	19	0	9	11	9	0	705
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	77	2079	272	1	117	1416	97	0	231	519	131	0	96	101	45	0	5182
APPROACH %'s :	3.17%	85.59%	11.20%	0.04%	7.18%	86.87%	5.95%	0.00%	26.22%	58.91%	14.87%	0.00%	39.67%	41.74%	18.60%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	48	1147	165	0	48	718	61	0	142	296	66	0	44	51	25	0	2811
PEAK HR FACTOR :	0.923	0.975	0.859	0.000	0.750	0.921	0.847	0.000	0.807	0.937	0.868	0.000	0.611	0.797	0.625	0.000	0.990
	0.971				0.957				0.920				0.811				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Brightwood St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-028
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				Brightwood St				Brightwood St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	2
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	3	0	0	0	1	1	0	0	1	0	0	7
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.000				0.500								

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	2	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:30 PM	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	3	0	0	5	0	0	0	0	0	0	2	0	0	0	13
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%					100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	3	0	0	2	0	0	0	0	0	0	0	0	0	0	8
PEAK HR FACTOR :	0.00	0.375	0.375	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.500												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Brightwood St
City: Monterey Park
Project ID: 19-05183-028
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlantic Blvd		Atlantic Blvd		Brightwood St		Brightwood St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	2	0	0	1	0	3	7
7:15 AM	0	0	0	0	0	1	0	1	2
7:30 AM	1	1	0	1	0	0	1	1	5
7:45 AM	0	0	0	1	0	1	1	0	3
8:00 AM	0	0	0	0	0	1	0	2	3
8:15 AM	0	1	2	1	0	0	2	1	7
8:30 AM	0	0	0	1	1	1	0	2	5
8:45 AM	0	0	0	0	0	0	1	3	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	3	4	4	1	5	5	13	36
APPROACH %'s :	25.00%	75.00%	50.00%	50.00%	16.67%	83.33%	27.78%	72.22%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	1	1	0	2	0	3	2	4	13
PEAK HR FACTOR :	0.250	0.250		0.500		0.750	0.500	0.500	0.650
	0.250		0.500		0.750		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	1	1	0	2
4:15 PM	1	0	0	0	3	0	3	2	9
4:30 PM	0	1	0	0	1	1	0	2	5
4:45 PM	0	1	0	0	1	3	0	2	7
5:00 PM	0	0	1	0	1	0	1	1	4
5:15 PM	0	0	0	0	1	0	0	3	4
5:30 PM	0	0	2	0	1	0	0	0	3
5:45 PM	0	0	2	0	0	0	1	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	2	5	0	8	5	6	11	38
APPROACH %'s :	33.33%	66.67%	100.00%	0.00%	61.54%	38.46%	35.29%	64.71%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	0	5	0	3	0	2	5	15
PEAK HR FACTOR :			0.625		0.750		0.500	0.417	0.938
			0.625		0.750		0.583		

Prepared by National Data & Surveying Services

Atlantic Blvd & Brightwood St

Peak Hour Turning Movement Count

ID: 19-05183-028
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

SOUTHBOUND — Atlantic Blvd

AM	114	788	25	0	981	AM
NOON	0	0	0	0	0	NOON
PM	61	718	48	0	1314	PM

EASTBOUND — Brightwood St

AM	NOON	PM	
251	0	160	
0	0	0	0
106	0	142	1
101	0	296	1
75	0	66	0

WESTBOUND — Brightwood St

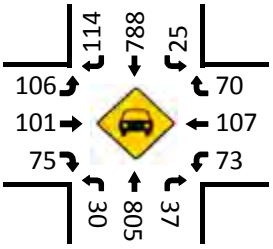
	PM	NOON	AM
0	25	0	70
1	51	0	107
1	44	0	73
0	0	0	0
	509	0	163

NORTHBOUND — Atlantic Blvd

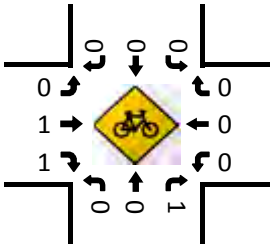
PM	828	0	48	1147	165	PM
NOON	0	0	0	0	0	NOON
AM	936	0	30	805	37	AM

CONTROL			
Signalized			
TEV	2331 AM	0 NOON	2811 PM
PHF	0.82		0.99

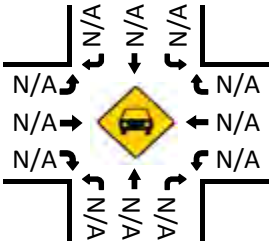
Total Vehicles (AM)



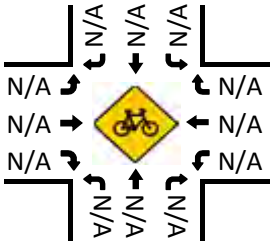
Bikes (AM)



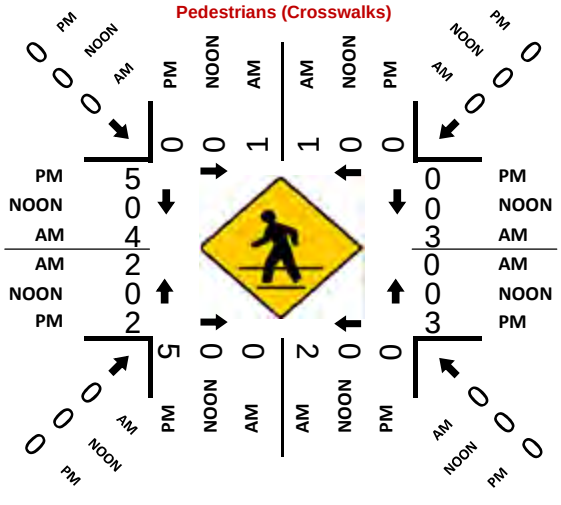
Total Vehicles (Noon)



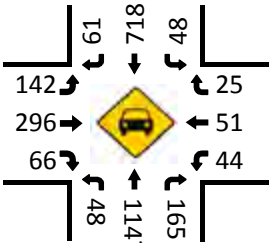
Bikes (NOON)



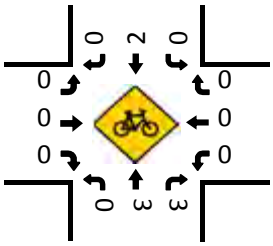
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Ford Blvd/I-710 NB On-Ramp & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-004
Date: 4/11/2019

Total

NS/EW Streets:	N Ford Blvd/I-710 NB On-Ramp				N Ford Blvd/I-710 NB On-Ramp				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	72	8	55	0	0	0	0	0	1	82	12	0	14	94	23	0	361
7:15 AM	82	7	55	0	0	0	0	0	17	110	9	0	23	111	20	0	434
7:30 AM	82	8	68	0	0	0	0	0	24	108	11	0	17	102	38	0	458
7:45 AM	76	11	74	0	0	0	0	0	17	106	15	0	17	120	35	0	471
8:00 AM	68	11	87	0	0	0	0	0	11	101	12	0	14	107	22	0	433
8:15 AM	83	8	52	0	0	0	0	0	9	94	16	0	15	97	20	0	394
8:30 AM	80	9	48	0	0	0	0	0	6	117	14	0	12	78	18	0	382
8:45 AM	75	7	45	0	0	0	0	0	9	163	10	0	10	85	15	0	419
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	618	69	484	0	0	0	0	0	94	881	99	0	122	794	191	0	3352
APPROACH %'s :	52.78%	5.89%	41.33%	0.00%					8.75%	82.03%	9.22%	0.00%	11.02%	71.73%	17.25%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	308	37	284	0	0	0	0	0	69	425	47	0	71	440	115	0	1796
PEAK HR FACTOR :	0.939	0.841	0.816	0.000	0.000	0.000	0.000	0.000	0.719	0.966	0.783	0.000	0.772	0.917	0.757	0.000	0.953
	0.947								0.946				0.910				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	42	16	82	0	0	0	0	0	8	100	16	0	19	112	28	0	423
4:15 PM	39	26	96	0	0	0	0	0	7	129	11	0	34	103	17	0	462
4:30 PM	48	10	90	0	0	0	0	0	3	140	12	0	25	136	19	0	483
4:45 PM	41	10	99	0	0	0	0	0	6	132	15	0	21	110	16	0	450
5:00 PM	64	6	100	0	0	0	0	0	5	112	11	0	22	125	10	0	455
5:15 PM	49	10	102	0	0	0	0	0	3	140	3	0	17	126	15	0	465
5:30 PM	64	12	120	0	0	0	0	0	8	148	6	0	14	92	17	0	481
5:45 PM	42	18	96	0	0	0	0	0	4	159	10	0	8	112	27	0	476
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	389	108	785	0	0	0	0	0	44	1060	84	0	160	916	149	0	3695
APPROACH %'s :	30.34%	8.42%	61.23%	0.00%					3.70%	89.23%	7.07%	0.00%	13.06%	74.78%	12.16%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	219	46	418	0	0	0	0	0	20	559	30	0	61	455	69	0	1877
PEAK HR FACTOR :	0.855	0.639	0.871	0.000	0.000	0.000	0.000	0.000	0.625	0.879	0.682	0.000	0.693	0.903	0.639	0.000	0.976
	0.871								0.880				0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Ford Blvd/I-710 NB On-Ramp & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-004
Date: 4/11/2019

Bikes

NS/EW Streets:	N Ford Blvd/I-710 NB On-Ramp				N Ford Blvd/I-710 NB On-Ramp				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.750
									0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	0	0	0	1	1	0	0	1	1	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	0	0	0	0	0	0	0	0	6	2	0	0	1	0	0	10
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%					0.00%	75.00%	25.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.313
									0.250				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Ford Blvd/I-710 NB On-Ramp & Floral Dr **Project ID:** 19-05183-004
City: Monterey Park **Date:** 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Ford Blvd/I-710 NB On-Ramp		N Ford Blvd/I-710 NB On-Ramp		Floral Dr		Floral Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	0	0	0	0	2	0	0	4
7:15 AM	2	0	0	0	0	0	0	0	2
7:30 AM	0	0	5	1	0	0	0	0	6
7:45 AM	1	0	0	0	0	0	0	0	1
8:00 AM	1	0	2	0	0	0	0	1	4
8:15 AM	0	0	0	3	0	1	0	0	4
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	0	7	4	0	3	0	1	21
APPROACH %'s :	100.00%	0.00%	63.64%	36.36%	0.00%	100.00%	0.00%	100.00%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	0	7	1	0	0	0	1	13
PEAK HR FACTOR :	0.500		0.350	0.250				0.250	0.542
	0.500		0.333				0.250		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	1
4:30 PM	3	0	0	0	0	0	0	0	3
4:45 PM	1	0	0	0	0	1	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	0	0	0	0	0	3
5:30 PM	0	0	1	0	1	0	0	0	2
5:45 PM	0	1	0	1	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	4	1	1	1	1	1	0	13
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%	50.00%	50.00%	100.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	4	1	1	1	0	0	0	7
PEAK HR FACTOR :		0.333	0.250	0.250	0.250				0.583
	0.333		0.500		0.250				

Prepared by National Data & Surveying Services

N Ford Blvd/I-710 NB On-Ramp & Floral Dr

Peak Hour Turning Movement Count

ID: 19-05183-004
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

N Ford Blvd/I-710 NB On-Ramp

SOUTHBOUND

AM	0	0	0	0	221	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	135	PM
	0	0	0	0		

EASTBOUND — Floral Dr

AM	NOON	PM	
748	0	674	
0	0	0	0
69	0	20	1
425	0	559	1
47	0	30	0
AM	NOON	PM	

WESTBOUND — Floral Dr

	PM	NOON	AM
1	69	0	115
1	455	0	440
1	61	0	71
0	0	0	0
	977	0	709
	PM	NOON	AM

CONTROL

Signalized

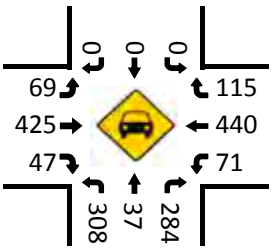
	AM	NOON	PM
TEV	1796	0	1877
PHF	0.95		0.98

		0	0	1	0	
PM	91	0	219	46	418	PM
NOON	0	0	0	0	0	NOON
AM	118	0	308	37	284	AM

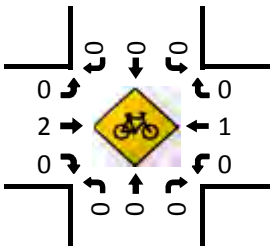
NORTHBOUND

N Ford Blvd/I-710 NB On-Ramp

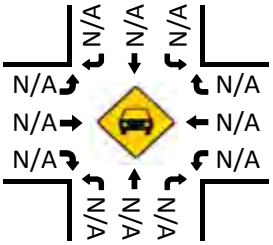
Total Vehicles (AM)



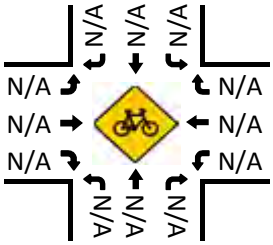
Bikes (AM)



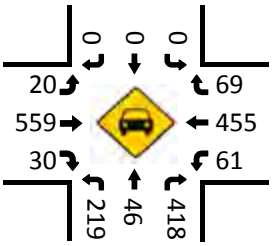
Total Vehicles (Noon)



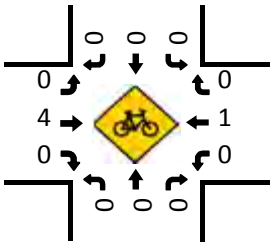
Bikes (NOON)



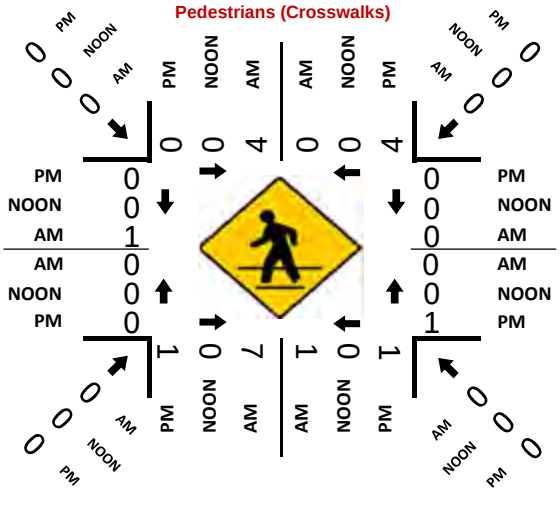
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-005
Date: 4/11/2019

Total

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	0	1	0	2	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	10	44	9	0	5	3	4	0	28	100	2	0	4	117	23	0	349
7:15 AM	10	47	7	0	11	3	6	0	25	131	8	0	3	127	24	0	402
7:30 AM	17	73	22	0	8	11	10	0	28	127	13	0	11	136	33	0	489
7:45 AM	11	113	11	0	13	12	9	0	35	123	16	0	6	139	37	0	525
8:00 AM	10	91	19	0	19	11	7	0	49	129	5	0	8	137	26	0	511
8:15 AM	6	48	8	0	16	4	9	0	32	105	3	0	0	105	25	0	361
8:30 AM	7	34	17	0	8	2	13	0	38	131	2	0	2	84	20	0	358
8:45 AM	2	39	14	0	19	2	10	0	42	166	5	0	3	102	20	0	424
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	73	489	107	0	99	48	68	0	277	1012	54	0	37	947	208	0	3419
APPROACH %'s :	10.91%	73.09%	15.99%	0.00%	46.05%	22.33%	31.63%	0.00%	20.63%	75.35%	4.02%	0.00%	3.10%	79.45%	17.45%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	48	324	59	0	51	37	32	0	137	510	42	0	28	539	120	0	1927
PEAK HR FACTOR :	0.706	0.717	0.670	0.000	0.671	0.771	0.800	0.000	0.699	0.973	0.656	0.000	0.636	0.969	0.811	0.000	0.918
	0.798				0.811				0.941				0.944				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	0	1	0	2	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	9	13	19	0	23	19	37	0	12	164	4	0	2	109	12	0	423
4:15 PM	5	22	21	0	24	7	40	0	16	203	3	0	1	106	13	0	461
4:30 PM	7	21	36	0	31	22	57	0	11	215	6	0	4	116	11	0	537
4:45 PM	2	32	33	0	29	16	30	0	6	206	5	0	2	110	5	0	476
5:00 PM	5	37	43	0	39	31	56	0	18	196	7	0	4	104	15	0	555
5:15 PM	5	34	38	0	31	16	39	0	11	219	6	0	7	105	17	0	528
5:30 PM	4	47	32	0	26	20	21	0	16	246	8	0	4	95	10	0	529
5:45 PM	4	24	37	0	23	10	18	0	13	239	6	0	3	125	13	0	515
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	41	230	259	0	226	141	298	0	103	1688	45	0	27	870	96	0	4024
APPROACH %'s :	7.74%	43.40%	48.87%	0.00%	33.98%	21.20%	44.81%	0.00%	5.61%	91.94%	2.45%	0.00%	2.72%	87.61%	9.67%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	18	142	150	0	119	77	134	0	58	900	27	0	18	429	55	0	2127
PEAK HR FACTOR :	0.900	0.755	0.872	0.000	0.763	0.621	0.598	0.000	0.806	0.915	0.844	0.000	0.643	0.858	0.809	0.000	0.958
	0.912				0.655				0.912				0.890				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-005
Date: 4/11/2019

Bikes

NS/EW Streets:	Corporate Center Dr				Corporate Center Dr				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	0	1	0	2	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
APPROACH %'s :									50.00%	50.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	1	0	0	0	1	0	0	3
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.750
									0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	1	0	1	0	2	2	0	0	1	3	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	6	0	0	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.313
										0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Corporate Center Dr & Floral Dr
City: Monterey Park
Project ID: 19-05183-005
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Corporate Center Dr		Corporate Center Dr		Floral Dr		Floral Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	1	0	0	0	1
7:15 AM	1	0	0	0	1	0	0	0	2
7:30 AM	1	0	0	0	3	1	0	0	5
7:45 AM	0	0	1	1	1	2	0	0	5
8:00 AM	2	0	1	0	0	0	0	0	3
8:15 AM	0	0	0	0	0	3	0	0	3
8:30 AM	0	0	2	0	2	0	0	0	4
8:45 AM	1	0	0	0	1	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	5	0	4	1	9	6	0	0	25
APPROACH %'s :	100.00%	0.00%	80.00%	20.00%	60.00%	40.00%			
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	4	0	2	1	5	3	0	0	15
PEAK HR FACTOR :	0.500		0.500	0.250	0.417	0.375			0.750
	0.500		0.375		0.500				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	1	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	3	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	3	0	0	2	0	0	0	5
5:30 PM	0	0	0	2	0	2	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	3	4	0	2	2	2	0	0	13
APPROACH %'s :	42.86%	57.14%	0.00%	100.00%	50.00%	50.00%			
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	3	0	2	2	2	0	0	9
PEAK HR FACTOR :		0.250		0.250	0.250	0.250			0.450
	0.250		0.250		0.500				

Prepared by National Data & Surveying Services

Corporate Center Dr & Floral Dr

Peak Hour Turning Movement Count

ID: 19-05183-005
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Corporate Center Dr — SOUTHBOUND

AM	32	37	51	0	581	AM
NOON	0	0	0	0	0	NOON
PM	134	77	119	0	255	PM

Floral Dr — EASTBOUND

AM	NOON	PM	
619	0	581	⇦
0	0	0	0
137	0	58	2
510	0	900	2
42	0	27	0
AM	NOON	PM	

CONTROL

Signalized

TEV	1927 AM	0 NOON	2127 PM
PHF	0.92		0.96

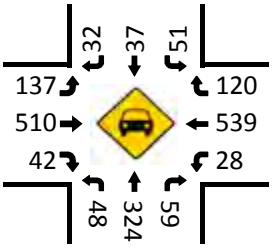
WESTBOUND — Floral Dr

PM	NOON	AM	
55	0	120	0
429	0	539	3
18	0	28	1
0	0	0	0
1169	0	620	⇨
PM	NOON	AM	

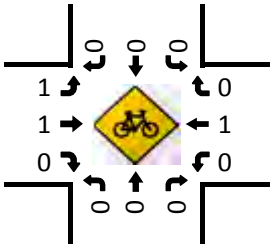
Corporate Center Dr — NORTHBOUND

PM	122	0	18	142	150	PM
NOON	0	0	0	0	0	NOON
AM	107	0	48	324	59	AM

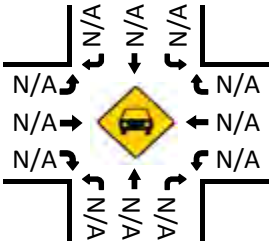
Total Vehicles (AM)



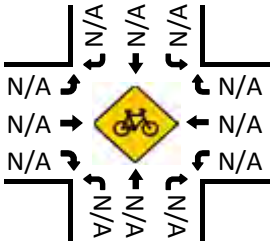
Bikes (AM)



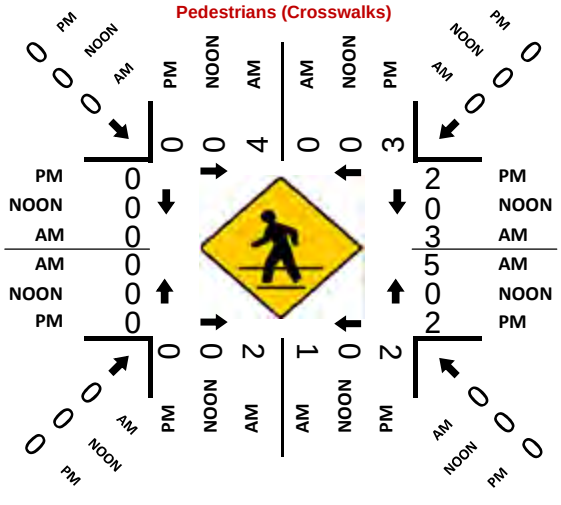
Total Vehicles (Noon)



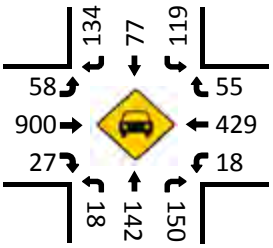
Bikes (NOON)



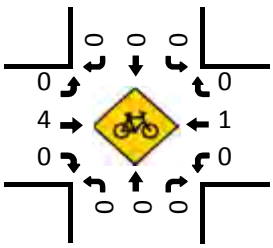
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-006
Date: 4/11/2019

Total

NS/EW Streets:	Monterey Pass Rd				Monterey Pass Rd				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	22	70	9	0	14	47	8	0	25	51	16	0	14	96	13	1	386
7:15 AM	21	92	10	0	21	66	23	0	31	86	34	0	25	114	40	0	563
7:30 AM	30	102	16	0	19	62	16	0	39	67	30	0	17	123	28	0	549
7:45 AM	24	114	19	0	30	84	22	0	39	75	22	0	30	117	47	0	623
8:00 AM	35	104	15	0	18	84	26	0	44	80	29	0	26	116	29	0	606
8:15 AM	31	88	26	0	22	65	23	0	45	72	15	0	16	86	25	0	514
8:30 AM	20	79	24	0	18	63	13	0	32	87	26	0	20	70	21	0	473
8:45 AM	22	69	19	0	44	78	15	0	40	135	23	0	21	85	13	1	565
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	205	718	138	0	186	549	146	0	295	653	195	0	169	807	216	2	4279
APPROACH %'s :	19.32%	67.67%	13.01%	0.00%	21.11%	62.32%	16.57%	0.00%	25.81%	57.13%	17.06%	0.00%	14.15%	67.59%	18.09%	0.17%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	110	412	60	0	88	296	87	0	153	308	115	0	98	470	144	0	2341
PEAK HR FACTOR :	0.786	0.904	0.789	0.000	0.733	0.881	0.837	0.000	0.869	0.895	0.846	0.000	0.817	0.955	0.766	0.000	0.939
	0.927				0.866				0.941				0.918				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	22	92	28	0	25	65	8	0	39	157	20	0	14	81	22	1	574
4:15 PM	13	81	24	0	28	85	8	0	49	156	37	1	15	66	25	1	589
4:30 PM	14	109	21	0	35	93	6	0	52	179	31	0	20	74	17	0	651
4:45 PM	17	125	27	0	40	86	8	0	56	194	32	0	13	60	14	0	672
5:00 PM	22	137	32	0	40	82	7	0	53	204	27	0	20	67	18	0	709
5:15 PM	29	150	29	0	24	88	8	0	72	180	26	0	16	78	19	0	719
5:30 PM	12	151	32	0	27	106	12	0	61	216	31	0	14	67	12	1	742
5:45 PM	20	122	29	0	28	84	10	0	61	204	33	0	17	89	27	0	724
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	149	967	222	0	247	689	67	0	443	1490	237	1	129	582	154	3	5380
APPROACH %'s :	11.14%	72.27%	16.59%	0.00%	24.63%	68.69%	6.68%	0.00%	20.41%	68.63%	10.92%	0.05%	14.86%	67.05%	17.74%	0.35%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	83	560	122	0	119	360	37	0	247	804	117	0	67	301	76	1	2894
PEAK HR FACTOR :	0.716	0.927	0.953	0.000	0.744	0.849	0.771	0.000	0.858	0.931	0.886	0.000	0.838	0.846	0.704	0.250	0.975
	0.919				0.890				0.948				0.836				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-006
Date: 4/11/2019

Bikes

NS/EW Streets:	Monterey Pass Rd				Monterey Pass Rd				Floral Dr				Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	1.000
	0.250				0.000				0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	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	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	2	0	0	0	0	4	0	0	1	0	0	7
5:15 PM	1	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	3
5:30 PM	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
5:45 PM	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	1	2	0	1	5	0	0	2	0	4	0	0	2	0	0	19
APPROACH %'s :	40.00%	20.00%	40.00%	0.00%	16.67%	83.33%	0.00%	0.00%	33.33%	0.00%	66.67%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	1	2	0	1	4	0	0	0	0	4	0	0	2	0	0	15
PEAK HR FACTOR :	0.25	0.250	0.500	0.000	0.250	0.500	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.500	0.000	0.000	0.536
	0.500				0.625				0.250				0.500				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Monterey Pass Rd & Floral Dr
City: Monterey Park
Project ID: 19-05183-006
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Monterey Pass Rd		Monterey Pass Rd		Floral Dr		Floral Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	0	2	2	3	0	0	8
7:15 AM	0	0	2	3	4	4	2	0	15
7:30 AM	3	0	0	3	0	3	0	0	9
7:45 AM	0	1	4	1	3	0	4	1	14
8:00 AM	2	0	2	1	4	2	1	0	12
8:15 AM	0	1	4	0	2	0	1	1	9
8:30 AM	1	2	0	1	2	3	1	0	10
8:45 AM	0	2	3	2	1	4	1	2	15
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	7	15	13	18	19	10	4	92
APPROACH %'s :	46.15%	53.85%	53.57%	46.43%	48.65%	51.35%	71.43%	28.57%	
PEAK HR :	07:15 AM - 08:15 AM								TOTAL
PEAK HR VOL :	5	1	8	8	11	9	7	1	50
PEAK HR FACTOR :	0.417	0.250	0.500	0.667	0.688	0.563	0.438	0.250	0.833
	0.500		0.800		0.625		0.400		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	4	1	3	1	0	1	10
4:15 PM	1	3	0	0	0	1	2	1	8
4:30 PM	3	0	1	2	5	3	0	0	14
4:45 PM	0	0	0	0	1	2	0	0	3
5:00 PM	0	1	0	1	1	2	0	2	7
5:15 PM	0	1	2	2	0	1	0	2	8
5:30 PM	0	0	6	3	3	4	0	0	16
5:45 PM	0	1	2	2	3	2	0	1	11
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	4	6	15	11	16	16	2	7	77
APPROACH %'s :	40.00%	60.00%	57.69%	42.31%	50.00%	50.00%	22.22%	77.78%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	0	3	10	8	7	9	0	5	42
PEAK HR FACTOR :		0.750	0.417	0.667	0.583	0.563		0.625	0.656
	0.750		0.500		0.571		0.625		

Prepared by National Data & Surveying Services

Monterey Pass Rd & Floral Dr

Peak Hour Turning Movement Count

ID: 19-05183-006
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:15 AM - 08:15 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Monterey Pass Rd — SOUTHBOUND

AM	87	296	88	0	709	AM
NOON	0	0	0	0	0	NOON
PM	37	360	119	0	883	PM
	0	2	1	0		

Floral Dr — EASTBOUND

AM	NOON	PM	
667	0	421	
0	0	0	0
153	0	247	1
308	0	804	2
115	0	117	0
AM	NOON	PM	

CONTROL

Signalized

TEV	2341 AM	0 NOON	2894 PM
PHF	0.94		0.98

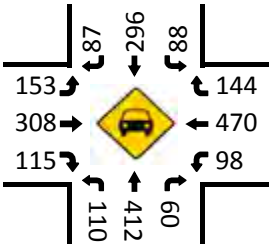
WESTBOUND — Floral Dr

PM	NOON	AM	
76	0	144	0
301	0	470	2
67	0	98	1
1	0	0	0
1046	0	456	
PM	NOON	AM	

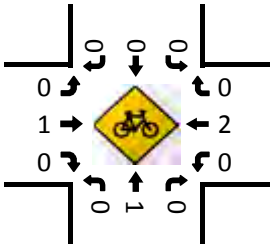
Monterey Pass Rd — NORTHBOUND

	0	1	2	0		
PM	544	0	83	560	122	PM
NOON	0	0	0	0	0	NOON
AM	509	0	110	412	60	AM

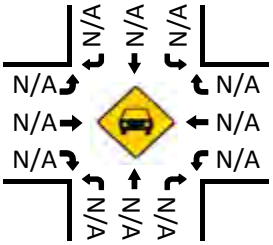
Total Vehicles (AM)



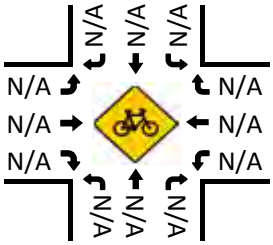
Bikes (AM)



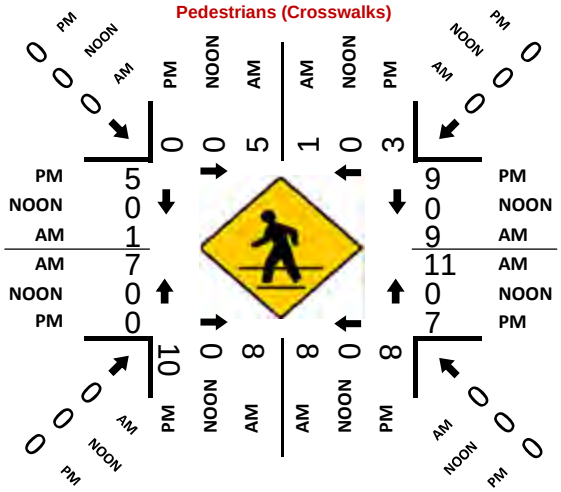
Total Vehicles (NOON)



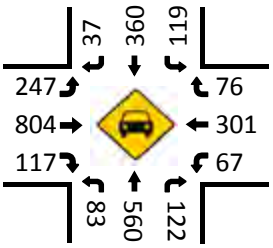
Bikes (NOON)



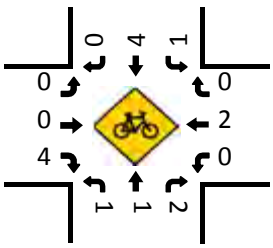
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & W Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-027
Date: 4/11/2019

Total

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				W Floral Dr				W Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	47	120	9	0	5	130	38	0	18	13	34	0	9	16	2	0	441
7:15 AM	50	131	12	0	6	134	49	0	35	11	41	0	5	24	5	0	503
7:30 AM	41	194	4	0	7	167	53	1	26	9	46	0	13	23	7	0	591
7:45 AM	50	189	11	0	8	205	33	0	38	15	49	0	6	18	7	0	629
8:00 AM	42	202	13	0	14	205	38	0	39	13	51	0	5	15	9	0	646
8:15 AM	48	130	8	0	12	143	29	0	34	13	45	0	9	17	9	0	497
8:30 AM	58	132	14	0	5	182	49	0	32	12	35	0	10	12	6	0	547
8:45 AM	55	170	13	0	6	165	57	0	55	16	37	0	6	20	11	0	611
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	391	1268	84	0	63	1331	346	1	277	102	338	0	63	145	56	0	4465
APPROACH %'s :	22.43%	72.75%	4.82%	0.00%	3.62%	76.45%	19.87%	0.06%	38.63%	14.23%	47.14%	0.00%	23.86%	54.92%	21.21%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	183	716	40	0	35	711	173	1	138	48	187	0	29	80	28	0	2369
PEAK HR FACTOR :	0.915	0.886	0.769	0.000	0.625	0.867	0.816	0.250	0.885	0.800	0.917	0.000	0.558	0.833	0.778	0.000	0.917
	0.913				0.895				0.905				0.797				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	30	175	8	0	25	189	32	1	89	31	65	0	14	27	11	0	697
4:15 PM	37	185	17	1	15	172	27	2	79	33	81	0	20	18	13	0	700
4:30 PM	40	171	9	1	22	141	32	0	75	35	63	0	26	20	6	0	641
4:45 PM	35	204	13	0	14	161	22	0	80	34	65	0	20	24	8	0	680
5:00 PM	37	197	13	0	11	184	35	0	115	33	79	0	16	27	10	0	757
5:15 PM	48	253	15	1	13	184	25	1	70	36	49	0	15	25	9	0	744
5:30 PM	40	214	30	1	20	187	34	2	110	35	56	0	20	19	14	0	782
5:45 PM	53	258	14	0	26	187	39	0	82	37	64	0	15	21	7	0	803
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	320	1657	119	4	146	1405	246	6	700	274	522	0	146	181	78	0	5804
APPROACH %'s :	15.24%	78.90%	5.67%	0.19%	8.10%	77.93%	13.64%	0.33%	46.79%	18.32%	34.89%	0.00%	36.05%	44.69%	19.26%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	178	922	72	2	70	742	133	3	377	141	248	0	66	92	40	0	3086
PEAK HR FACTOR :	0.840	0.893	0.600	0.500	0.673	0.992	0.853	0.375	0.820	0.953	0.785	0.000	0.825	0.852	0.714	0.000	0.961
	0.903				0.940				0.844				0.934				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & W Floral Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-027
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				W Floral Dr				W Floral Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	3	0	0	0	1	0	0	0	1	0	0	5
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.500
									0.250				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	0	0	1.5	0.5	1	0	1	0.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	3	0	0	0	1	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
5:30 PM	0	1	1	0	0	1	0	0	0	1	1	0	0	0	0	0	5
5:45 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	9	0	0	1	2	1	0	0	0	0	0	15
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%	0.00%	100.00%	0.00%	0.00%	25.00%	50.00%	25.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	1	0	0	4	0	0	1	1	1	0	0	0	0	0	9
PEAK HR FACTOR :	0.00	0.250	0.250	0.000	0.000	0.500	0.000	0.000	0.250	0.250	0.250	0.000	0.000	0.000	0.000	0.000	0.450
		0.250				0.500				0.375							

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & W Floral Dr
City: Monterey Park
Project ID: 19-05183-027
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlantic Blvd		Atlantic Blvd		W Floral Dr		W Floral Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	3	6	1	4	3	0	17
7:15 AM	0	0	2	2	2	0	0	2	8
7:30 AM	0	0	2	4	1	1	0	0	8
7:45 AM	0	0	4	4	1	2	2	2	15
8:00 AM	0	0	2	2	0	1	1	2	8
8:15 AM	0	0	7	6	2	0	3	3	21
8:30 AM	0	0	0	4	2	1	1	3	11
8:45 AM	0	0	12	15	1	0	1	1	30
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	32	43	10	9	11	13	118
APPROACH %'s :			42.67%	57.33%	52.63%	47.37%	45.83%	54.17%	
PEAK HR :	**07:15 AM - 08:15 AM**								TOTAL
PEAK HR VOL :	0	0	10	12	4	4	3	6	39
PEAK HR FACTOR :			0.625	0.750	0.500	0.500	0.375	0.750	0.650
			0.688		0.667		0.563		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	11	5	1	1	3	8	29
4:15 PM	0	0	12	12	1	0	6	4	35
4:30 PM	0	0	26	5	6	1	1	6	45
4:45 PM	0	0	7	3	0	0	7	6	23
5:00 PM	0	0	11	11	1	0	2	10	35
5:15 PM	0	0	7	5	0	0	3	3	18
5:30 PM	0	0	12	13	1	0	5	2	33
5:45 PM	0	0	12	14	0	0	2	6	34
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	98	68	10	2	29	45	252
APPROACH %'s :			59.04%	40.96%	83.33%	16.67%	39.19%	60.81%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	42	43	2	0	12	21	120
PEAK HR FACTOR :			0.875	0.768	0.500		0.600	0.525	0.857
			0.817		0.500		0.688		

Prepared by National Data & Surveying Services

Atlantic Blvd & W Floral Dr

Peak Hour Turning Movement Count

ID: 19-05183-027
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

Atlantic Blvd — SOUTHBOUND

AM	173	711	35	1	883	AM
NOON	0	0	0	0	0	NOON
PM	133	742	70	3	1342	PM
	0	3	1	0		

W Floral Dr — EASTBOUND

AM	NOON	PM	
436	0	403	
0	0	0	0
138	0	377	1.5
48	0	141	0.5
187	0	248	1
AM	NOON	PM	

W Floral Dr — WESTBOUND

	PM	NOON	AM
0.5	40	0	28
0.5	92	0	80
1	66	0	29
0	0	0	0
	283	0	123
	PM	NOON	AM

CONTROL

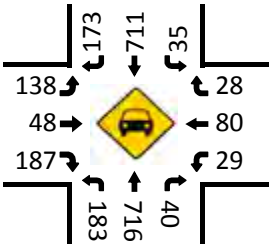
Signalized

	AM	NOON	PM
TEV	2369	0	3086
PHF	0.92		0.96

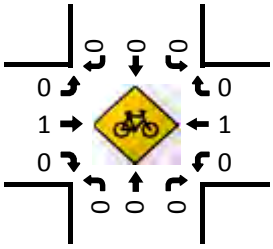
Atlantic Blvd — NORTHBOUND

		0	1	3	0	
PM	1058	2	178	922	72	PM
NOON	0	0	0	0	0	NOON
AM	927	0	183	716	40	AM

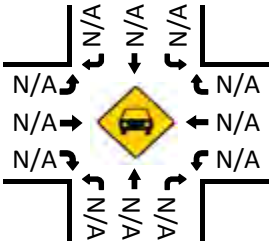
Total Vehicles (AM)



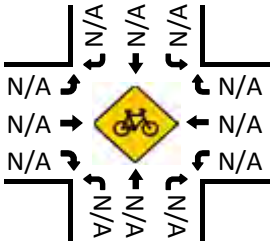
Bikes (AM)



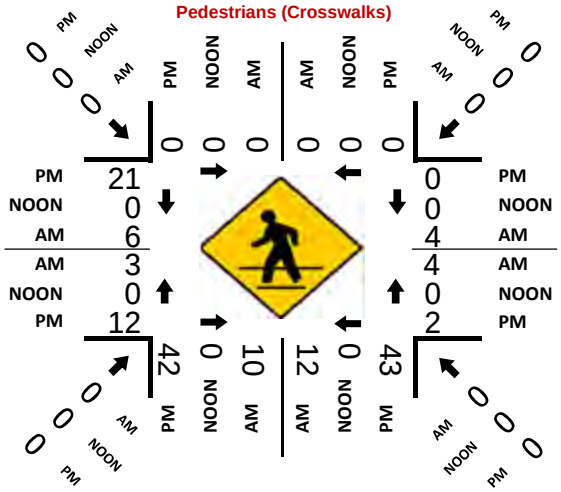
Total Vehicles (Noon)



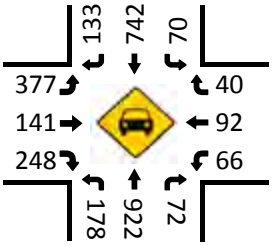
Bikes (NOON)



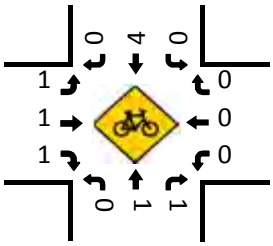
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Bleakwood Ave & Avenida Cesar Chavez
City: Monterey Park
Control: Signalized

Project ID: 19-05183-030
Date: 4/11/2019

Total

NS / EW Streets:	Bleakwood Ave					Bleakwood Ave					Avenida Cesar Chavez					Avenida Cesar Chavez									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	0	0	0	0	0	9	0	8	0	0	7	60	0	0	0	0	72	2	0	1	0	0	3	0	2	164
7:15 AM	0	0	0	0	0	8	0	10	0	0	15	121	0	0	0	0	87	13	0	1	0	0	0	0	3	258
7:30 AM	0	0	0	0	0	14	0	13	0	0	20	102	0	0	0	0	109	9	0	0	0	0	2	0	6	275
7:45 AM	0	0	0	0	0	15	0	23	0	0	24	117	0	0	2	0	93	19	0	2	0	0	5	0	1	301
8:00 AM	0	0	0	0	0	18	0	13	0	1	21	110	0	0	1	0	92	23	0	3	0	1	2	0	1	286
8:15 AM	0	0	0	0	0	16	0	4	0	1	23	75	0	0	2	0	94	24	0	1	0	1	3	0	4	248
8:30 AM	0	0	0	0	0	19	0	19	0	0	23	134	0	0	1	0	121	23	0	2	0	0	0	0	0	342
8:45 AM	0	0	0	0	0	21	0	11	0	1	32	176	0	0	2	0	114	33	0	0	0	0	1	0	1	392
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	120	0	101	0	3	165	895	0	0	8	0	782	146	0	10	0	2	16	0	18	2266
APPROACH %'s :						53.57%	0.00%	45.09%	0.00%	1.34%	15.45%	83.80%	0.00%	0.00%	0.75%	0.00%	83.37%	15.57%	0.00%	1.07%	0.00%	5.56%	44.44%	0.00%	50.00%	
PEAK HR :	08:00 AM - 09:00 AM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	74	0	47	0	3	99	495	0	0	6	0	421	103	0	6	0	2	6	0	6	1268
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.881	0.000	0.618	0.000	0.750	0.773	0.703	0.000	0.000	0.750	0.000	0.870	0.780	0.000	0.500	0.000	0.500	0.500	0.000	0.375	0.809
								0.816					0.714					0.901								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:00 PM	0	0	0	0	0	11	0	7	0	0	5	150	0	0	1	0	116	19	0	1	0	0	3	0	0	313
4:15 PM	0	0	0	0	0	8	0	4	0	0	7	174	0	0	1	0	114	10	0	2	0	0	0	0	1	321
4:30 PM	0	0	0	0	0	4	0	7	0	0	20	234	0	0	2	0	98	7	0	2	0	0	3	0	1	378
4:45 PM	0	0	0	0	0	9	0	9	0	0	11	181	0	0	2	0	101	17	0	4	0	0	3	0	1	338
5:00 PM	0	0	0	0	0	10	0	1	0	0	20	194	0	0	0	0	115	15	0	2	0	0	1	0	2	360
5:15 PM	0	0	0	0	0	8	0	8	0	2	9	182	0	0	3	0	100	8	0	5	0	0	3	0	2	330
5:30 PM	0	0	0	0	0	10	0	8	0	0	9	194	0	0	0	0	120	16	0	5	0	0	2	0	1	365
5:45 PM	0	0	0	0	0	11	0	9	0	1	13	222	0	0	1	0	91	13	0	3	0	2	4	0	4	374
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	71	0	53	0	3	94	1531	0	0	10	0	855	105	0	24	0	2	19	0	12	2779
APPROACH %'s :						55.91%	0.00%	41.73%	0.00%	2.36%	5.75%	93.64%	0.00%	0.00%	0.61%	0.00%	86.89%	10.67%	0.00%	2.44%	0.00%	6.06%	57.58%	0.00%	36.36%	
PEAK HR :	05:00 PM - 06:00 PM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	39	0	26	0	3	51	792	0	0	4	0	426	52	0	15	0	2	10	0	9	1429
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.886	0.000	0.722	0.000	0.375	0.638	0.892	0.000	0.000	0.333	0.000	0.888	0.813	0.000	0.750	0.000	0.250	0.625	0.000	0.563	0.955
								0.810					0.897					0.874								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bleakwood Ave & Avenida Cesar Chavez
City: Monterey Park
Control: Signalized

Project ID: 19-05183-030
Date: 4/11/2019

Bikes

NS / EW Streets:	Bleakwood Ave					Bleakwood Ave					Avenida Cesar Chavez					Avenida Cesar Chavez									
AM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	1	0	3
8:45 AM	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	1	1	0	0	0	0	1	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																									TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	1	0	0	0	3	0	0	0	0	1	0	0	0	0	0	1	0	0	7
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.583
			0.250					0.250					0.750					0.250								

PM	NORTHBOUND					SOUTHBOUND					EASTBOUND					WESTBOUND									
	0	0	0	0	0	0	1	0	0	0	1	2	0	0	0	0	2	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2	0	0	0	3
4:15 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	2	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	0	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	NL2	SL	ST	SR	SU	SR2	EL	ET	ER	EU	EU2	WL	WT	WR	WU	WT2	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	0	2	2	0	0	1	0	0	0	0	5	0	2	3	0	0	17
APPROACH %'s :						100.00%	0.00%	0.00%	0.00%	0.00%	40.00%	40.00%	0.00%	0.00%	20.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	40.00%	60.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																									TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	2	1	0	0	1	0	0	0	0	1	0	0	1	0	0	6
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.375
													0.250					0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Bleakwood Ave & Avenida Cesar Chavez
City: Monterey Park
Project ID: 19-05183-030
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Bleakwood Ave		Bleakwood Ave		Avenida Cesar Chavez		Avenida Cesar Chavez				
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
7:00 AM	2	1	0	0	0	0	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	1	0	0	0	5	0	0	0	0	0	6
7:45 AM	3	2	0	0	1	1	0	0	0	0	7
8:00 AM	4	0	0	0	2	1	0	0	0	0	7
8:15 AM	1	1	0	0	6	0	0	0	0	0	8
8:30 AM	5	1	0	0	2	0	0	0	0	0	8
8:45 AM	6	1	0	0	6	2	0	0	0	0	15
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	22	6	0	0	22	4	0	0	0	0	54
APPROACH %'s :	78.57%	21.43%			84.62%	15.38%					
PEAK HR :	08:00 AM - 09:00 AM										TOTAL
PEAK HR VOL :	16	3	0	0	16	3	0	0	0	0	38
PEAK HR FACTOR :	0.667	0.750			0.667	0.375					0.633
	0.679				0.594						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		WEST LEG 2		
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
4:00 PM	3	2	0	0	0	1	0	0	0	0	6
4:15 PM	2	2	0	0	1	1	0	0	0	0	6
4:30 PM	2	4	0	0	2	0	0	0	0	0	8
4:45 PM	5	1	0	0	0	0	0	0	0	0	6
5:00 PM	0	0	0	0	1	0	0	0	0	0	1
5:15 PM	2	0	0	0	0	0	0	0	0	0	2
5:30 PM	1	2	0	0	0	0	0	0	0	1	4
5:45 PM	1	7	0	0	0	1	0	0	0	0	9
	EB	WB	EB	WB	NB	SB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	16	18	0	0	4	3	0	0	0	1	42
APPROACH %'s :	47.06%	52.94%			57.14%	42.86%			0.00%	100.00%	
PEAK HR :	05:00 PM - 06:00 PM										TOTAL
PEAK HR VOL :	4	9	0	0	1	1	0	0	0	1	16
PEAK HR FACTOR :	0.500	0.321			0.250	0.250				0.250	0.444
	0.406				0.500				0.250		

Prepared by National Data & Surveying Services

Bleakwood Ave & Avenida Cesar Chavez

Peak Hour Turning Movement Count

ID: 19-05183-030
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Bleakwood Ave — SOUTHBOUND

AM	47	0	74	0	202	AM
NOON	0	0	0	0	0	NOON
PM	26	0	39	0	103	PM

Avenida Cesar Chavez — EASTBOUND

AM	NOON	PM	
468	0	452	⇦
0	0	0	0 ↶
99	0	51	1 ↱
495	0	792	2 →
0	0	0	0 ↷

CONTROL

Signalized

		AM	NOON	PM
TEV	1239	0	1386	
PHF		0.81		0.96

Avenida Cesar Chavez — WESTBOUND

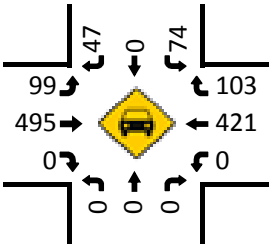
PM	NOON	AM	
52	0	103	0 ↶
426	0	421	2 ←
0	0	0	0 ↰
0	0	0	0 ↰
831	0	569	⇨

Bleakwood Ave — NORTHBOUND

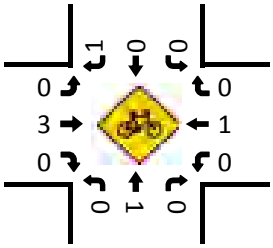
PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

0 1 0 0 — 0 0 0 0

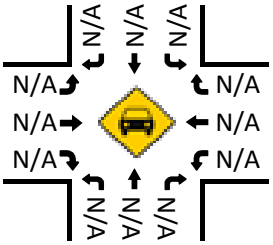
Total Vehicles (AM)



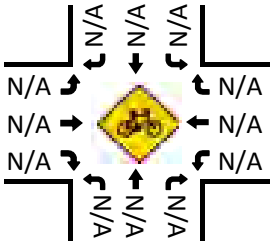
Bikes (AM)



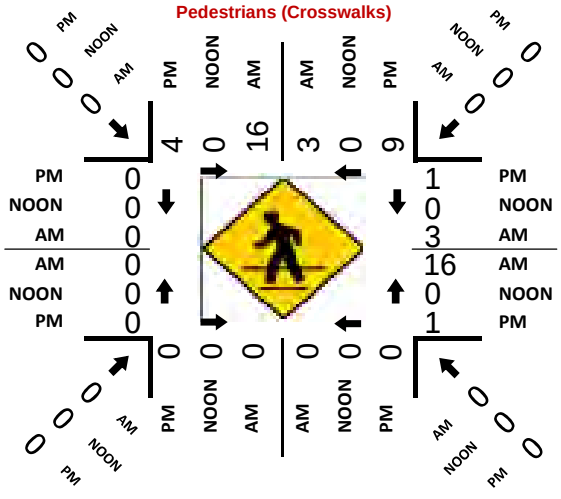
Total Vehicles (Noon)



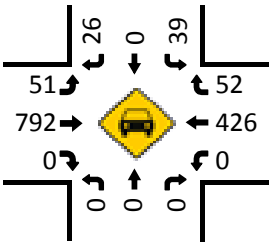
Bikes (NOON)



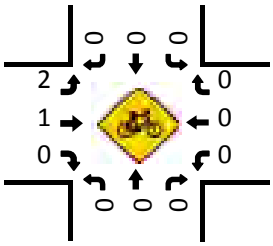
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Collegian Ave & Avenida Cesar Chavez
City: Monterey Park
Control: Signalized

Project ID: 19-05183-029
Date: 4/11/2019

Total

NS/EW Streets:	Collegian Ave				Collegian Ave				Avenida Cesar Chavez				Avenida Cesar Chavez				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	9	13	6	0	3	2	11	0	13	41	2	0	4	121	25	0	250
7:15 AM	13	16	9	0	10	6	10	0	15	68	3	0	3	166	46	0	365
7:30 AM	11	17	8	0	11	5	13	0	10	88	2	0	3	150	26	0	344
7:45 AM	4	26	7	0	5	9	11	0	9	109	5	0	14	166	33	1	399
8:00 AM	8	14	13	0	10	5	9	0	15	90	1	0	7	139	22	0	333
8:15 AM	15	20	6	0	13	11	24	0	11	67	5	0	14	153	20	0	359
8:30 AM	14	18	7	0	11	8	22	0	18	65	4	0	5	193	22	0	387
8:45 AM	37	33	5	0	11	13	30	0	16	87	3	0	10	210	39	0	494
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	111	157	61	0	74	59	130	0	107	615	25	0	60	1298	233	1	2931
APPROACH %'s :	33.74%	47.72%	18.54%	0.00%	28.14%	22.43%	49.43%	0.00%	14.32%	82.33%	3.35%	0.00%	3.77%	81.53%	14.64%	0.06%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	74	85	31	0	45	37	85	0	60	309	13	0	36	695	103	0	1573
PEAK HR FACTOR :	0.500	0.644	0.596	0.000	0.865	0.712	0.708	0.000	0.833	0.858	0.650	0.000	0.643	0.827	0.660	0.000	0.796
	0.633				0.773				0.901				0.805				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	10	16	20	0	19	12	18	0	29	152	3	0	8	106	18	0	411
4:15 PM	7	18	8	0	16	14	26	0	26	155	3	0	7	95	21	3	399
4:30 PM	10	26	11	0	9	14	28	0	23	197	1	0	8	76	26	0	429
4:45 PM	8	24	22	0	12	13	23	0	34	184	9	0	8	110	20	0	467
5:00 PM	8	36	28	0	24	21	16	0	31	162	12	0	13	107	17	1	476
5:15 PM	10	29	19	0	16	13	29	0	27	177	10	0	9	99	25	0	463
5:30 PM	12	31	25	0	14	13	27	0	35	169	7	0	5	102	12	1	453
5:45 PM	6	31	16	0	17	19	21	0	24	168	12	0	14	105	24	0	457
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	71	211	149	0	127	119	188	0	229	1364	57	0	72	800	163	5	3555
APPROACH %'s :	16.47%	48.96%	34.57%	0.00%	29.26%	27.42%	43.32%	0.00%	13.88%	82.67%	3.45%	0.00%	6.92%	76.92%	15.67%	0.48%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	38	120	94	0	66	60	95	0	127	692	38	0	35	418	74	2	1859
PEAK HR FACTOR :	0.792	0.833	0.839	0.000	0.688	0.714	0.819	0.000	0.907	0.940	0.792	0.000	0.673	0.950	0.740	0.500	0.976
	0.875				0.906				0.944				0.958				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Collegian Ave & Avenida Cesar Chavez
City: Monterey Park
Control: Signalized

Project ID: 19-05183-029
Date: 4/11/2019

Bikes

NS/EW Streets:	Collegian Ave				Collegian Ave				Avenida Cesar Chavez				Avenida Cesar Chavez				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:45 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	0	0	0	0	0	0	2	0	0	0	4	0	0	8
APPROACH %'s :	50.00%	50.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	08:00 AM - 09:00 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	0	0	0	3	0	0	5
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.625
	0.250								0.250				0.750				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	1	0	0	0	1	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	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	4
5:45 PM	0	0	1	0	0	0	0	0	0	1	0	0	1	1	0	0	4
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	1	0	0	0	0	0	1	4	0	0	2	3	1	2	15
APPROACH %'s :	0.00%	50.00%	50.00%	0.00%					20.00%	80.00%	0.00%	0.00%	25.00%	37.50%	12.50%	25.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	1	2	0	0	0	1	1	2	7
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.500	0.000	0.000	0.000	0.250	0.250	0.250	0.438
									0.750				0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Collegian Ave & Avenida Cesar Chavez
City: Monterey Park
Project ID: 19-05183-029
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Collegian Ave		Collegian Ave		Avenida Cesar Chavez		Avenida Cesar Chavez		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	21	6	3	5	4	2	1	45
7:15 AM	4	17	9	3	2	2	5	3	45
7:30 AM	4	39	7	5	5	0	6	0	66
7:45 AM	5	17	12	1	1	1	4	0	41
8:00 AM	6	29	4	4	4	5	6	1	59
8:15 AM	8	30	2	6	4	4	7	2	63
8:30 AM	6	25	4	8	2	2	6	4	57
8:45 AM	12	100	6	16	4	6	21	2	167
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	48	278	50	46	27	24	57	13	543
APPROACH %'s :	14.72%	85.28%	52.08%	47.92%	52.94%	47.06%	81.43%	18.57%	
PEAK HR :	**08:00 AM - 09:00 AM**								TOTAL
PEAK HR VOL :	32	184	16	34	14	17	40	9	346
PEAK HR FACTOR :	0.667	0.460	0.667	0.531	0.875	0.708	0.476	0.563	0.518
	0.482		0.568		0.775		0.533		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	22	14	11	5	4	7	3	2	68
4:15 PM	28	15	7	3	4	11	4	3	75
4:30 PM	28	19	5	6	1	5	9	4	77
4:45 PM	8	27	6	1	5	2	6	3	58
5:00 PM	34	20	8	4	2	10	3	4	85
5:15 PM	25	21	8	5	8	9	4	10	90
5:30 PM	14	24	2	2	0	3	3	1	49
5:45 PM	17	12	5	0	4	6	3	2	49
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	176	152	52	26	28	53	35	29	551
APPROACH %'s :	53.66%	46.34%	66.67%	33.33%	34.57%	65.43%	54.69%	45.31%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	81	92	24	12	15	24	16	18	282
PEAK HR FACTOR :	0.596	0.852	0.750	0.600	0.469	0.600	0.667	0.450	0.783
	0.801		0.692		0.574		0.607		

Prepared by National Data & Surveying Services

Collegian Ave & Avenida Cesar Chavez

Peak Hour Turning Movement Count

ID: 19-05183-029
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	08:00 AM - 09:00 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Collegian Ave — SOUTHBOUND

AM	85	37	45	0	248	AM
NOON	0	0	0	0	0	NOON
PM	95	60	66	0	321	PM

Avenida Cesar Chavez — EASTBOUND

AM	NOON	PM	
854	0	551	
0	0	0	0
60	0	127	1
309	0	692	2
13	0	38	0
AM	NOON	PM	

Avenida Cesar Chavez — WESTBOUND

PM	NOON	AM	
74	0	103	0
418	0	695	2
35	0	36	1
2	0	0	0
854	0	385	
PM	NOON	AM	

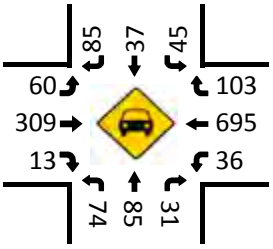
Collegian Ave — NORTHBOUND

PM	133	0	38	120	94	PM
NOON	0	0	0	0	0	NOON
AM	86	0	74	85	31	AM

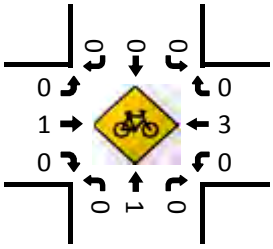
CONTROL: Signalized

TEV	1573 AM	0 NOON	1859 PM
PHF	0.80		0.98

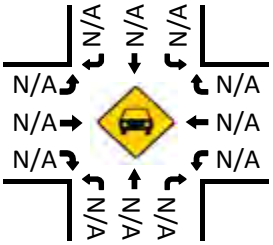
Total Vehicles (AM)



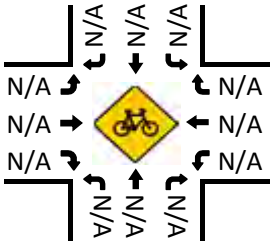
Bikes (AM)



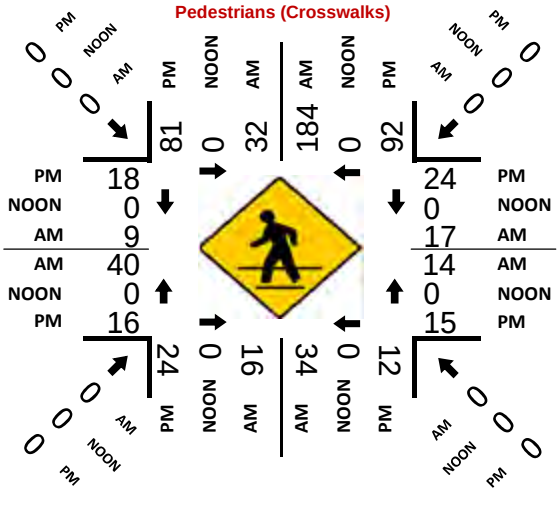
Total Vehicles (Noon)



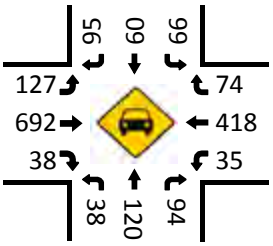
Bikes (NOON)



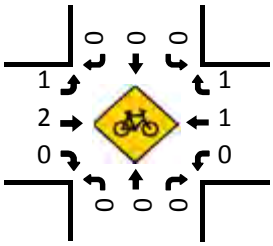
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Avenida Cesar Chavez/Riggin St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-026
Date: 4/11/2019

Total

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				Avenida Cesar Chavez/Riggin St				Avenida Cesar Chavez/Riggin St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	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	57	129	5	0	10	141	24	0	16	22	20	0	33	104	20	0	581
7:15 AM	53	146	12	0	15	150	27	0	22	39	34	0	26	118	36	0	678
7:30 AM	44	176	15	0	10	169	14	0	21	39	38	0	24	131	33	0	714
7:45 AM	48	221	13	1	21	208	31	1	18	75	32	0	31	117	19	0	836
8:00 AM	52	182	20	0	27	177	20	0	27	60	21	0	25	107	23	0	741
8:15 AM	53	170	17	1	24	150	28	0	22	35	17	0	23	85	12	0	637
8:30 AM	65	185	18	0	17	159	44	0	19	42	31	0	21	147	24	0	772
8:45 AM	60	222	14	0	18	162	35	1	23	43	45	0	16	136	24	0	799
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	432	1431	114	2	142	1316	223	2	168	355	238	0	199	945	191	0	5758
APPROACH %'s :	21.83%	72.31%	5.76%	0.10%	8.44%	78.19%	13.25%	0.12%	22.08%	46.65%	31.27%	0.00%	14.91%	70.79%	14.31%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	218	758	68	2	89	694	123	1	86	212	101	0	100	456	78	0	2986
PEAK HR FACTOR :	0.838	0.857	0.850	0.500	0.824	0.834	0.699	0.250	0.796	0.707	0.789	0.000	0.806	0.776	0.813	0.000	0.893
	0.924				0.869				0.798				0.826				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	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	35	179	48	2	54	177	25	0	29	115	38	0	24	63	23	0	812
4:15 PM	27	190	73	0	56	162	32	0	36	127	29	0	26	54	19	0	831
4:30 PM	41	198	78	1	58	171	21	0	29	152	32	0	20	54	23	0	878
4:45 PM	38	192	66	0	53	149	37	0	40	164	27	0	25	63	26	0	880
5:00 PM	26	206	76	2	51	176	34	0	37	141	21	0	27	68	26	0	891
5:15 PM	32	248	66	0	50	142	31	1	44	160	27	0	18	68	30	0	917
5:30 PM	40	246	55	1	65	164	28	0	43	145	22	0	27	63	31	0	930
5:45 PM	27	252	60	0	50	165	42	0	37	132	36	0	13	73	36	0	923
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	266	1711	522	6	437	1306	250	1	295	1136	232	0	180	506	214	0	7062
APPROACH %'s :	10.62%	68.30%	20.84%	0.24%	21.92%	65.50%	12.54%	0.05%	17.74%	68.31%	13.95%	0.00%	20.00%	56.22%	23.78%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	125	952	257	3	216	647	135	1	161	578	106	0	85	272	123	0	3661
PEAK HR FACTOR :	0.781	0.944	0.845	0.375	0.831	0.919	0.804	0.250	0.915	0.903	0.736	0.000	0.787	0.932	0.854	0.000	0.984
	0.966				0.957				0.915				0.984				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Avenida Cesar Chavez/Riggin St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-026
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				Avenida Cesar Chavez/Riggin St				Avenida Cesar Chavez/Riggin St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	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	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	2
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
8:30 AM	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	2
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	2	0	0	0	0	1	0	3	2	1	0	10
APPROACH %'s :					33.33%	66.67%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	50.00%	33.33%	16.67%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	0	0	0	0	0	0	3	2	0	0	6
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.750	0.500	0.000	0.000	0.750
					0.250								0.625				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	3	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	0	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
5:00 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	1	1	0	0	0	1	0	0	0	0	0	0	0	1	0	0	4
5:45 PM	0	3	1	0	0	2	0	0	0	2	0	0	0	0	0	0	8
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	7	1	0	1	3	0	0	0	4	0	0	1	4	0	0	22
APPROACH %'s :	11.11%	77.78%	11.11%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	20.00%	80.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	1	6	1	0	0	3	0	0	0	2	0	0	0	1	0	0	14
PEAK HR FACTOR :	0.25	0.500	0.250	0.000	0.000	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.250	0.000	0.000	0.438
		0.500				0.375				0.250				0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & Avenida Cesar Chavez/Riggin St **Project ID:** 19-05183-026
City: Monterey Park **Date:** 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlantic Blvd		Atlantic Blvd		Avenida Cesar Chavez/Riggin St		Avenida Cesar Chavez/Riggin St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	3	30	0	2	3	1	1	2	42
7:15 AM	3	13	3	13	1	13	2	2	50
7:30 AM	0	34	1	5	3	5	1	2	51
7:45 AM	1	10	4	2	3	1	1	2	24
8:00 AM	6	37	0	3	2	2	0	2	52
8:15 AM	6	30	1	0	5	2	1	3	48
8:30 AM	1	56	2	6	2	3	0	10	80
8:45 AM	4	68	2	3	3	7	4	7	98
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	24	278	13	34	22	34	10	30	445
APPROACH %'s :	7.95%	92.05%	27.66%	72.34%	39.29%	60.71%	25.00%	75.00%	
PEAK HR :	07:45 AM - 08:45 AM								TOTAL
PEAK HR VOL :	14	133	7	11	12	8	2	17	204
PEAK HR FACTOR :	0.583	0.594	0.438	0.458	0.600	0.667	0.500	0.425	0.638
	0.645		0.563		0.714		0.475		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	18	14	3	5	7	9	9	15	80
4:15 PM	12	14	1	4	3	7	2	7	50
4:30 PM	21	39	5	5	18	6	5	16	115
4:45 PM	8	20	2	0	1	3	6	11	51
5:00 PM	16	24	7	4	4	3	4	17	79
5:15 PM	15	17	5	5	5	10	5	17	79
5:30 PM	5	19	5	4	5	4	3	14	59
5:45 PM	11	19	5	6	3	7	7	6	64
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	106	166	33	33	46	49	41	103	577
APPROACH %'s :	38.97%	61.03%	50.00%	50.00%	48.42%	51.58%	28.47%	71.53%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	47	79	22	19	17	24	19	54	281
PEAK HR FACTOR :	0.734	0.823	0.786	0.792	0.850	0.600	0.679	0.794	0.889
	0.788		0.932		0.683		0.830		

Prepared by National Data & Surveying Services

Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Peak Hour Turning Movement Count

ID: 19-05183-026
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
AM	07:45 AM - 08:45 AM	07:00 AM - 09:00 AM
NOON	NONE	NONE
PM	05:00 PM - 06:00 PM	04:00 PM - 06:00 PM

Atlantic Blvd — SOUTHBOUND

AM	123	694	89	1	923	AM
NOON	0	0	0	0	0	NOON
PM	135	647	216	1	1237	PM

Avenida Cesar Chavez/Riggin St — EASTBOUND

AM	NOON	PM	
797	0	532	
0	0	0	0
86	0	161	1
212	0	578	2
101	0	106	0
AM	NOON	PM	

Avenida Cesar Chavez/Riggin St — WESTBOUND

PM	NOON	AM	
123	0	78	0
272	0	456	2
85	0	100	1
0	0	0	0
1051	0	369	
PM	NOON	AM	

Atlantic Blvd — NORTHBOUND

PM	841	3	125	952	257	PM
NOON	0	0	0	0	0	NOON
AM	897	2	218	758	68	AM

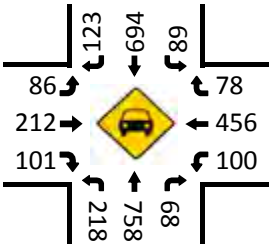
	0	1	3	0

	0	3	1	0

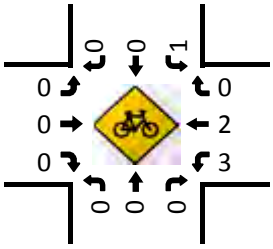
CONTROL: Signalized

		AM	NOON	PM
TEV	2986	0	3661	
PHF	0.89		0.98	

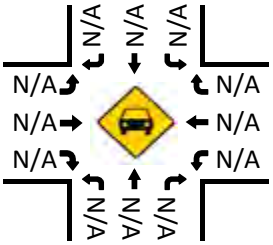
Total Vehicles (AM)



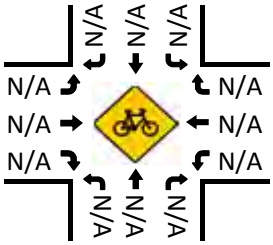
Bikes (AM)



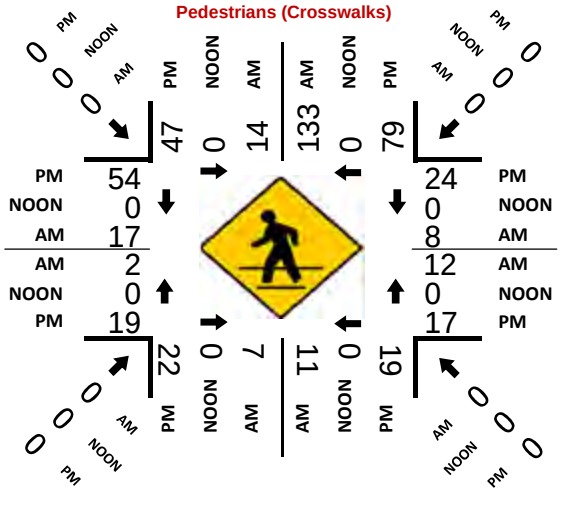
Total Vehicles (Noon)



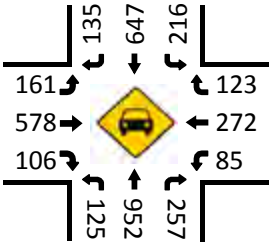
Bikes (NOON)



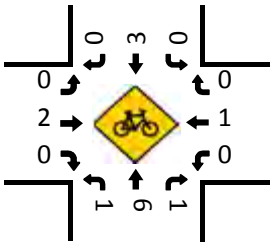
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & 1st St/SR 60 WB Off-Ramp
City: Monterey Park
Control: Signalized

Project ID: 19-05183-025
Date: 4/11/2019

Total

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd					1st St/SR 60 WB Off-Ramp				1st St/SR 60 WB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	32	153	119	2	0	165	15	0	104	5	0	48	0	55	42	40	0	780
7:15 AM	48	159	158	2	0	208	18	0	89	10	0	44	0	59	59	45	0	899
7:30 AM	64	181	100	2	0	223	15	0	82	5	0	58	0	53	77	53	0	913
7:45 AM	95	194	95	1	0	244	26	0	78	7	0	55	0	87	86	54	0	1022
8:00 AM	46	179	96	1	0	206	24	0	75	19	0	49	0	74	62	57	0	888
8:15 AM	38	197	76	0	0	177	27	0	55	6	0	58	0	72	61	58	0	825
8:30 AM	62	199	72	1	0	213	16	0	84	8	0	72	0	64	57	64	0	912
8:45 AM	64	212	56	1	0	209	18	0	100	13	0	70	0	84	68	82	0	977
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	449	1474	772	10	0	1645	159	0	667	73	0	454	0	548	512	453	0	7216
APPROACH %'s :	16.60%	54.49%	28.54%	0.37%	0.00%	66.57%	6.43%	0.00%	26.99%	13.85%	0.00%	86.15%	0.00%	36.22%	33.84%	29.94%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	253	713	449	6	0	881	83	0	324	41	0	206	0	273	284	209	0	3722
PEAK HR FACTOR :	0.666	0.919	0.710	0.750	0.000	0.903	0.798	0.000	0.910	0.539	0.000	0.888	0.000	0.784	0.826	0.917	0.000	0.910
	0.923				0.925					0.908				0.844				

PM	NORTHBOUND				SOUTHBOUND					EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	21	180	78	2	0	202	15	0	91	37	0	88	0	49	30	61	0	854
4:15 PM	21	203	78	0	0	219	10	0	90	41	0	107	0	70	50	62	0	951
4:30 PM	24	206	84	3	0	210	22	0	93	52	0	72	0	54	24	57	0	901
4:45 PM	25	187	79	1	0	179	21	0	73	43	0	82	0	59	54	69	0	872
5:00 PM	27	195	96	0	0	196	15	0	88	47	0	126	0	44	38	72	0	944
5:15 PM	22	246	96	0	0	191	19	0	66	39	0	95	0	57	63	80	0	974
5:30 PM	24	235	77	1	0	180	33	1	77	35	0	63	0	53	59	77	0	915
5:45 PM	30	220	75	0	0	193	20	0	105	19	0	81	0	56	48	111	0	958
	NL	NT	NR	NU	SL	ST	SR	SU	SR2	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	194	1672	663	7	0	1570	155	1	683	313	0	714	0	442	366	589	0	7369
APPROACH %'s :	7.65%	65.93%	26.14%	0.28%	0.00%	65.17%	6.43%	0.04%	28.35%	30.48%	0.00%	69.52%	0.00%	31.64%	26.20%	42.16%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																	TOTAL
PEAK HR VOL :	103	896	344	1	0	760	87	1	336	140	0	365	0	210	208	340	0	3791
PEAK HR FACTOR :	0.858	0.911	0.896	0.250	0.000	0.969	0.659	0.250	0.800	0.745	0.000	0.724	0.000	0.921	0.825	0.766	0.000	0.973
	0.923				0.931					0.730				0.881				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & 1st St/SR 60 WB Off-Ramp
City: Monterey Park
Control: Signalized

Project ID: 19-05183-025
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				1st St/SR 60 WB Off-Ramp				1st St/SR 60 WB Off-Ramp				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	3
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	1	0	1	0	5	1	0	0	0	0	0	0	0	0	0	9
APPROACH %'s :	33.33%	33.33%	0.00%	33.33%	0.00%	83.33%	16.67%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	1	0	0	1	0	2	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.000	0.000	0.250	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.333
	0.250				0.500												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	0	3	0	0	1	0	1	0	0.5	1	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	3	0	0	0	2	0	1	0	0	0	0	0	0	0	0	6
5:45 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	4	0	0	0	5	1	1	0	0	2	0	0	0	0	0	14
APPROACH %'s :	20.00%	80.00%	0.00%	0.00%	0.00%	71.43%	14.29%	14.29%	0.00%	0.00%	100.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	3	0	1	0	0	1	0	0	0	0	0	8
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.375	0.000	0.250	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.333
	0.250				0.333				0.250								

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & 1st St/SR 60 WB Off-Ramp
City: Monterey Park

Project ID: 19-05183-025
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlantic Blvd		Atlantic Blvd		1st St/SR 60 WB Off-Ramp		1st St/SR 60 WB Off-Ramp										
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	1	2	1					2	1	0	0	7
7:15 AM	0	0	0	0	1	0	1	0					2	0	1	0	5
7:30 AM	0	2	0	0	2	2	3	0					2	0	0	2	13
7:45 AM	0	5	0	0	2	1	1	2					1	1	1	3	17
8:00 AM	0	0	0	0	0	1	5	2					4	0	0	0	12
8:15 AM	1	3	0	0	1	0	2	3					1	4	0	1	16
8:30 AM	0	8	0	0	0	0	2	3					4	1	0	0	18
8:45 AM	2	3	0	0	0	0	3	7					6	2	1	0	24
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	3	21	0	0	6	5	19	18	0	0	0	0	22	9	3	6	112
APPROACH %'s :	12.50%	87.50%			54.55%	45.45%	51.35%	48.65%							33.33%	66.67%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	7	0	0	5	4	10	4	0	0	0	0	9	1	2	5	47
PEAK HR FACTOR :		0.350			0.625	0.500	0.500	0.500					0.563	0.250	0.500	0.417	0.691
	0.350				0.563		0.500						0.625		0.438		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
4:00 PM	2	1	0	0	2	0	6	1					6	2	0	1	21
4:15 PM	0	0	0	0	3	0	2	7					2	6	0	3	23
4:30 PM	3	0	0	0	1	3	1	4					0	4	0	1	17
4:45 PM	3	0	0	0	0	1	3	1					5	2	3	0	18
5:00 PM	4	1	0	0	0	4	2	0					2	0	3	0	16
5:15 PM	5	3	0	0	2	0	4	3					0	3	1	4	25
5:30 PM	1	1	0	0	2	0	1	4					0	3	1	2	15
5:45 PM	1	2	0	0	0	1	3	3					1	1	1	0	13
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	19	8	0	0	10	9	22	23	0	0	0	0	16	21	9	11	148
APPROACH %'s :	70.37%	29.63%			52.63%	47.37%	48.89%	51.11%							45.00%	55.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	11	7	0	0	4	5	10	10	0	0	0	0	3	7	6	6	69
PEAK HR FACTOR :	0.550	0.583			0.500	0.313	0.625	0.625					0.375	0.583	0.500	0.375	0.690
	0.563				0.563		0.714						0.833		0.600		

Prepared by National Data & Surveying Services

Atlantic Blvd & 1st St/SR 60 WB Off-Ramp

Peak Hour Turning Movement Count

ID: 19-05183-025
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
07:15 AM - 08:15 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
05:00 PM - 06:00 PM	PM	04:00 PM - 06:00 PM

Atlantic Blvd — SOUTHBOUND

AM	83	881	0	0	963	AM
NOON	0	0	0	0	0	NOON
PM	87	760	0	1	1377	PM
	0	3	0	0		

EASTBOUND — 1st St/SR 60 WB Off-Ramp

AM	NOON	PM	
620	0	398	
0	0	0	0
41	0	140	1
0	0	0	0
206	0	365	1
AM	NOON	PM	

WESTBOUND — 1st St/SR 60 WB Off-Ramp

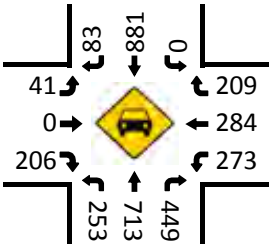
	PM	NOON	AM
0.5	340	0	209
1	208	0	284
0.5	210	0	273
0	0	0	0
	344	0	449
	PM	NOON	AM

		0	1	2	0	
PM	1336	1	103	896	344	PM
NOON	0	0	0	0	0	NOON
AM	1366	6	253	713	449	AM

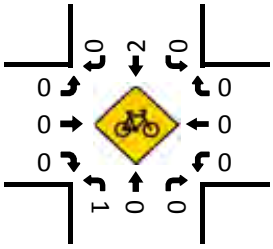
NORTHBOUND — Atlantic Blvd

CONTROL			
Signalized			
TEV	3398 AM	0 NOON	3455 PM
PHF	0.91		0.97

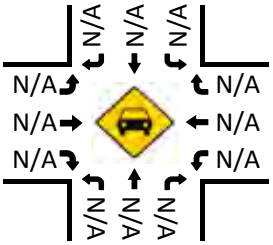
Total Vehicles (AM)



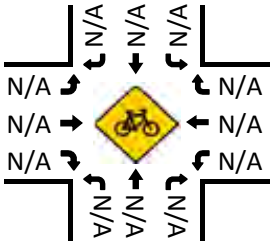
Bikes (AM)



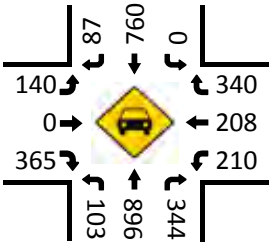
Total Vehicles (Noon)



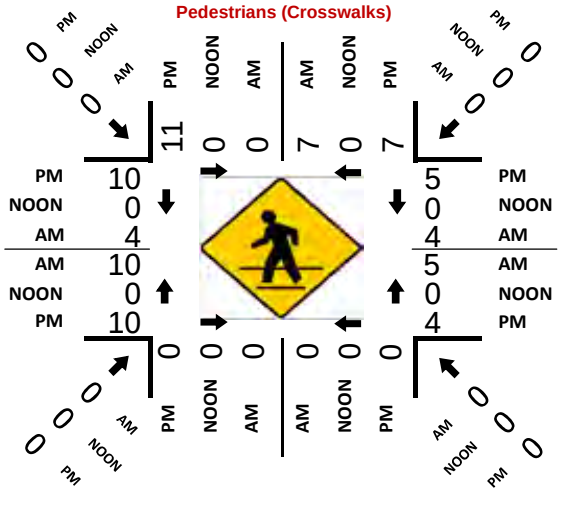
Bikes (NOON)



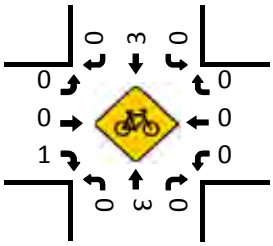
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & SR-60 EB Ramps
City: Monterey Park
Control: Signalized

Project ID: 19-05183-024
Date: 4/11/2019

Total

NS/EW Streets:	Atlantic Blvd					Atlantic Blvd				SR-60 EB Ramps				SR-60 EB Ramps				
AM	NORTHBOUND					SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	300	0	0	79	0	114	59	0	97	0	115	0	0	0	0	0	764
7:15 AM	0	354	0	0	94	0	131	74	0	95	0	138	0	0	0	0	0	886
7:30 AM	0	352	0	0	124	0	160	90	0	115	2	190	0	0	0	0	0	1033
7:45 AM	0	339	0	0	96	0	201	104	0	146	0	192	0	0	0	0	0	1078
8:00 AM	0	314	0	0	85	0	184	99	0	105	1	170	0	0	0	0	0	958
8:15 AM	0	244	0	0	63	0	149	73	0	114	0	136	0	0	0	0	0	779
8:30 AM	0	257	1	0	71	0	156	80	0	153	0	123	0	0	0	0	0	841
8:45 AM	0	237	3	0	58	0	191	78	0	164	1	135	0	0	0	0	0	867
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2397	4	0	670	0	1286	657	0	989	4	1199	0	0	0	0	0	7206
APPROACH %'s :	0.00%	78.05%	0.13%	0.00%	21.82%	0.00%	66.19%	33.81%	0.00%	45.12%	0.18%	54.70%	0.00%					
PEAK HR :	07:15 AM - 08:15 AM																	TOTAL
PEAK HR VOL :	0	1359	0	0	399	0	676	367	0	461	3	690	0	0	0	0	0	3955
PEAK HR FACTOR :	0.000	0.960	0.000	0.000	0.804	0.000	0.841	0.882	0.000	0.789	0.375	0.898	0.000	0.000	0.000	0.000	0.000	0.917
			0.923				0.855				0.854							

PM	NORTHBOUND					SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	275	1	0	74	0	171	71	1	83	0	167	0	0	0	0	0	843
4:15 PM	0	284	1	0	77	0	194	104	0	91	0	140	0	0	0	0	0	891
4:30 PM	0	298	0	0	81	0	213	76	0	100	0	99	0	0	0	0	0	867
4:45 PM	0	255	0	0	65	0	147	84	0	94	0	147	0	0	0	0	0	792
5:00 PM	0	281	4	0	67	0	173	99	1	110	0	144	0	0	0	1	0	880
5:15 PM	0	314	6	0	59	0	164	84	0	103	0	144	0	0	0	0	0	874
5:30 PM	0	275	2	0	50	0	135	64	0	118	2	162	0	0	0	0	0	808
5:45 PM	0	260	0	0	56	0	138	72	0	105	0	224	0	0	0	0	0	855
	NL	NT	NR	NU	NR2	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2242	14	0	529	0	1335	654	2	804	2	1227	0	0	0	1	0	6810
APPROACH %'s :	0.00%	80.50%	0.50%	0.00%	18.99%	0.00%	67.05%	32.85%	0.10%	39.55%	0.10%	60.35%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	04:15 PM - 05:15 PM																	TOTAL
PEAK HR VOL :	0	1118	5	0	290	0	727	363	1	395	0	530	0	0	0	1	0	3430
PEAK HR FACTOR :	0.000	0.938	0.313	0.000	0.895	0.000	0.853	0.873	0.250	0.898	0.000	0.901	0.000	0.000	0.000	0.250	0.000	0.962
			0.932				0.915				0.910					0.250		

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & SR-60 EB Ramps
City: Monterey Park
Control: Signalized

Project ID: 19-05183-024
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlantic Blvd				Atlantic Blvd				SR-60 EB Ramps				SR-60 EB Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	5	0	0	0	0	0	0	0	0	0	0	7
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	2	0	0	0	0	0	0	0	0	0	0	3
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.375
	0.250				0.500												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	0	0	0	2	1	0	1.5	0	1.5	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:45 PM	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	5
5:45 PM	0	1	0	0	0	4	0	0	0	0	0	0	0	0	0	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	7	0	0	0	9	0	0	0	0	0	0	0	0	0	0	16
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	3	0	0	0	1	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.00	0.375	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
	0.375				0.250												

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlantic Blvd & SR-60 EB Ramps
City: Monterey Park

Project ID: 19-05183-024
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlantic Blvd		Atlantic Blvd		SR-60 EB Ramps		SR-60 EB Ramps										
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
7:00 AM	0	0	0	0	0	0	0	1	0	0	0	2					3
7:15 AM	0	0	0	0	0	0	3	0	1	1	0	2					7
7:30 AM	0	0	0	0	1	0	1	1	2	1	0	2					8
7:45 AM	0	0	0	0	2	1	1	0	2	0	0	1					7
8:00 AM	0	0	0	0	0	0	4	1	0	0	1	4					10
8:15 AM	0	0	0	0	1	0	2	3	1	0	0	1					8
8:30 AM	0	0	0	0	0	0	4	1	0	0	0	4					9
8:45 AM	0	0	0	0	0	1	7	1	1	1	0	6					17
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	0	0	4	2	22	8	7	3	1	22	0	0	0	0	69
APPROACH %'s :					66.67%	33.33%	73.33%	26.67%									
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	3	1	9	2	5	2	1	9	0	0	0	0	32
PEAK HR FACTOR :					0.375	0.250	0.563	0.500	0.625	0.500	0.250	0.563					0.800
					0.333		0.550		0.583		0.500						

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		NORTH LEG CUT OUT		NORTH LEG 2 CUT OUT		SOUTH LEG CUT OUT		SOUTH LEG 2 CUT OUT		
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
4:00 PM	0	0	0	0	0	0	3	0	0	0	0	6					9
4:15 PM	0	0	0	0	2	0	1	0	4	0	0	2					9
4:30 PM	0	0	0	0	0	0	1	5	0	1	0	0					7
4:45 PM	0	0	0	0	1	1	4	3	0	2	0	5					16
5:00 PM	0	0	0	0	1	1	1	0	1	3	0	1					8
5:15 PM	0	0	0	0	1	0	0	2	4	1	0	0					8
5:30 PM	0	0	0	0	1	0	0	2	2	1	3	0					9
5:45 PM	0	0	0	0	1	2	2	3	0	1	0	1					10
	EB	WB	EB	WB	NB	SB	NB	SB	EB	WB	EB	WB	EB	WB	EB	WB	TOTAL
TOTAL VOLUMES :	0	0	0	0	7	4	12	15	11	9	3	15	0	0	0	0	76
APPROACH %'s :					63.64%	36.36%	44.44%	55.56%									
PEAK HR :	04:15 PM - 05:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	4	2	7	8	5	6	0	8	0	0	0	0	40
PEAK HR FACTOR :					0.500	0.500	0.438	0.400	0.313	0.500		0.400					0.625
					0.750		0.536		0.688		0.400						

Prepared by National Data & Surveying Services

Atlantic Blvd & SR-60 EB Ramps

Peak Hour Turning Movement Count

ID: 19-05183-024
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
AM	07:15 AM - 08:15 AM	AM
NOON	NONE	NOON
PM	04:15 PM - 05:15 AM	PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Atlantic Blvd — SOUTHBOUND

	Left	Thru	Right	U-Turn	
AM	367	676	0	0	1820 AM
NOON	0	0	0	0	0 NOON
PM	363	727	0	1	1515 PM

SR-60 EB Ramps — EASTBOUND

	AM	NOON	PM
Left	367	0	363
U-Turn	0	0	0
Thru	461	0	395
Right	3	0	0
Peds	690	0	530

SR-60 EB Ramps — WESTBOUND

	PM	NOON	AM
Left	1	0	0
Thru	0	0	0
Right	0	0	0
U-Turn	0	0	0
Peds	5	0	3

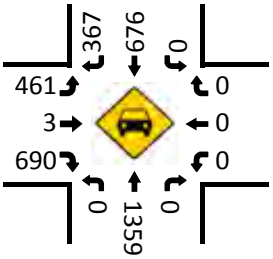
Atlantic Blvd — NORTHBOUND

	Left	Thru	Right	U-Turn	
PM	1257	0	0	1118	5 PM
NOON	0	0	0	0	0 NOON
AM	1366	0	0	1359	0 AM

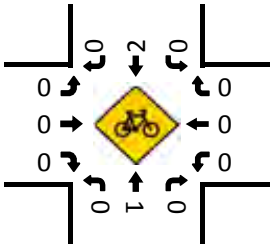
CONTROL			
Signalized			
TEV	3556	0	3140
	AM	NOON	PM
PHF	0.92		0.96

	Left	Thru	Right	U-Turn
EB	1	2	0	0
WB	0	0	0	0
NB	0	0	3	0
SB	1	2	0	0

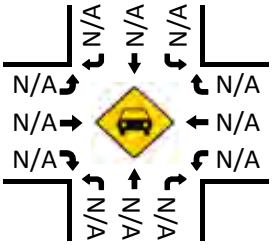
Total Vehicles (AM)



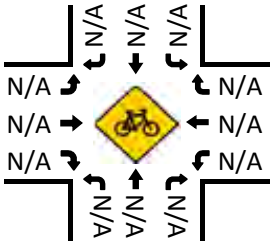
Bikes (AM)



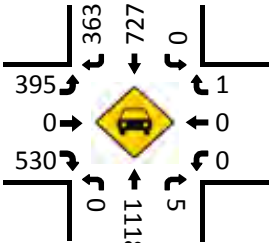
Total Vehicles (Noon)



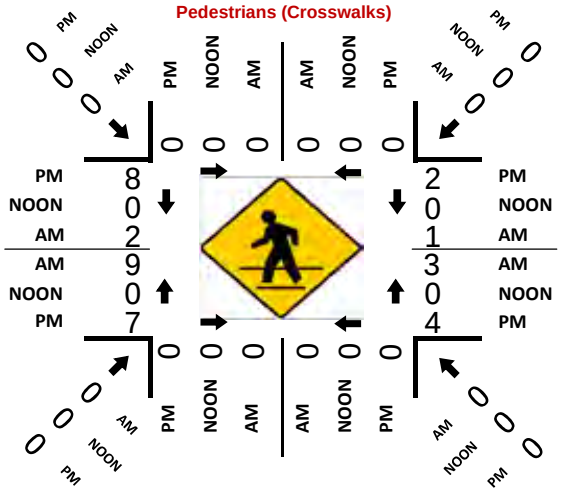
Bikes (NOON)



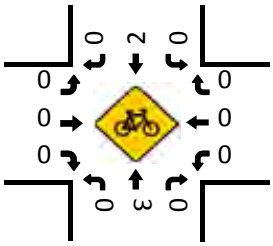
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Riggin St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-023
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Riggin St				Riggin St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	11	100	2	1	14	149	30	0	18	25	10	0	15	38	20	0	433
7:15 AM	23	114	2	1	26	208	31	0	29	42	14	0	17	47	32	0	586
7:30 AM	7	106	3	0	23	234	45	0	25	58	15	0	19	63	35	0	633
7:45 AM	24	117	2	2	36	230	38	0	29	46	17	0	21	99	42	0	703
8:00 AM	15	110	5	1	32	248	45	0	40	56	25	0	24	60	33	0	694
8:15 AM	18	135	9	3	31	218	45	0	28	64	23	0	23	45	33	0	675
8:30 AM	26	114	5	1	15	217	44	0	29	45	9	0	11	72	29	0	617
8:45 AM	32	102	7	1	20	172	38	0	24	25	20	0	11	41	17	0	510
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	156	898	35	10	197	1676	316	0	222	361	133	0	141	465	241	0	4851
APPROACH %'s :	14.19%	81.71%	3.18%	0.91%	9.00%	76.56%	14.44%	0.00%	31.01%	50.42%	18.58%	0.00%	16.65%	54.90%	28.45%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	64	468	19	6	122	930	173	0	122	224	80	0	87	267	143	0	2705
PEAK HR FACTOR :	0.667	0.867	0.528	0.500	0.847	0.938	0.961	0.000	0.763	0.875	0.800	0.000	0.906	0.674	0.851	0.000	0.962
	0.844				0.942				0.880				0.767				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	24	106	11	2	47	160	26	0	44	96	31	0	10	38	15	0	610
4:15 PM	28	139	5	2	28	160	29	0	33	95	41	0	9	21	30	0	620
4:30 PM	21	132	15	1	61	181	33	0	49	97	38	0	8	35	17	0	688
4:45 PM	25	139	16	2	56	161	30	0	43	114	31	0	7	38	32	0	694
5:00 PM	24	145	7	0	41	180	40	0	49	108	32	0	7	38	38	0	709
5:15 PM	35	159	8	0	40	153	34	0	44	125	31	0	8	48	29	0	714
5:30 PM	17	161	10	3	48	178	33	0	52	110	27	0	6	58	28	0	731
5:45 PM	24	160	13	0	53	165	30	0	44	107	33	0	12	46	31	0	718
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	1141	85	10	374	1338	255	0	358	852	264	0	67	322	220	0	5484
APPROACH %'s :	13.81%	79.57%	5.93%	0.70%	19.01%	68.02%	12.96%	0.00%	24.29%	57.80%	17.91%	0.00%	11.00%	52.87%	36.12%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	100	625	38	3	182	676	137	0	189	450	123	0	33	190	126	0	2872
PEAK HR FACTOR :	0.714	0.970	0.731	0.250	0.858	0.939	0.856	0.000	0.909	0.900	0.932	0.000	0.688	0.819	0.829	0.000	0.982
	0.948				0.953				0.953				0.948				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Riggin St
City: Monterey Park
Control: Signalized

Project ID: 19-05183-023
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Riggin St				Riggin St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	3
8:30 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	2	0	0	4
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	5	0	0	0	3	0	0	10
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	2	0	0	0	1	0	0	4
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.250	0.000	0.000	0.333
					0.250				0.500				0.250				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	1	1	0	0	1	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	3	0	0	0	3	0	0	0	0	1	0	1	0	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.750	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500
		0.250				0.750											

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Riggin St
City: Monterey Park
Project ID: 19-05183-023
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		Riggin St		Riggin St		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	2	1	0	1	0	0	2	2	8
7:15 AM	1	0	0	5	0	5	2	0	13
7:30 AM	1	1	2	0	2	0	2	2	10
7:45 AM	0	0	1	1	2	1	2	3	10
8:00 AM	1	3	1	3	0	1	1	0	10
8:15 AM	1	1	1	0	1	0	2	3	9
8:30 AM	0	2	1	1	2	1	6	0	13
8:45 AM	0	2	0	1	1	1	0	1	6
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	10	6	12	8	9	17	11	79
APPROACH %'s :	37.50%	62.50%	33.33%	66.67%	47.06%	52.94%	60.71%	39.29%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	3	5	5	4	5	2	7	8	39
PEAK HR FACTOR :	0.750	0.417	0.625	0.333	0.625	0.500	0.875	0.667	0.975
	0.500		0.563		0.583		0.750		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	4	2	1	2	0	2	3	14
4:15 PM	0	0	1	0	0	0	1	0	2
4:30 PM	2	2	2	1	1	0	0	2	10
4:45 PM	2	0	0	0	0	0	2	2	6
5:00 PM	0	1	1	2	3	1	1	3	12
5:15 PM	1	3	3	0	3	1	0	0	11
5:30 PM	0	2	6	2	4	0	1	3	18
5:45 PM	2	1	7	1	4	1	3	3	22
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	13	22	7	17	3	10	16	95
APPROACH %'s :	35.00%	65.00%	75.86%	24.14%	85.00%	15.00%	38.46%	61.54%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	3	7	17	5	14	3	5	9	63
PEAK HR FACTOR :	0.375	0.583	0.607	0.625	0.875	0.750	0.417	0.750	0.716
	0.625		0.688		0.850		0.583		

Prepared by National Data & Surveying Services

N Garfield Ave & Riggin St

Peak Hour Turning Movement Count

ID: 19-05183-023
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — N Garfield Ave

AM	173	930	122	0	733	AM
NOON	0	0	0	0	0	NOON
PM	137	676	182	0	940	PM

EASTBOUND — Riggin St

AM	NOON	PM	
504	0	427	
0	0	0	0
122	0	189	1
224	0	450	1
80	0	123	0

WESTBOUND — Riggin St

	PM	NOON	AM
0	126	0	143
1	190	0	267
1	33	0	87
0	0	0	0
	670	0	365

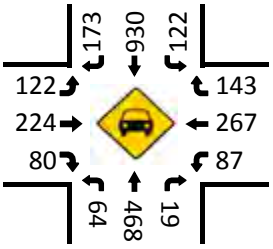
NORTHBOUND — N Garfield Ave

PM	835	3	100	625	38	PM
NOON	0	0	0	0	0	NOON
AM	1103	6	64	468	19	AM

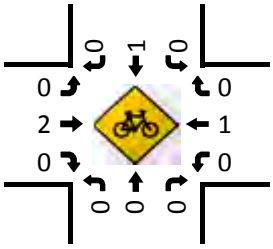
CONTROL: Signalized

TEV	2705	0	2872
	AM	NOON	PM
PHF	0.96		0.98

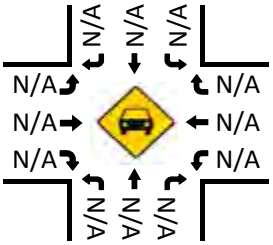
Total Vehicles (AM)



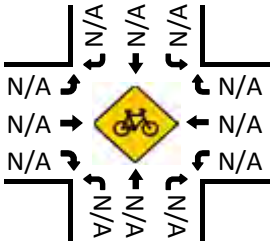
Bikes (AM)



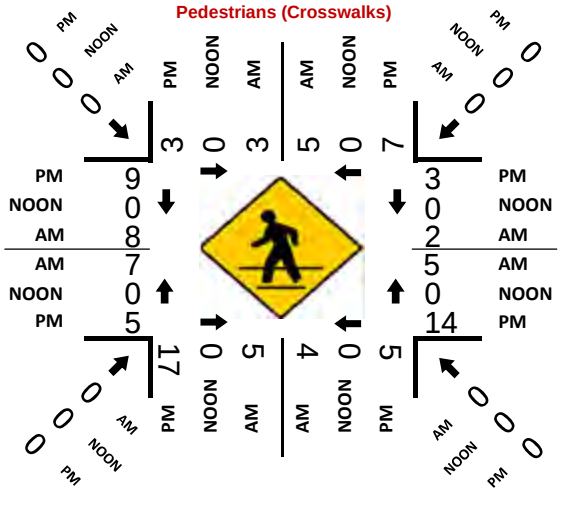
Total Vehicles (Noon)



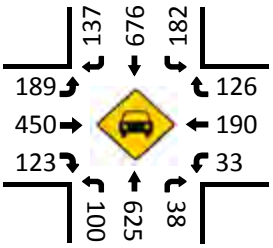
Bikes (NOON)



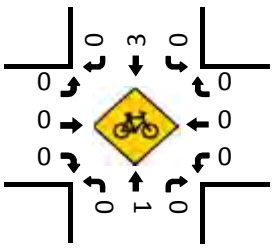
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Pomona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-022
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	0	2	1	0	0	0	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	199	103	0	0	0	74	81	0	0	0	0	0	40	286	23	0	806
7:15 AM	203	95	0	0	0	122	101	0	0	0	0	0	31	251	42	0	845
7:30 AM	163	94	0	0	0	165	92	0	0	0	0	0	19	218	25	0	776
7:45 AM	177	118	0	0	0	159	97	0	0	0	0	0	22	224	23	0	820
8:00 AM	139	104	0	0	0	196	82	0	0	0	0	0	12	211	23	0	767
8:15 AM	142	98	0	0	0	173	76	0	0	0	0	0	18	196	38	0	741
8:30 AM	128	100	0	0	0	163	81	0	0	0	0	0	19	206	41	0	738
8:45 AM	137	100	0	0	0	129	73	0	0	0	0	0	38	215	44	0	736
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1288	812	0	0	0	1181	683	0	0	0	0	0	199	1807	259	0	6229
APPROACH %'s :	61.33%	38.67%	0.00%	0.00%	0.00%	63.36%	36.64%	0.00%					8.79%	79.78%	11.43%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	742	410	0	0	0	520	371	0	0	0	0	0	112	979	113	0	3247
PEAK HR FACTOR :	0.914	0.869	0.000	0.000	0.000	0.788	0.918	0.000	0.000	0.000	0.000	0.000	0.700	0.856	0.673	0.000	0.961
	0.954				0.867								0.862				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	0	2	1	0	0	0	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	100	114	0	0	0	169	27	0	0	0	0	0	23	156	28	0	617
4:15 PM	82	129	0	0	0	172	34	0	0	0	0	0	38	197	51	0	703
4:30 PM	95	120	0	0	0	187	15	0	0	0	0	0	24	191	48	0	680
4:45 PM	110	129	0	0	0	177	22	0	0	0	0	0	17	182	47	0	684
5:00 PM	89	123	0	0	0	195	15	1	0	0	0	0	31	194	40	0	688
5:15 PM	109	154	0	0	0	179	20	0	0	0	0	0	30	197	36	0	725
5:30 PM	87	129	0	0	0	194	34	0	0	0	0	0	29	180	44	0	697
5:45 PM	101	130	0	0	0	172	37	0	0	0	0	0	31	204	54	0	729
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	773	1028	0	0	0	1445	204	1	0	0	0	0	223	1501	348	0	5523
APPROACH %'s :	42.92%	57.08%	0.00%	0.00%	0.00%	87.58%	12.36%	0.06%					10.76%	72.44%	16.80%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	386	536	0	0	0	740	106	1	0	0	0	0	121	775	174	0	2839
PEAK HR FACTOR :	0.885	0.870	0.000	0.000	0.000	0.949	0.716	0.250	0.000	0.000	0.000	0.000	0.976	0.950	0.806	0.000	0.974
	0.876				0.929								0.926				

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Pomona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-022
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Pomona Blvd				Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	0	2	1	0	0	0	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	1	0	0	2	0	0	0	0	0	0	0	3	0	0	6
APPROACH %'s :	0.00%	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	1	0	0	0	2	1	0	0	0	0	0	0	3	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
4:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
4:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
4:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	5	0	0	0	4	0	0	0	0	0	0	0	1	1	0	11
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	50.00%	50.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	2	0	0	0	2	0	0	0	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.417
		0.250				0.500								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Pomona Blvd
City: Monterey Park
Project ID: 19-05183-022
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		Pomona Blvd		Pomona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	1	2
7:30 AM	1	0	0	0	1	1	0	1	4
7:45 AM	1	2	0	0	3	1	0	0	7
8:00 AM	1	1	0	0	0	1	1	0	4
8:15 AM	1	0	0	0	0	0	0	1	2
8:30 AM	1	1	0	0	2	4	0	0	8
8:45 AM	0	0	0	0	0	1	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	6	4	0	0	6	8	1	3	28
APPROACH %'s :	60.00%	40.00%			42.86%	57.14%	25.00%	75.00%	
PEAK HR :	07:00 AM - 08:00 AM								TOTAL
PEAK HR VOL :	3	2	0	0	4	2	0	2	13
PEAK HR FACTOR :	0.750	0.250			0.333	0.500		0.500	0.464
	0.417				0.375		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	3	0	0	0	3
4:15 PM	1	2	0	0	1	1	2	1	8
4:30 PM	0	0	0	0	2	0	1	1	4
4:45 PM	0	2	0	0	1	0	0	0	3
5:00 PM	1	1	0	0	0	0	0	0	2
5:15 PM	0	0	0	0	1	0	0	0	1
5:30 PM	0	2	0	0	0	0	1	0	3
5:45 PM	0	0	0	0	0	2	2	1	5
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	7	0	0	8	3	6	3	29
APPROACH %'s :	22.22%	77.78%			72.73%	27.27%	66.67%	33.33%	
PEAK HR :	05:00 PM - 06:00 PM								TOTAL
PEAK HR VOL :	1	3	0	0	1	2	3	1	11
PEAK HR FACTOR :	0.250	0.375			0.250	0.250	0.375	0.250	0.550
	0.500				0.375		0.333		

Prepared by National Data & Surveying Services

N Garfield Ave & Pomona Blvd

Peak Hour Turning Movement Count

ID: 19-05183-022
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	
AM	07:00 AM - 08:00 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — N Garfield Ave

AM	371	520	0	0	523	AM
NOON	0	0	0	0	0	NOON
PM	106	740	0	1	711	PM
	1	2	0	0		

EASTBOUND — Pomona Blvd

AM	NOON	PM	
2092	0	1267	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

WESTBOUND — Pomona Blvd

PM	NOON	AM	
174	0	113	1
775	0	979	3
121	0	112	0
0	0	0	0
0	0	0	
PM	NOON	AM	

CONTROL

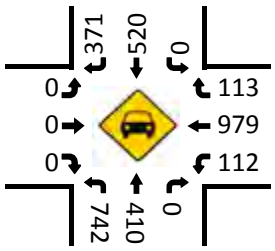
Signalized

TEV	3247	0	2839
	AM	NOON	PM
PHF	0.96		0.97

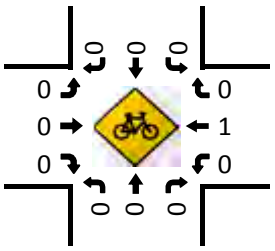
NORTHBOUND — N Garfield Ave

	0	2	1	0		
PM	861	0	386	536	0	PM
NOON	0	0	0	0	0	NOON
AM	632	0	742	410	0	AM

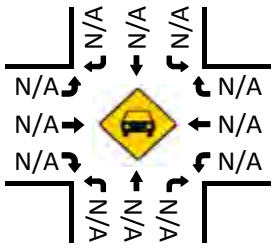
Total Vehicles (AM)



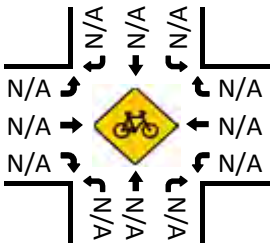
Bikes (AM)



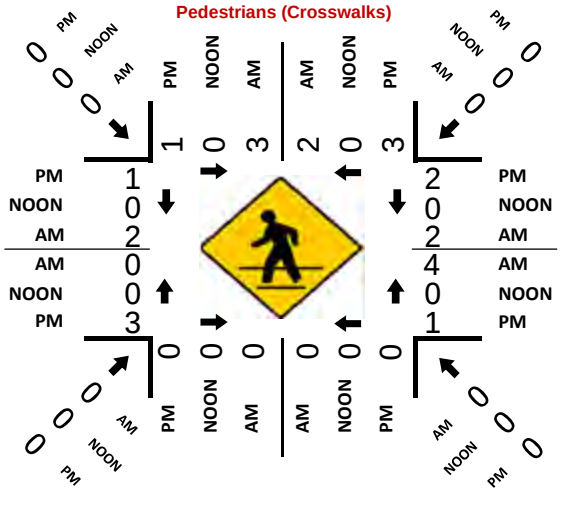
Total Vehicles (Noon)



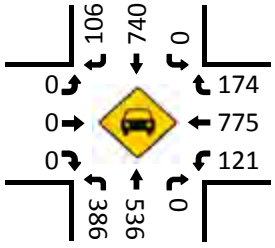
Bikes (NOON)



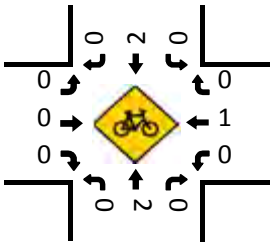
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Via Campo
City: Monterey Park
Control: Signalized

Project ID: 19-05183-021
Date: 4/11/2019

Total

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Via Campo				Via Campo				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1.5	1.5	0	0	1	2	1	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	139	22	0	28	80	0	0	26	107	81	0	7	0	138	0	628
7:15 AM	0	137	39	0	36	125	0	0	15	143	70	0	9	0	118	0	692
7:30 AM	0	118	24	0	38	130	0	0	37	224	126	0	4	0	129	0	830
7:45 AM	0	122	32	0	43	152	0	0	34	184	146	0	10	0	115	0	838
8:00 AM	0	100	37	0	57	141	0	0	47	201	137	0	12	0	120	0	852
8:15 AM	0	119	31	0	37	165	0	0	38	181	108	0	7	0	81	0	767
8:30 AM	0	135	50	0	40	128	0	0	37	180	108	0	10	0	64	0	752
8:45 AM	0	154	36	0	34	146	0	0	27	125	86	0	9	0	51	0	668
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1024	271	0	313	1067	0	0	261	1345	862	0	68	0	816	0	6027
APPROACH %'s :	0.00%	79.07%	20.93%	0.00%	22.68%	77.32%	0.00%	0.00%	10.58%	54.50%	34.93%	0.00%	7.69%	0.00%	92.31%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	459	124	0	175	588	0	0	156	790	517	0	33	0	445	0	3287
PEAK HR FACTOR :	0.000	0.941	0.838	0.000	0.768	0.891	0.000	0.000	0.830	0.882	0.885	0.000	0.688	0.000	0.862	0.000	0.964
		0.946				0.944				0.945				0.898			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1.5	1.5	0	0	1	2	1	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	144	52	0	55	137	0	0	26	273	113	0	5	0	45	0	850
4:15 PM	0	150	67	0	58	167	0	0	22	221	105	0	12	0	34	0	836
4:30 PM	0	156	59	0	44	148	0	0	24	288	125	0	6	0	39	0	889
4:45 PM	0	165	62	0	54	164	0	0	21	233	128	0	10	0	43	0	880
5:00 PM	0	147	42	0	49	150	0	0	24	293	122	0	16	0	51	0	894
5:15 PM	0	180	34	0	64	169	0	0	16	249	119	0	7	0	51	0	889
5:30 PM	0	153	54	0	66	143	0	0	26	283	126	0	8	0	54	0	913
5:45 PM	0	143	35	0	57	152	0	0	38	285	87	0	7	0	41	0	845
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1238	405	0	447	1230	0	0	197	2125	925	0	71	0	358	0	6996
APPROACH %'s :	0.00%	75.35%	24.65%	0.00%	26.65%	73.35%	0.00%	0.00%	6.07%	65.45%	28.49%	0.00%	16.55%	0.00%	83.45%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	645	192	0	233	626	0	0	87	1058	495	0	41	0	199	0	3576
PEAK HR FACTOR :	0.000	0.896	0.774	0.000	0.883	0.926	0.000	0.000	0.837	0.903	0.967	0.000	0.641	0.000	0.921	0.000	0.979
		0.922				0.922				0.934				0.896			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Via Campo
City: Monterey Park
Control: Signalized

Project ID: 19-05183-021
Date: 4/11/2019

Bikes

NS/EW Streets:	N Garfield Ave				N Garfield Ave				Via Campo				Via Campo				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1.5	1.5	0	0	1	2	1	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	2	0	0	0	1	0	0	0	0	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
					0.250												

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	3	1	0	1.5	1.5	0	0	1	2	1	0	1	0	1	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
4:30 PM	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
4:45 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	2
5:00 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
5:15 PM	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:45 PM	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	3
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	1	3	0	0	1	3	0	0	0	1	1	0	0	1	2	0	13
APPROACH %'s :	25.00%	75.00%	0.00%	0.00%	25.00%	75.00%	0.00%	0.00%	0.00%	50.00%	50.00%	0.00%	0.00%	33.33%	66.67%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	1	1	0	0	0	0	1	0	0	1	1	0	6
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.250	0.250	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250	0.250	0.000	0.750
		0.250				0.500				0.250				0.500			

National Data & Surveying Services

Intersection Turning Movement Count

Location: N Garfield Ave & Via Campo
City: Monterey Park
Project ID: 19-05183-021
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	N Garfield Ave		N Garfield Ave		Via Campo		Via Campo		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	3	1	0	0	0	1	5
7:30 AM	0	0	1	0	1	1	0	1	4
7:45 AM	0	0	0	0	3	1	0	0	4
8:00 AM	0	0	0	0	0	1	1	0	2
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	2	1	1	3	0	1	8
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	6	2	5	7	1	3	24
APPROACH %'s :			75.00%	25.00%	41.67%	58.33%	25.00%	75.00%	
PEAK HR :	**07:30 AM - 08:30 AM**								TOTAL
PEAK HR VOL :	0	0	1	0	4	3	1	1	10
PEAK HR FACTOR :			0.250		0.333	0.750	0.250	0.250	0.625
			0.250		0.438		0.500		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	3	0	0	0	3
4:15 PM	0	0	0	6	1	1	2	0	10
4:30 PM	0	0	0	0	2	0	1	1	4
4:45 PM	0	0	0	0	1	0	0	1	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	1	0	1	0	0	1	3
5:30 PM	0	0	0	0	0	1	1	0	2
5:45 PM	0	0	0	0	0	2	1	1	4
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	1	6	8	4	5	4	28
APPROACH %'s :			14.29%	85.71%	66.67%	33.33%	55.56%	44.44%	
PEAK HR :	**04:45 PM - 05:45 PM**								TOTAL
PEAK HR VOL :	0	0	1	0	2	1	1	2	7
PEAK HR FACTOR :			0.250		0.500	0.250	0.250	0.500	0.583
			0.250		0.750		0.750		

Prepared by National Data & Surveying Services

N Garfield Ave & Via Campo

Peak Hour Turning Movement Count

ID: 19-05183-021
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

N Garfield Ave — SOUTHBOUND

AM	0	588	175	0	1060	AM
NOON	0	0	0	0	0	NOON
PM	0	626	233	0	931	PM
	0	1.5	1.5	0		

Via Campo — EASTBOUND

AM	NOON	PM	
0	0	0	
0	0	0	0
156	0	87	1
790	0	1058	2
517	0	495	1

CONTROL

Signalized

TEV	3287	0	3576
	AM	NOON	PM
PHF	0.96		0.98

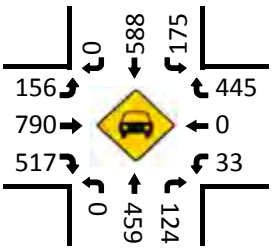
WESTBOUND — Via Campo

PM	NOON	AM	
199	0	445	1
0	0	0	0
41	0	33	1
0	0	0	0
1483	0	1089	

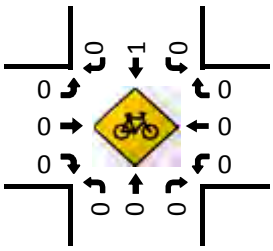
N Garfield Ave — NORTHBOUND

	0	0	3	1		
PM	1162	0	0	645	192	PM
NOON	0	0	0	0	0	NOON
AM	1138	0	0	459	124	AM

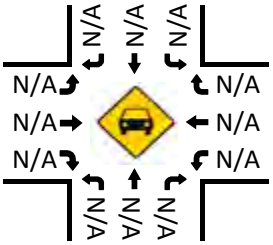
Total Vehicles (AM)



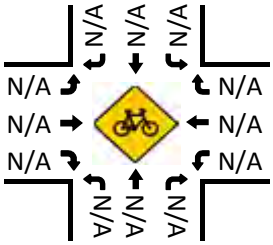
Bikes (AM)



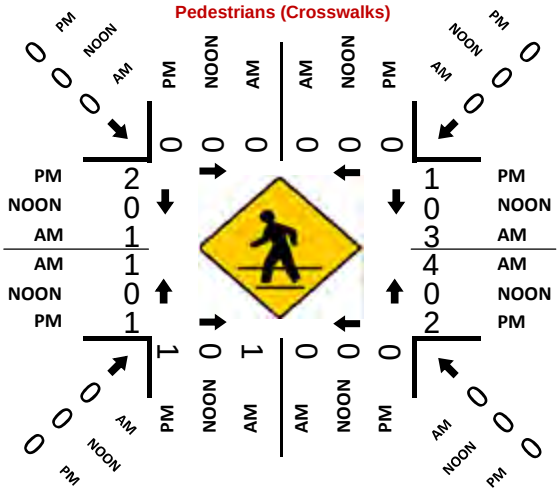
Total Vehicles (NOON)



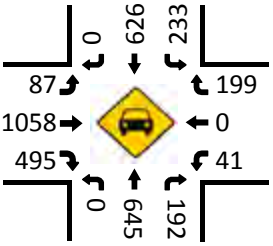
Bikes (NOON)



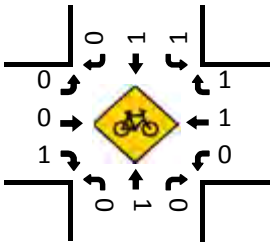
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & E Pomona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-020
Date: 4/11/2019

Total

NS/EW Streets:	Wilcox Ave				Wilcox Ave				E Pomona Blvd				E Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	0	0	0	0	0	0	0.5	2	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	95	52	0	0	0	25	7	0	0	0	0	0	57	234	9	0	479
7:15 AM	99	108	0	0	0	61	4	0	0	0	0	0	79	210	15	0	576
7:30 AM	92	88	0	0	0	68	8	0	0	0	0	0	103	225	19	0	603
7:45 AM	89	113	0	0	0	73	4	0	0	0	0	0	109	188	27	0	603
8:00 AM	77	108	0	0	0	86	5	0	0	0	0	0	93	155	23	0	547
8:15 AM	68	113	0	0	0	104	2	0	0	0	0	0	112	196	13	0	608
8:30 AM	72	83	0	0	0	71	4	0	0	0	0	0	108	193	35	0	566
8:45 AM	55	51	0	0	0	52	8	0	0	0	0	0	91	203	25	0	485
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	647	716	0	0	0	540	42	0	0	0	0	0	752	1604	166	0	4467
APPROACH %'s :	47.47%	52.53%	0.00%	0.00%	0.00%	92.78%	7.22%	0.00%					29.82%	63.60%	6.58%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	326	422	0	0	0	331	19	0	0	0	0	0	417	764	82	0	2361
PEAK HR FACTOR :	0.886	0.934	0.000	0.000	0.000	0.796	0.594	0.000	0.000	0.000	0.000	0.000	0.931	0.849	0.759	0.000	0.971
	0.926				0.825								0.910				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	0	0	0	0	0	0	0.5	2	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	60	63	0	0	0	81	0	0	0	0	0	0	93	235	20	0	552
4:15 PM	64	63	0	0	0	77	3	0	0	0	0	0	103	174	29	0	513
4:30 PM	57	64	0	0	0	96	3	0	0	0	0	0	119	231	35	0	605
4:45 PM	67	75	0	0	0	111	4	0	0	0	0	0	109	208	38	0	612
5:00 PM	64	72	0	0	0	104	3	0	0	0	0	0	124	202	42	0	611
5:15 PM	59	82	0	0	0	107	4	0	0	0	0	0	125	179	45	0	601
5:30 PM	58	72	0	0	0	113	2	0	0	0	0	0	114	195	58	0	612
5:45 PM	56	77	0	0	0	89	1	0	0	0	0	0	116	203	42	0	584
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	485	568	0	0	0	778	20	0	0	0	0	0	903	1627	309	0	4690
APPROACH %'s :	46.06%	53.94%	0.00%	0.00%	0.00%	97.49%	2.51%	0.00%					31.81%	57.31%	10.88%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	248	301	0	0	0	435	13	0	0	0	0	0	472	784	183	0	2436
PEAK HR FACTOR :	0.925	0.918	0.000	0.000	0.000	0.962	0.813	0.000	0.000	0.000	0.000	0.000	0.944	0.942	0.789	0.000	0.995
	0.967				0.974								0.978				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & E Pomona Blvd
City: Monterey Park
Control: Signalized

Project ID: 19-05183-020
Date: 4/11/2019

Bikes

NS/EW Streets:	Wilcox Ave				Wilcox Ave				E Pomona Blvd				E Pomona Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	0	0	0	0	0	0	0.5	2	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	4
APPROACH %'s :					0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
														0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	2	2	0	0	0	2	0	0	0	0	0	0	0.5	2	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	0	3
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	2	0	0	0	0	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	4	0	0	0	0	0	0	0	3	0	0	8
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	1	0	0	0	3	0	0	0	0	0	0	0	1	0	0	5
PEAK HR FACTOR :	0.00	0.250	0.000	0.000	0.000	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.417
		0.250				0.375								0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Wilcox Ave & E Pomona Blvd
City: Monterey Park
Project ID: 19-05183-020
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Wilcox Ave		Wilcox Ave		E Pomona Blvd		E Pomona Blvd		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	1	1	0	1	1	0	2	6
7:15 AM	0	0	0	0	0	3	0	2	5
7:30 AM	3	2	0	0	0	8	0	1	14
7:45 AM	2	0	0	0	1	4	0	0	7
8:00 AM	0	0	0	0	2	0	2	2	6
8:15 AM	2	2	0	0	1	1	0	0	6
8:30 AM	2	0	0	0	1	2	1	0	6
8:45 AM	0	0	0	0	1	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	9	5	1	0	7	19	3	7	51
APPROACH %'s :	64.29%	35.71%	100.00%	0.00%	26.92%	73.08%	30.00%	70.00%	
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	7	4	0	0	4	13	2	3	33
PEAK HR FACTOR :	0.583	0.500			0.500	0.406	0.250	0.375	0.589
	0.550				0.531		0.313		

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	2	3	0	2	0	0	6	0	13
4:15 PM	1	1	0	0	2	0	3	0	7
4:30 PM	1	2	0	0	0	0	4	0	7
4:45 PM	2	5	0	0	7	0	0	1	15
5:00 PM	1	2	0	0	2	1	1	0	7
5:15 PM	0	3	0	0	0	1	1	2	7
5:30 PM	2	1	0	0	1	0	1	2	7
5:45 PM	1	2	0	0	1	5	4	0	13
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	10	19	0	2	13	7	20	5	76
APPROACH %'s :	34.48%	65.52%	0.00%	100.00%	65.00%	35.00%	80.00%	20.00%	
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	5	11	0	0	10	2	3	5	36
PEAK HR FACTOR :	0.625	0.550			0.357	0.500	0.750	0.625	0.600
	0.571				0.429		0.667		

Prepared by National Data & Surveying Services

Wilcox Ave & E Pomona Blvd

Peak Hour Turning Movement Count

ID: 19-05183-020
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS		COUNT PERIODS
07:30 AM - 08:30 AM	AM	07:00 AM - 09:00 AM
NONE	NOON	NONE
04:45 PM - 05:45 PM	PM	04:00 PM - 06:00 PM

Wilcox Ave — SOUTHBOUND

AM	19	331	0	0	504	AM
NOON	0	0	0	0	0	NOON
PM	13	435	0	0	484	PM
	0	2	0	0		

E Pomona Blvd — EASTBOUND

AM	NOON	PM	
1109	0	1045	
0	0	0	0
0	0	0	0
0	0	0	0
0	0	0	0
AM	NOON	PM	

CONTROL

Signalized

	AM	NOON	PM
TEV	2361	0	2436
PHF	0.97		1.00

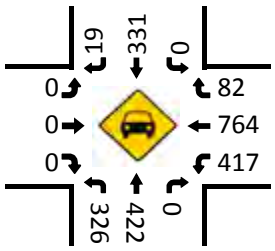
E Pomona Blvd — WESTBOUND

	PM	NOON	AM
0.5	183	0	82
2	784	0	764
0.5	472	0	417
0	0	0	0
	0	0	0
	PM	NOON	AM

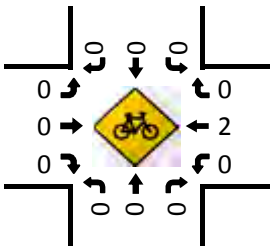
		0	2	2	0	
PM	907	0	248	301	0	PM
NOON	0	0	0	0	0	NOON
AM	748	0	326	422	0	AM

NORTHBOUND — Wilcox Ave

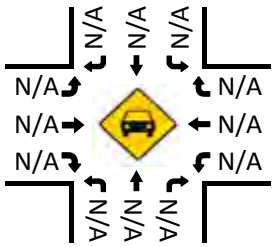
Total Vehicles (AM)



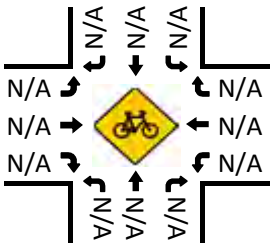
Bikes (AM)



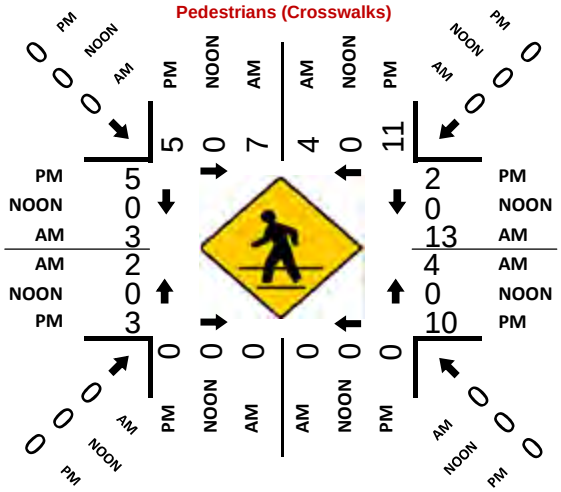
Total Vehicles (Noon)



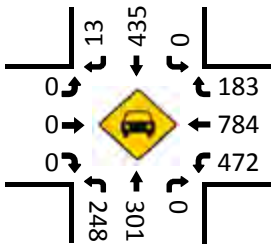
Bikes (NOON)



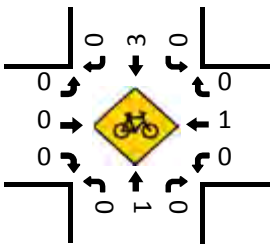
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Markland Dr/Vail Ave & Potrero Grande Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-019
Date: 4/11/2019

Total

NS/EW Streets:	Markland Dr/Vail Ave				Markland Dr/Vail Ave				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	1	1	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	21	18	68	0	9	41	0	0	3	11	14	0	33	125	8	0	351
7:15 AM	24	31	78	0	20	58	1	0	2	16	21	0	68	138	13	0	470
7:30 AM	26	45	138	0	34	60	1	0	4	7	17	0	79	145	21	0	577
7:45 AM	12	26	162	0	40	61	1	0	7	39	20	0	55	130	20	0	573
8:00 AM	8	25	149	0	39	47	1	0	4	23	18	0	62	111	23	0	510
8:15 AM	10	21	139	0	31	52	0	0	11	53	14	0	46	125	30	0	532
8:30 AM	17	18	138	0	42	59	2	0	6	33	14	0	41	109	19	0	498
8:45 AM	13	6	104	0	25	41	2	0	2	32	14	0	50	128	15	0	432
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	131	190	976	0	240	419	8	0	39	214	132	0	434	1011	149	0	3943
APPROACH %'s :	10.10%	14.65%	75.25%	0.00%	35.98%	62.82%	1.20%	0.00%	10.13%	55.58%	34.29%	0.00%	27.23%	63.43%	9.35%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	56	117	588	0	144	220	3	0	26	122	69	0	242	511	94	0	2192
PEAK HR FACTOR :	0.538	0.650	0.907	0.000	0.900	0.902	0.750	0.000	0.591	0.575	0.863	0.000	0.766	0.881	0.783	0.000	0.950
	0.910				0.900				0.696				0.864				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	1	1	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	6	12	128	0	61	48	2	0	9	15	34	0	65	109	17	0	506
4:15 PM	5	12	153	0	46	46	3	0	10	24	40	0	74	110	26	0	549
4:30 PM	7	15	134	0	68	45	0	0	7	12	33	0	109	129	29	0	588
4:45 PM	7	12	164	0	57	51	1	0	12	15	61	0	89	137	33	0	639
5:00 PM	6	12	173	0	60	49	0	0	9	10	48	0	131	139	35	0	672
5:15 PM	6	22	182	0	68	43	1	0	7	10	59	0	103	122	28	0	651
5:30 PM	4	14	192	0	60	47	0	0	8	16	39	0	102	115	27	0	624
5:45 PM	9	19	183	0	77	44	2	0	11	11	48	0	75	107	32	0	618
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	50	118	1309	0	497	373	9	0	73	113	362	0	748	968	227	0	4847
APPROACH %'s :	3.39%	7.99%	88.63%	0.00%	56.54%	42.43%	1.02%	0.00%	13.32%	20.62%	66.06%	0.00%	38.50%	49.82%	11.68%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	23	60	711	0	245	190	2	0	36	51	207	0	425	513	123	0	2586
PEAK HR FACTOR :	0.821	0.682	0.926	0.000	0.901	0.931	0.500	0.000	0.750	0.797	0.848	0.000	0.811	0.923	0.879	0.000	0.962
	0.945				0.975				0.835				0.870				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Markland Dr/Vail Ave & Potrero Grande Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-019
Date: 4/11/2019

Bikes

NS/EW Streets:	Markland Dr/Vail Ave				Markland Dr/Vail Ave				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	1	1	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	2
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%					0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	1	0	0	0	2	0	0	4
PEAK HR FACTOR :	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.500	0.000	0.000	0.500
	0.250								0.250				0.500				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0.5	0.5	1	0	0	1	0	0	1	1	1	0	1	1.5	0.5	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
APPROACH %'s :													50.00%	50.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
													0.250				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Markland Dr/Vail Ave & Potrero Grande Dr **Project ID:** 19-05183-019
City: Monterey Park **Date:** 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Markland Dr/Vail Ave		Markland Dr/Vail Ave		Potrero Grande Dr		Potrero Grande Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	1	2	1	0	0	4
7:15 AM	1	0	0	1	1	2	0	0	5
7:30 AM	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	2	1	2	0	0	5
8:00 AM	0	0	1	1	1	0	0	0	3
8:15 AM	0	0	3	1	0	0	0	0	4
8:30 AM	0	0	1	2	0	1	0	0	4
8:45 AM	1	1	0	0	0	0	0	0	2
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	1	5	8	5	6	0	0	27
APPROACH %'s :	66.67%	33.33%	38.46%	61.54%	45.45%	54.55%			
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	0	0	4	4	2	2	0	0	12
PEAK HR FACTOR :			0.333	0.500	0.500	0.250			0.600
			0.500		0.333				

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	2	0	2	0	0	0	4
4:30 PM	1	1	0	0	0	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	1	1	0	0	0	1	0	0	3
5:15 PM	0	0	0	2	0	2	0	0	4
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	2	2	2	2	3	0	0	13
APPROACH %'s :	50.00%	50.00%	50.00%	50.00%	40.00%	60.00%			
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	1	0	2	0	3	0	0	7
PEAK HR FACTOR :	0.250	0.250		0.250		0.375			0.438
	0.250		0.250		0.375				

Prepared by National Data & Surveying Services

Markland Dr/Vail Ave & Potrero Grande Dr

Peak Hour Turning Movement Count

ID: 19-05183-019
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

SOUTHBOUND — Markland Dr/Vail Ave

AM	3	220	144	0	237	AM
NOON	0	0	0	0	0	NOON
PM	2	190	245	0	219	PM

EASTBOUND — Potrero Grande Dr

AM	NOON	PM		
570	0	538	⇦	
0	0	0	↶	0
26	0	36	↱	1
122	0	51	→	1
69	0	207	↴	1
AM	NOON	PM		

WESTBOUND — Potrero Grande Dr

PM	NOON	AM		
123	0	94	↰	0.5
513	0	511	←	1.5
425	0	242	↰	1
0	0	0	↶	0
1007	0	854	⇨	
PM	NOON	AM		

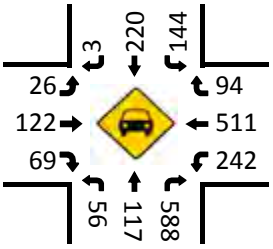
NORTHBOUND — Markland Dr/Vail Ave

PM	822	0	23	60	711	PM
NOON	0	0	0	0	0	NOON
AM	531	0	56	117	588	AM

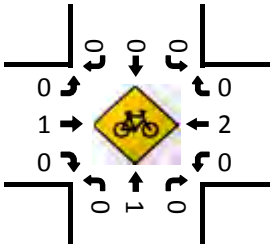
⇩	0	0.5	0.5	1
	↶	↰	↑	↱

CONTROL			
Signalized			
TEV	2192 AM	0 NOON	2586 PM
PHF	0.95		0.96

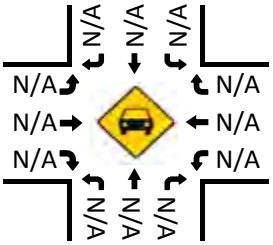
Total Vehicles (AM)



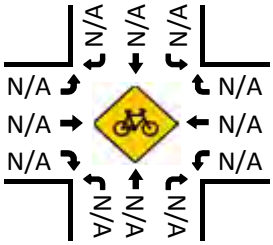
Bikes (AM)



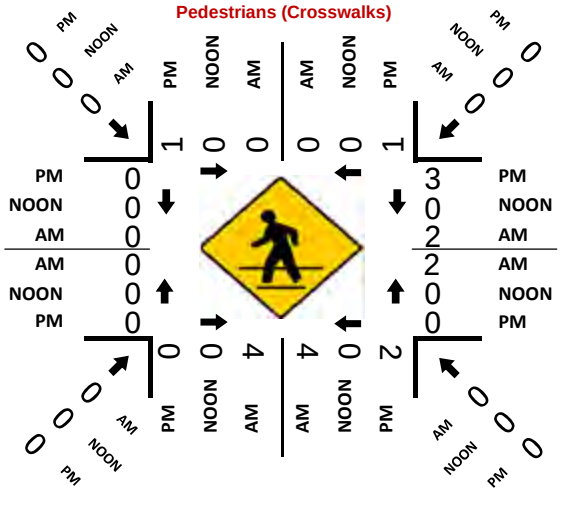
Total Vehicles (NOON)



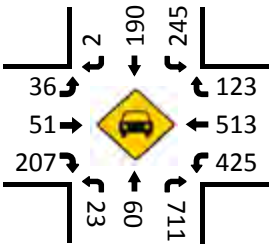
Bikes (NOON)



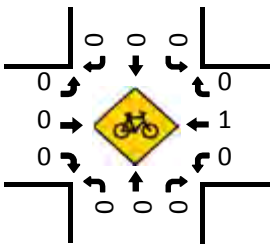
Pedestrians (Crosswalks)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlas Ave & Potrero Grande Dr
City: Monterey Park
Control: 1-Way Stop (SB)

Project ID: 19-05183-018
Date: 4/11/2019

Total

NS/EW Streets:	Atlas Ave				Atlas Ave				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	1	0	26	0	27	73	0	0	0	155	1	0	283
7:15 AM	0	0	0	0	1	0	14	0	28	86	0	0	0	199	0	0	328
7:30 AM	0	0	0	0	0	0	23	0	37	138	0	0	0	206	0	0	404
7:45 AM	0	0	0	0	0	0	25	0	64	164	0	0	0	185	0	0	438
8:00 AM	0	0	0	0	1	0	20	0	68	147	0	0	0	171	4	0	411
8:15 AM	0	0	0	0	0	0	19	0	78	150	0	0	0	187	1	0	435
8:30 AM	0	0	0	0	1	0	16	0	65	146	0	0	0	169	4	0	401
8:45 AM	0	0	0	0	2	0	26	0	53	122	0	2	0	162	4	0	371
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	6	0	169	0	420	1026	0	2	0	1434	14	0	3071
APPROACH %'s :					3.43%	0.00%	96.57%	0.00%	29.01%	70.86%	0.00%	0.14%	0.00%	99.03%	0.97%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	1	0	87	0	247	599	0	0	0	749	5	0	1688
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.250	0.000	0.870	0.000	0.792	0.913	0.000	0.000	0.000	0.909	0.313	0.000	0.963
					0.880				0.928				0.915				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	1	0	39	0	13	207	0	0	0	168	2	0	430
4:15 PM	0	0	0	0	2	0	35	0	14	208	0	0	0	175	2	0	436
4:30 PM	0	0	0	0	1	0	59	0	13	208	0	1	0	191	3	0	476
4:45 PM	0	0	0	0	1	0	51	0	17	224	0	0	0	218	2	0	513
5:00 PM	0	0	0	0	2	0	85	0	18	232	0	0	0	213	0	0	550
5:15 PM	0	0	0	0	4	0	41	0	14	237	0	0	0	216	0	0	512
5:30 PM	0	0	0	0	5	0	58	0	19	253	0	2	0	194	0	0	531
5:45 PM	0	0	0	0	1	0	37	0	18	244	0	0	0	170	1	1	472
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	17	0	405	0	126	1813	0	3	0	1545	10	1	3920
APPROACH %'s :					4.03%	0.00%	95.97%	0.00%	6.49%	93.36%	0.00%	0.15%	0.00%	99.29%	0.64%	0.06%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	12	0	235	0	68	946	0	2	0	841	2	0	2106
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.600	0.000	0.691	0.000	0.895	0.935	0.000	0.250	0.000	0.964	0.250	0.000	0.957
					0.710				0.927				0.958				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlas Ave & Potrero Grande Dr
City: Monterey Park
Control: 1-Way Stop (SB)

Project ID: 19-05183-018
Date: 4/11/2019

Bikes

NS/EW Streets:	Atlas Ave				Atlas Ave				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	0	3
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.500
														0.500			

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	1.5	0	1.5	0	0	2	0	0	0	2	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2
APPROACH %'s :													0.00%	100.00%	0.00%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.250
														0.250			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Atlas Ave & Potrero Grande Dr
City: Monterey Park
Project ID: 19-05183-018
Date: 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Atlas Ave		Atlas Ave		Potrero Grande Dr		Potrero Grande Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	1	0	0	0	0	0	0	0	1
7:30 AM	0	1	0	0	0	0	0	0	1
7:45 AM	0	2	0	0	0	0	0	0	2
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	1	0	0	0	0	0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	2	4	0	0	0	0	0	0	6
APPROACH %'s :	33.33%	66.67%							
PEAK HR :	07:30 AM - 08:30 AM								TOTAL
PEAK HR VOL :	1	3	0	0	0	0	0	0	4
PEAK HR FACTOR :	0.250	0.375							0.500
	0.500								

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	4	0	0	0	0	0	0	0	4
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM	1	0	0	0	0	0	0	0	1
4:45 PM	0	0	0	0	0	0	0	0	0
5:00 PM	0	1	0	0	0	0	0	0	1
5:15 PM	1	0	0	0	0	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	1	0	0	0	0	0	0	0	1
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	7	1	0	0	0	0	0	0	8
APPROACH %'s :	87.50%	12.50%							
PEAK HR :	04:45 PM - 05:45 PM								TOTAL
PEAK HR VOL :	1	1	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.250	0.250							0.500
	0.500								

Prepared by National Data & Surveying Services

Atlas Ave & Potrero Grande Dr

Peak Hour Turning Movement Count

ID: 19-05183-018
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS	
AM	07:30 AM - 08:30 AM
NOON	NONE
PM	04:45 PM - 05:45 PM

COUNT PERIODS	
AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Atlas Ave — SOUTHBOUND

AM	87	0	1	0	252	AM
NOON	0	0	0	0	0	NOON
PM	235	0	12	0	70	PM

Potrero Grande Dr — EASTBOUND

AM	NOON	PM	
836	0	1078	⇦
0	0	2	0
247	0	68	0
599	0	946	2
0	0	0	0
AM	NOON	PM	

Potrero Grande Dr — WESTBOUND

PM	NOON	AM	
2	0	5	0
841	0	749	2
0	0	0	0
0	0	0	0
958	0	600	⇨
PM	NOON	AM	

PM	0	0	0	0	0	PM
NOON	0	0	0	0	0	NOON
AM	0	0	0	0	0	AM

Atlas Ave — NORTHBOUND

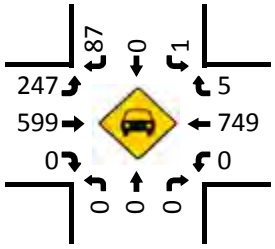
1.5	0	1.5	0	
			0	0	0	0	

CONTROL

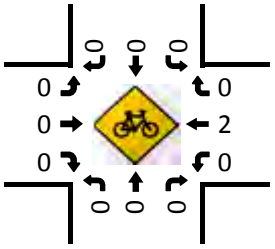
1-Way Stop (SB)

TEV	1688	0	2106
	AM	NOON	PM
PHF	0.96		0.96

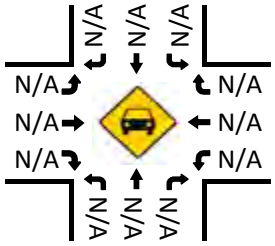
Total Vehicles (AM)



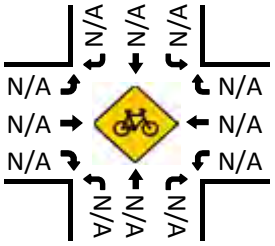
Bikes (AM)



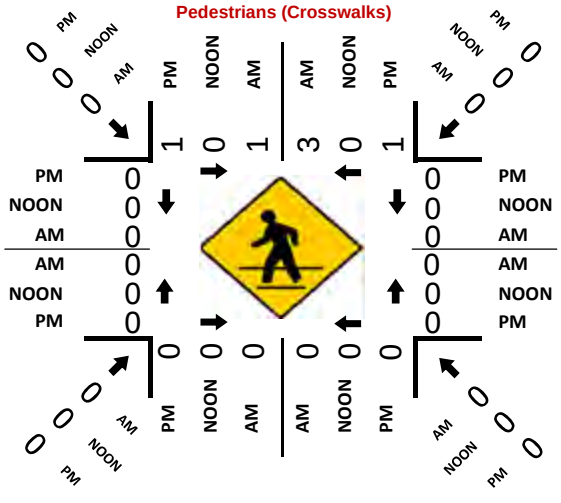
Total Vehicles (NOON)



Bikes (NOON)



Pedestrians (Crosswalks)


PM
NOON
AM
1
0
1
3
0
1
0
0
0
0
0
0

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saturn St/Market Place Dr & Potrero Grande Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-017
Date: 4/11/2019

Total

NS/EW Streets:	Saturn St/Market Place Dr				Saturn St/Market Place Dr				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	1.5	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	5	6	3	0	31	14	13	0	12	126	21	0	3	35	29	0	298
7:15 AM	2	7	1	0	49	10	8	0	12	159	22	0	3	41	35	0	349
7:30 AM	6	9	4	0	32	7	7	0	14	158	21	0	0	72	28	0	358
7:45 AM	3	12	6	0	38	18	12	0	16	175	35	0	1	76	36	0	428
8:00 AM	5	15	0	0	50	16	12	0	11	157	24	0	2	86	26	0	404
8:15 AM	4	7	2	0	39	7	13	0	16	178	29	0	3	64	28	0	390
8:30 AM	4	8	1	0	39	11	10	0	16	136	30	0	1	77	49	0	382
8:45 AM	6	13	5	0	55	11	9	0	10	118	32	0	4	56	36	0	355
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	35	77	22	0	333	94	84	0	107	1207	214	0	17	507	267	0	2964
APPROACH %'s :	26.12%	57.46%	16.42%	0.00%	65.17%	18.40%	16.44%	0.00%	7.00%	78.99%	14.01%	0.00%	2.15%	64.10%	33.75%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	16	42	9	0	166	52	47	0	59	646	118	0	7	303	139	0	1604
PEAK HR FACTOR :	0.800	0.700	0.375	0.000	0.830	0.722	0.904	0.000	0.922	0.907	0.843	0.000	0.583	0.881	0.709	0.000	0.937
	0.798				0.849				0.910				0.884				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	1.5	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	26	31	3	0	79	15	41	0	32	74	5	0	2	121	82	0	511
4:15 PM	17	23	4	0	73	15	27	0	29	81	5	0	5	135	73	0	487
4:30 PM	22	27	2	0	67	21	42	0	21	98	2	0	5	161	75	0	543
4:45 PM	21	28	4	0	65	19	26	0	30	102	10	0	1	171	78	0	555
5:00 PM	40	38	5	0	60	20	44	0	27	91	6	0	7	205	92	0	635
5:15 PM	29	32	1	0	68	22	41	0	36	113	12	0	5	182	60	0	601
5:30 PM	28	32	3	0	61	25	39	0	31	79	11	0	1	150	93	0	553
5:45 PM	27	34	4	0	65	23	26	0	24	90	5	0	3	193	82	0	576
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	210	245	26	0	538	160	286	0	230	728	56	0	29	1318	635	0	4461
APPROACH %'s :	43.66%	50.94%	5.41%	0.00%	54.67%	16.26%	29.07%	0.00%	22.68%	71.79%	5.52%	0.00%	1.46%	66.50%	32.04%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	124	136	13	0	254	90	150	0	118	373	34	0	16	730	327	0	2365
PEAK HR FACTOR :	0.775	0.895	0.650	0.000	0.934	0.900	0.852	0.000	0.819	0.825	0.708	0.000	0.571	0.890	0.879	0.000	0.931
	0.822				0.943				0.815				0.882				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saturn St/Market Place Dr & Potrero Grande Dr
City: Monterey Park
Control: Signalized

Project ID: 19-05183-017
Date: 4/11/2019

Bikes

NS/EW Streets:	Saturn St/Market Place Dr				Saturn St/Market Place Dr				Potrero Grande Dr				Potrero Grande Dr				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	1.5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	4
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.500	0.000	0.000	0.000	0.000	0.000	0.000	0.500
										0.500							

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1	1	0	1	0.5	1.5	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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1
APPROACH %'s :									0.00%	100.00%	0.00%	0.00%					
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :	0.00	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	

National Data & Surveying Services

Intersection Turning Movement Count

Location: Saturn St/Market Place Dr & Potrero Grande Dr **Project ID:** 19-05183-017
City: Monterey Park **Date:** 4/11/2019

Pedestrians (Crosswalks)

NS/EW Streets:	Saturn St/Market Place Dr		Saturn St/Market Place Dr		Potrero Grande Dr		Potrero Grande Dr		
AM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
7:00 AM	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	1	0	0	0	0	0	1
7:30 AM	0	0	3	1	0	0	0	0	4
7:45 AM	0	0	0	0	0	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	4	1	0	0	0	0	5
APPROACH %'s :			80.00%	20.00%					
PEAK HR :	**07:45 AM - 08:45 AM**								TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									

PM	NORTH LEG		SOUTH LEG		EAST LEG		WEST LEG		
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
4:00 PM	0	0	1	0	0	0	0	1	2
4:15 PM	1	0	0	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	0	2	0	0	0	0	2
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	1	0	1	3	0	0	1	1	7
APPROACH %'s :	100.00%	0.00%	25.00%	75.00%			50.00%	50.00%	
PEAK HR :	**05:00 PM - 06:00 PM**								TOTAL
PEAK HR VOL :	0	0	0	1	0	0	1	0	2
PEAK HR FACTOR :				0.250			0.250		0.250
			0.250				0.250		

Prepared by National Data & Surveying Services

Saturn St/Market Place Dr & Potrero Grande Dr

Peak Hour Turning Movement Count

ID: 19-05183-017
City: Monterey Park

Day: Thursday
Date: 04/11/2019

PEAK HOURS

AM	07:45 AM - 08:45 AM
NOON	NONE
PM	05:00 PM - 06:00 PM

COUNT PERIODS

AM	07:00 AM - 09:00 AM
NOON	NONE
PM	04:00 PM - 06:00 PM

Saturn St/Market Place Dr — SOUTHBOUND

AM	47	52	166	0	240	AM
NOON	0	0	0	0	0	NOON
PM	150	90	254	0	581	PM

Potrero Grande Dr — EASTBOUND

AM	NOON	PM		
366	0	1004		
0	0	0	0	
59	0	118	1	
646	0	373	2	
118	0	34	0	
AM	NOON	PM		

Potrero Grande Dr — WESTBOUND

PM	NOON	AM	
327	0	139	0
730	0	303	2
16	0	7	1
0	0	0	0
640	0	821	
PM	NOON	AM	

	1.5	0.5	1	0	
	0	1	1	1	

CONTROL

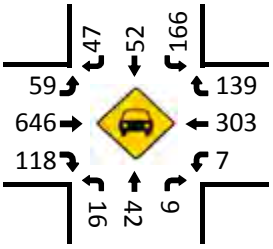
Signalized

TEV	1604 AM	0 NOON	2365 PM
PHF	0.94		0.93

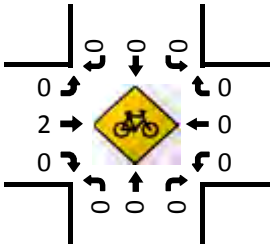
Saturn St/Market Place Dr — NORTHBOUND

PM	140	0	124	136	13	PM
NOON	0	0	0	0	0	NOON
AM	177	0	16	42	9	AM

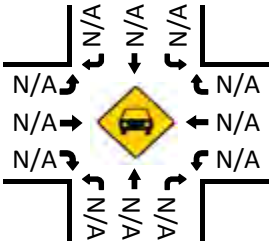
Total Vehicles (AM)



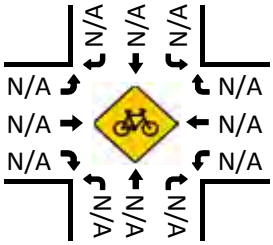
Bikes (AM)



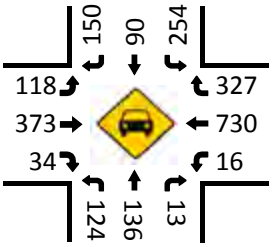
Total Vehicles (Noon)



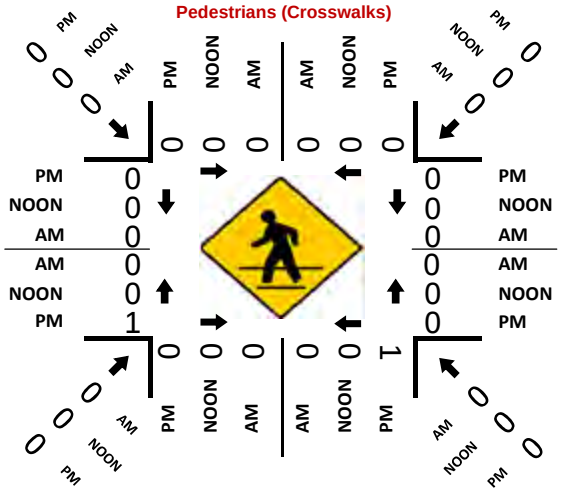
Bikes (NOON)



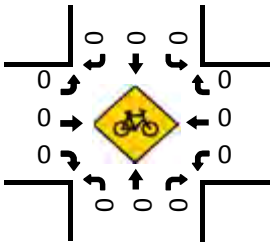
Total Vehicles (PM)



Pedestrians (Crosswalks)



Bikes (PM)



Prepared by NDS/ATD

VOLUME

Atlantic Blvd Bet. Hellman Ave & Garvey Ave

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_003

DAILY TOTALS	NB	SB	EB	WB	Total
	16,735	16,836	0	0	33,571

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	52		61				113		12:00	234		284				518	
00:15	40		39				79		12:15	263		285				548	
00:30	24		30				54		12:30	273		268				541	
00:45	29	145	28	158			57	303	12:45	250	1020	292	1129			542	2149
01:00	20		32				52		13:00	249		238				487	
01:15	19		18				37		13:15	228		262				490	
01:30	19		23				42		13:30	262		285				547	
01:45	17	75	20	93			37	168	13:45	266	1005	262	1047			528	2052
02:00	20		15				35		14:00	268		222				490	
02:15	5		12				17		14:15	264		286				550	
02:30	11		9				20		14:30	263		243				506	
02:45	11	47	14	50			25	97	14:45	257	1052	276	1027			533	2079
03:00	8		6				14		15:00	270		288				558	
03:15	11		11				22		15:15	264		257				521	
03:30	11		7				18		15:30	277		282				559	
03:45	14	44	9	33			23	77	15:45	251	1062	289	1116			540	2178
04:00	16		11				27		16:00	292		259				551	
04:15	14		21				35		16:15	301		249				550	
04:30	15		9				24		16:30	313		297				610	
04:45	21	66	30	71			51	137	16:45	308	1214	291	1096			599	2310
05:00	38		33				71		17:00	293		285				578	
05:15	27		49				76		17:15	290		294				584	
05:30	40		39				79		17:30	295		289				584	
05:45	39	144	65	186			104	330	17:45	319	1197	318	1186			637	2383
06:00	78		82				160		18:00	293		321				614	
06:15	108		92				200		18:15	313		283				596	
06:30	140		107				247		18:30	244		311				555	
06:45	158	484	144	425			302	909	18:45	249	1099	250	1165			499	2264
07:00	190		143				333		19:00	325		222				547	
07:15	317		180				497		19:15	273		229				502	
07:30	273		226				499		19:30	251		202				453	
07:45	298	1078	253	802			551	1880	19:45	230	1079	217	870			447	1949
08:00	272		262				534		20:00	253		193				446	
08:15	253		280				533		20:15	201		219				420	
08:30	229		240				469		20:30	180		186				366	
08:45	231	985	293	1075			524	2060	20:45	216	850	231	829			447	1679
09:00	203		210				413		21:00	200		198				398	
09:15	205		224				429		21:15	182		194				376	
09:30	227		209				436		21:30	175		168				343	
09:45	181	816	290	933			471	1749	21:45	179	736	196	756			375	1492
10:00	194		231				425		22:00	159		161				320	
10:15	214		235				449		22:15	144		138				282	
10:30	240		255				495		22:30	110		121				231	
10:45	188	836	276	997			464	1833	22:45	97	510	91	511			188	1021
11:00	232		272				504		23:00	92		99				191	
11:15	216		245				461		23:15	85		76				161	
11:30	219		244				463		23:30	45		56				101	
11:45	249	916	229	990			478	1906	23:45	53	275	60	291			113	566
TOTALS		5636		5813				11449	TOTALS		11099		11023				22122
SPLIT %		49.2%		50.8%				34.1%	SPLIT %		50.2%		49.8%				65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	16,735	16,836	0	0	33,571

AM Peak Hour	07:15	08:00			07:30	PM Peak Hour	17:30	17:45			17:30
AM Pk Volume	1160	1075			2117	PM Pk Volume	1220	1233			2431
Pk Hr Factor	0.915	0.917			0.961	Pk Hr Factor	0.956	0.960			0.954
7 - 9 Volume	2063	1877	0	0	3940	4 - 6 Volume	2411	2282	0	0	4693
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	16:15	17:00			17:00
7 - 9 Pk Volume	1160	1075	0	0	2117	4 - 6 Pk Volume	1215	1186	0	0	2383
Pk Hr Factor	0.915	0.917	0.000	0.000	0.961	Pk Hr Factor	0.970	0.932	0.000	0.000	0.935

Prepared by NDS/ATD

VOLUME

Garfield Ave Bet. Hellman Ave & Garvey Ave

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_006

DAILY TOTALS	NB	SB	EB	WB	Total
	14,817	11,333	0	0	26,150

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	36		35				71		12:00	200		176				376	
00:15	29		25				54		12:15	233		184				417	
00:30	33		23				56		12:30	196		157				353	
00:45	20	118	19	102			39	220	12:45	217	846	166	683			383	1529
01:00	16		24				40		13:00	224		176				400	
01:15	21		14				35		13:15	241		183				424	
01:30	18		27				45		13:30	220		167				387	
01:45	11	66	16	81			27	147	13:45	266	951	171	697			437	1648
02:00	8		15				23		14:00	225		168				393	
02:15	12		10				22		14:15	219		180				399	
02:30	15		11				26		14:30	256		192				448	
02:45	15	50	10	46			25	96	14:45	273	973	202	742			475	1715
03:00	10		3				13		15:00	261		202				463	
03:15	9		7				16		15:15	250		213				463	
03:30	10		11				21		15:30	237		192				429	
03:45	6	35	7	28			13	63	15:45	230	978	209	816			439	1794
04:00	16		3				19		16:00	241		202				443	
04:15	23		14				37		16:15	262		238				500	
04:30	30		10				40		16:30	223		221				444	
04:45	27	96	16	43			43	139	16:45	243	969	211	872			454	1841
05:00	33		15				48		17:00	235		218				453	
05:15	37		16				53		17:15	251		222				473	
05:30	33		31				64		17:30	225		227				452	
05:45	56	159	32	94			88	253	17:45	273	984	215	882			488	1866
06:00	72		28				100		18:00	241		242				483	
06:15	119		41				160		18:15	229		188				417	
06:30	147		59				206		18:30	259		207				466	
06:45	149	487	72	200			221	687	18:45	212	941	168	805			380	1746
07:00	172		87				259		19:00	209		150				359	
07:15	273		112				385		19:15	197		182				379	
07:30	276		163				439		19:30	184		156				340	
07:45	277	998	154	516			431	1514	19:45	161	751	139	627			300	1378
08:00	249		143				392		20:00	156		120				276	
08:15	265		161				426		20:15	174		164				338	
08:30	259		149				408		20:30	162		151				313	
08:45	265	1038	133	586			398	1624	20:45	123	615	134	569			257	1184
09:00	236		139				375		21:00	98		122				220	
09:15	242		144				386		21:15	136		139				275	
09:30	229		117				346		21:30	105		110				215	
09:45	250	957	141	541			391	1498	21:45	108	447	119	490			227	937
10:00	229		158				387		22:00	112		113				225	
10:15	218		136				354		22:15	91		95				186	
10:30	234		172				406		22:30	86		82				168	
10:45	233	914	143	609			376	1523	22:45	62	351	71	361			133	712
11:00	225		175				400		23:00	54		62				116	
11:15	257		182				439		23:15	52		53				105	
11:30	212		189				401		23:30	27		45				72	
11:45	230	924	192	738			422	1662	23:45	36	169	45	205			81	374
TOTALS		5842		3584				9426	TOTALS		8975		7749				16724
SPLIT %		62.0%		38.0%				36.0%	SPLIT %		53.7%		46.3%				64.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,817	11,333	0	0	26,150

AM Peak Hour	07:15	11:30			07:30	PM Peak Hour	14:30	17:15			17:15
AM Pk Volume	1075	741			1688	PM Pk Volume	1040	906			1896
Pk Hr Factor	0.970	0.965			0.961	Pk Hr Factor	0.952	0.936			0.971
7 - 9 Volume	2036	1102	0	0	3138	4 - 6 Volume	1953	1754	0	0	3707
7 - 9 Peak Hour	07:15	07:30			07:30	4 - 6 Peak Hour	17:00	16:15			17:00
7 - 9 Pk Volume	1075	621	0	0	1688	4 - 6 Pk Volume	984	888	0	0	1866
Pk Hr Factor	0.970	0.952	0.000	0.000	0.961	Pk Hr Factor	0.901	0.933	0.000	0.000	0.956

Prepared by NDS/ATD

VOLUME

New Ave Bet. Hellman Ave & Garvey Ave

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_010

DAILY TOTALS	NB	SB	EB	WB	Total
	8,821	9,674	0	0	18,495

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	21		36				57		12:00	139		139				278	
00:15	27		28				55		12:15	137		154				291	
00:30	20		32				52		12:30	120		126				246	
00:45	15	83	18	114			33	197	12:45	134	530	145	564			279	1094
01:00	22		17				39		13:00	139		160				299	
01:15	12		8				20		13:15	122		126				248	
01:30	9		20				29		13:30	111		135				246	
01:45	17	60	11	56			28	116	13:45	120	492	146	567			266	1059
02:00	12		17				29		14:00	110		148				258	
02:15	8		12				20		14:15	121		150				271	
02:30	9		13				22		14:30	129		129				258	
02:45	7	36	15	57			22	93	14:45	159	519	184	611			343	1130
03:00	7		6				13		15:00	141		177				318	
03:15	13		12				25		15:15	140		205				345	
03:30	10		7				17		15:30	141		155				296	
03:45	10	40	3	28			13	68	15:45	139	561	161	698			300	1259
04:00	10		9				19		16:00	130		152				282	
04:15	17		6				23		16:15	133		183				316	
04:30	22		13				35		16:30	138		178				316	
04:45	17	66	11	39			28	105	16:45	139	540	178	691			317	1231
05:00	21		19				40		17:00	136		167				303	
05:15	40		12				52		17:15	172		215				387	
05:30	37		21				58		17:30	155		196				351	
05:45	38	136	20	72			58	208	17:45	184	647	198	776			382	1423
06:00	41		23				64		18:00	158		193				351	
06:15	51		42				93		18:15	160		195				355	
06:30	82		40				122		18:30	147		210				357	
06:45	93	267	65	170			158	437	18:45	138	603	143	741			281	1344
07:00	132		68				200		19:00	113		130				243	
07:15	172		115				287		19:15	131		123				254	
07:30	190		164				354		19:30	114		137				251	
07:45	176	670	128	475			304	1145	19:45	89	447	113	503			202	950
08:00	131		128				259		20:00	98		138				236	
08:15	134		118				252		20:15	90		95				185	
08:30	159		138				297		20:30	64		105				169	
08:45	165	589	123	507			288	1096	20:45	84	336	106	444			190	780
09:00	170		155				325		21:00	88		114				202	
09:15	164		143				307		21:15	70		119				189	
09:30	118		127				245		21:30	64		102				166	
09:45	134	586	118	543			252	1129	21:45	54	276	100	435			154	711
10:00	127		118				245		22:00	63		95				158	
10:15	108		112				220		22:15	40		92				132	
10:30	133		116				249		22:30	37		90				127	
10:45	125	493	128	474			253	967	22:45	49	189	64	341			113	530
11:00	105		175				280		23:00	46		58				104	
11:15	128		131				259		23:15	39		54				93	
11:30	144		139				283		23:30	29		47				76	
11:45	130	507	128	573			258	1080	23:45	34	148	36	195			70	343
TOTALS		3533		3108				**6641**	**TOTALS**		5288		6566				**11854**
SPLIT %		53.2%		46.8%				**35.9%**	**SPLIT %**		44.6%		55.4%				**64.1%**

DAILY TOTALS	NB	SB	EB	WB	Total
	8,821	9,674	0	0	18,495

AM Peak Hour	07:00	10:45				**08:30**	**PM Peak Hour**	17:15	17:15				**17:15**
AM Pk Volume	670	573				**1217**	**PM Pk Volume**	669	802				**1471**
Pk Hr Factor	0.882	0.819				**0.936**	**Pk Hr Factor**	0.909	0.933				**0.950**
7 - 9 Volume	1259	982	0	0		**2241**	**4 - 6 Volume**	1187	1467	0	0		**2654**
7 - 9 Peak Hour	07:00	07:30				**07:15**	**4 - 6 Peak Hour**	17:00	17:00				**17:00**
7 - 9 Pk Volume	670	538	0	0		**1204**	**4 - 6 Pk Volume**	647	776	0	0		**1423**
Pk Hr Factor	0.882	0.820	0.000	0.000		**0.850**	**Pk Hr Factor**	0.879	0.902	0.000	0.000		**0.919**

Prepared by NDS/ATD

VOLUME

Garvey Ave Bet. Fremont Ave & Atlantic Blvd

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_011

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,545	9,524	22,069

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					14		17		31		12:00					153		139		292	
00:15					16		19		35		12:15					152		134		286	
00:30					9		13		22		12:30					175		112		287	
00:45					13	52	8	57	21	109	12:45					115	595	170	555	285	1150
01:00					15		9		24		13:00					135		133		268	
01:15					5		7		12		13:15					119		160		279	
01:30					7		6		13		13:30					108		144		252	
01:45					4	31	8	30	12	61	13:45					149	511	153	590	302	1101
02:00					4		6		10		14:00					128		138		266	
02:15					5		5		10		14:15					205		127		332	
02:30					8		5		13		14:30					259		118		377	
02:45					6	23	9	25	15	48	14:45					300	892	198	581	498	1473
03:00					5		3		8		15:00					238		140		378	
03:15					4		4		8		15:15					244		130		374	
03:30					4		5		9		15:30					303		142		445	
03:45					2	15	4	16	6	31	15:45					337	1122	134	546	471	1668
04:00					8		4		12		16:00					428		116		544	
04:15					0		9		9		16:15					347		136		483	
04:30					5		10		15		16:30					400		122		522	
04:45					12	25	9	32	21	57	16:45					363	1538	139	513	502	2051
05:00					18		15		33		17:00					386		138		524	
05:15					18		23		41		17:15					406		126		532	
05:30					23		31		54		17:30					364		162		526	
05:45					17	76	40	109	57	185	17:45					399	1555	133	559	532	2114
06:00					30		69		99		18:00					409		138		547	
06:15					35		114		149		18:15					365		140		505	
06:30					52		109		161		18:30					382		133		515	
06:45					54	171	176	468	230	639	18:45					361	1517	117	528	478	2045
07:00					83		189		272		19:00					286		116		402	
07:15					145		264		409		19:15					222		113		335	
07:30					152		311		463		19:30					160		97		257	
07:45					212	592	394	1158	606	1750	19:45					160	828	93	419	253	1247
08:00					212		264		476		20:00					113		104		217	
08:15					134		260		394		20:15					108		104		212	
08:30					134		261		395		20:30					103		94		197	
08:45					145	625	228	1013	373	1638	20:45					94	418	85	387	179	805
09:00					112		151		263		21:00					83		76		159	
09:15					110		165		275		21:15					70		110		180	
09:30					121		111		232		21:30					50		62		112	
09:45					102	445	115	542	217	987	21:45					50	253	72	320	122	573
10:00					129		107		236		22:00					45		60		105	
10:15					121		95		216		22:15					64		39		103	
10:30					126		105		231		22:30					34		31		65	
10:45					113	489	97	404	210	893	22:45					33	176	36	166	69	342
11:00					122		94		216		23:00					26		36		62	
11:15					120		93		213		23:15					28		29		57	
11:30					117		106		223		23:30					17		27		44	
11:45					155	514	98	391	253	905	23:45					11	82	23	115	34	197
TOTALS						3058		4245		7303	TOTALS						9487		5279		14766
SPLIT %						41.9%		58.1%		33.1%	SPLIT %						64.2%		35.8%		66.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	12,545	9,524	22,069

AM Peak Hour			07:15	07:15	07:15	PM Peak Hour			17:15	14:45	17:15
AM Pk Volume			721	1233	1954	PM Pk Volume			1578	610	2137
Pk Hr Factor			0.850	0.782	0.806	Pk Hr Factor			0.965	0.770	0.977
7 - 9 Volume	0	0	1217	2171	3388	4 - 6 Volume	0	0	3093	1072	4165
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:30	16:45	17:00
7 - 9 Pk Volume	0	0	721	1233	1954	4 - 6 Pk Volume	0	0	1555	565	2114
Pk Hr Factor	0.000	0.000	0.850	0.782	0.806	Pk Hr Factor	0.000	0.000	0.958	0.872	0.993

Prepared by NDS/ATD

VOLUME

Monterey Pass Rd Bet. Garvey Ave & Vagabond Dr

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_002

DAILY TOTALS	NB	SB	EB	WB	Total
	9,626	8,256	0	0	17,882

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	6		16				22		12:00	136		109				245	
00:15	11		14				25		12:15	134		90				224	
00:30	7		12				19		12:30	122		102				224	
00:45	11	35	6	48			17	83	12:45	113	505	165	466			278	971
01:00	8		9				17		13:00	135		131				266	
01:15	9		12				21		13:15	107		116				223	
01:30	5		10				15		13:30	96		131				227	
01:45	4	26	7	38			11	64	13:45	137	475	146	524			283	999
02:00	2		7				9		14:00	136		123				259	
02:15	6		8				14		14:15	121		111				232	
02:30	3		11				14		14:30	163		126				289	
02:45	4	15	5	31			9	46	14:45	180	600	133	493			313	1093
03:00	12		6				18		15:00	160		163				323	
03:15	12		1				13		15:15	180		132				312	
03:30	6		6				12		15:30	200		134				334	
03:45	14	44	14	27			28	71	15:45	192	732	144	573			336	1305
04:00	8		9				17		16:00	204		154				358	
04:15	13		8				21		16:15	219		139				358	
04:30	20		7				27		16:30	279		129				408	
04:45	39	80	9	33			48	113	16:45	269	971	134	556			403	1527
05:00	16		12				28		17:00	310		147				457	
05:15	21		19				40		17:15	268		135				403	
05:30	29		24				53		17:30	313		148				461	
05:45	31	97	40	95			71	192	17:45	306	1197	147	577			453	1774
06:00	40		42				82		18:00	251		141				392	
06:15	61		62				123		18:15	247		160				407	
06:30	71		59				130		18:30	228		128				356	
06:45	83	255	118	281			201	536	18:45	224	950	119	548			343	1498
07:00	113		109				222		19:00	175		100				275	
07:15	197		169				366		19:15	135		105				240	
07:30	162		168				330		19:30	81		76				157	
07:45	182	654	222	668			404	1322	19:45	96	487	93	374			189	861
08:00	156		202				358		20:00	72		74				146	
08:15	149		216				365		20:15	65		106				171	
08:30	136		199				335		20:30	60		79				139	
08:45	134	575	179	796			313	1371	20:45	53	250	68	327			121	577
09:00	108		131				239		21:00	61		71				132	
09:15	126		113				239		21:15	48		74				122	
09:30	110		115				225		21:30	40		62				102	
09:45	114	458	115	474			229	932	21:45	41	190	45	252			86	442
10:00	124		115				239		22:00	38		45				83	
10:15	129		115				244		22:15	46		42				88	
10:30	96		115				211		22:30	22		23				45	
10:45	103	452	100	445			203	897	22:45	25	131	28	138			53	269
11:00	90		99				189		23:00	12		30				42	
11:15	100		101				201		23:15	18		19				37	
11:30	106		97				203		23:30	12		22				34	
11:45	104	400	107	404			211	804	23:45	5	47	17	88			22	135
TOTALS		3091		3340				**6431**	**TOTALS**		6535		4916				**11451**
SPLIT %		48.1%		51.9%				**36.0%**	**SPLIT %**		57.1%		42.9%				**64.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	9,626	8,256	0	0	17,882

AM Peak Hour	07:15	07:45			**07:45**	**PM Peak Hour**	17:00	17:30			**17:00**
AM Pk Volume	697	839			**1462**	**PM Pk Volume**	1197	596			**1774**
Pk Hr Factor	0.885	0.945			**0.905**	**Pk Hr Factor**	0.956	0.931			**0.962**
7 - 9 Volume	1229	1464	0	0	**2693**	**4 - 6 Volume**	2168	1133	0	0	**3301**
7 - 9 Peak Hour	07:15	07:45			**07:45**	**4 - 6 Peak Hour**	17:00	17:00			**17:00**
7 - 9 Pk Volume	697	839	0	0	**1462**	**4 - 6 Pk Volume**	1197	577	0	0	**1774**
Pk Hr Factor	0.885	0.945	0.000	0.000	**0.905**	**Pk Hr Factor**	0.956	0.975	0.000	0.000	**0.962**

Prepared by NDS/ATD

VOLUME

Corporate Center Dr Bet. Floral Dr & Casuda Canyon Dr

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_001

DAILY TOTALS	NB	SB	EB	WB	Total
	4,047	3,832	0	0	7,879

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	1		7				8		12:00	63		105				168	
00:15	0		3				3		12:15	73		97				170	
00:30	1		5				6		12:30	67		75				142	
00:45	1	3	0	15			1	18	12:45	93	296	59	336			152	632
01:00	1		3				4		13:00	83		66				149	
01:15	2		0				2		13:15	89		40				129	
01:30	2		3				5		13:30	71		52				123	
01:45	3	8	3	9			6	17	13:45	55	298	72	230			127	528
02:00	0		3				3		14:00	58		55				113	
02:15	2		3				5		14:15	46		76				122	
02:30	1		1				2		14:30	51		78				129	
02:45	0	3	2	9			2	12	14:45	57	212	67	276			124	488
03:00	0		2				2		15:00	50		91				141	
03:15	1		1				2		15:15	39		74				113	
03:30	1		0				1		15:30	46		96				142	
03:45	0	2	3	6			3	8	15:45	49	184	77	338			126	522
04:00	0		1				1		16:00	78		122				200	
04:15	0		3				3		16:15	50		107				157	
04:30	2		2				4		16:30	56		134				190	
04:45	2	4	7	13			9	17	16:45	57	241	103	466			160	707
05:00	6		5				11		17:00	95		179				274	
05:15	7		7				14		17:15	90		123				213	
05:30	15		2				17		17:30	100		105				205	
05:45	30	58	7	21			37	79	17:45	78	363	95	502			173	865
06:00	44		13				57		18:00	65		110				175	
06:15	63		11				74		18:15	48		90				138	
06:30	82		12				94		18:30	47		61				108	
06:45	85	274	27	63			112	337	18:45	44	204	62	323			106	527
07:00	121		21				142		19:00	27		43				70	
07:15	121		48				169		19:15	15		39				54	
07:30	142		57				199		19:30	10		40				50	
07:45	201	585	74	200			275	785	19:45	15	67	23	145			38	212
08:00	157		57				214		20:00	17		21				38	
08:15	128		39				167		20:15	10		28				38	
08:30	121		50				171		20:30	13		26				39	
08:45	90	496	49	195			139	691	20:45	9	49	15	90			24	139
09:00	94		41				135		21:00	2		25				27	
09:15	70		38				108		21:15	3		14				17	
09:30	61		31				92		21:30	11		11				22	
09:45	62	287	23	133			85	420	21:45	2	18	8	58			10	76
10:00	48		25				73		22:00	4		7				11	
10:15	38		30				68		22:15	4		7				11	
10:30	53		40				93		22:30	1		8				9	
10:45	45	184	38	133			83	317	22:45	3	12	3	25			6	37
11:00	38		52				90		23:00	4		7				11	
11:15	53		51				104		23:15	3		5				8	
11:30	48		48				96		23:30	2		8				10	
11:45	51	190	74	225			125	415	23:45	0	9	1	21			1	30
TOTALS		2094		1022				3116	TOTALS		1953		2810				4763
SPLIT %		67.2%		32.8%				39.5%	SPLIT %		41.0%		59.0%				60.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	4,047	3,832	0	0	7,879

AM Peak Hour	07:30	11:45			07:15	PM Peak Hour	17:00	16:30			17:00
AM Pk Volume	628	351			857	PM Pk Volume	363	539			865
Pk Hr Factor	0.781	0.836			0.779	Pk Hr Factor	0.908	0.753			0.789
7 - 9 Volume	1081	395	0	0	1476	4 - 6 Volume	604	968	0	0	1572
7 - 9 Peak Hour	07:30	07:15			07:15	4 - 6 Peak Hour	17:00	16:30			17:00
7 - 9 Pk Volume	628	236	0	0	857	4 - 6 Pk Volume	363	539	0	0	865
Pk Hr Factor	0.781	0.797	0.000	0.000	0.779	Pk Hr Factor	0.908	0.753	0.000	0.000	0.789

Prepared by NDS/ATD

VOLUME

Garvey Ave Bet. Atlantic Blvd & Garfield Ave

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_012

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,163	9,310	20,473

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			39		15		54		12:00			181		164		345	
00:15			24		17		41		12:15			170		144		314	
00:30			21		15		36		12:30			210		146		356	
00:45			17	101	19	66	36	167	12:45			166	727	166	620	332	1347
01:00			18		7		25		13:00			196		165		361	
01:15			11		12		23		13:15			177		157		334	
01:30			7		14		21		13:30			170		154		324	
01:45			6	42	10	43	16	85	13:45			172	715	155	631	327	1346
02:00			5		11		16		14:00			147		122		269	
02:15			8		5		13		14:15			184		141		325	
02:30			5		6		11		14:30			232		132		364	
02:45			3	21	8	30	11	51	14:45			238	801	156	551	394	1352
03:00			6		4		10		15:00			293		153		446	
03:15			6		3		9		15:15			204		143		347	
03:30			6		5		11		15:30			237		120		357	
03:45			1	19	6	18	7	37	15:45			279	1013	133	549	412	1562
04:00			5		2		7		16:00			257		148		405	
04:15			6		8		14		16:15			269		116		385	
04:30			5		14		19		16:30			268		138		406	
04:45			16	32	12	36	28	68	16:45			234	1028	144	546	378	1574
05:00			13		17		30		17:00			259		133		392	
05:15			14		15		29		17:15			242		135		377	
05:30			13		33		46		17:30			222		143		365	
05:45			10	50	42	107	52	157	17:45			205	928	132	543	337	1471
06:00			24		56		80		18:00			305		152		457	
06:15			27		86		113		18:15			254		143		397	
06:30			38		87		125		18:30			259		146		405	
06:45			30	119	109	338	139	457	18:45			265	1083	127	568	392	1651
07:00			44		138		182		19:00			211		106		317	
07:15			118		188		306		19:15			190		108		298	
07:30			105		251		356		19:30			147		97		244	
07:45			135	402	238	815	373	1217	19:45			140	688	89	400	229	1088
08:00			138		192		330		20:00			130		92		222	
08:15			85		170		255		20:15			131		107		238	
08:30			102		219		321		20:30			114		101		215	
08:45			113	438	178	759	291	1197	20:45			108	483	81	381	189	864
09:00			129		149		278		21:00			106		86		192	
09:15			120		111		231		21:15			100		97		197	
09:30			128		157		285		21:30			86		63		149	
09:45			120	497	132	549	252	1046	21:45			77	369	78	324	155	693
10:00			154		144		298		22:00			72		50		122	
10:15			132		139		271		22:15			72		48		120	
10:30			134		137		271		22:30			58		39		97	
10:45			160	580	139	559	299	1139	22:45			36	238	33	170	69	408
11:00			150		145		295		23:00			49		32		81	
11:15			147		158		305		23:15			58		24		82	
11:30			160		137		297		23:30			28		25		53	
11:45			174	631	165	605	339	1236	23:45			23	158	21	102	44	260
TOTALS				2932		3925		6857	TOTALS				8231		5385		13616
SPLIT %				42.8%		57.2%		33.5%	SPLIT %				60.5%		39.5%		66.5%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	11,163	9,310	20,473

AM Peak Hour			11:45	07:15	07:15	PM Peak Hour			18:00	12:45	18:00
AM Pk Volume			735	869	1365	PM Pk Volume			1083	642	1651
Pk Hr Factor			0.875	0.866	0.915	Pk Hr Factor			0.888	0.967	0.903
7 - 9 Volume	0	0	840	1574	2414	4 - 6 Volume	0	0	1956	1089	3045
7 - 9 Peak Hour			07:15	07:15	07:15	4 - 6 Peak Hour			16:15	16:45	16:00
7 - 9 Pk Volume	0	0	496	869	1365	4 - 6 Pk Volume	0	0	1030	555	1574
Pk Hr Factor	0.000	0.000	0.899	0.866	0.915	Pk Hr Factor	0.000	0.000	0.957	0.964	0.969

Prepared by NDS/ATD

VOLUME

Atlantic Blvd Bet. Garvey Ave & Floral Dr

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_004

DAILY TOTALS	NB	SB	EB	WB	Total
	14,363	13,187	0	0	27,550

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	33		41				74		12:00	216		186				402	
00:15	19		30				49		12:15	251		187				438	
00:30	17		32				49		12:30	202		199				401	
00:45	12	81	20	123			32	204	12:45	215	884	168	740			383	1624
01:00	12		25				37		13:00	175		200				375	
01:15	8		10				18		13:15	186		205				391	
01:30	14		18				32		13:30	186		240				426	
01:45	8	42	13	66			21	108	13:45	197	744	222	867			419	1611
02:00	14		7				21		14:00	205		180				385	
02:15	4		9				13		14:15	211		187				398	
02:30	8		13				21		14:30	236		225				461	
02:45	6	32	10	39			16	71	14:45	217	869	218	810			435	1679
03:00	7		7				14		15:00	239		235				474	
03:15	9		3				12		15:15	261		235				496	
03:30	8		9				17		15:30	242		229				471	
03:45	8	32	7	26			15	58	15:45	221	963	186	885			407	1848
04:00	14		6				20		16:00	301		214				515	
04:15	14		19				33		16:15	300		199				499	
04:30	15		9				24		16:30	276		209				485	
04:45	28	71	21	55			49	126	16:45	286	1163	229	851			515	2014
05:00	49		29				78		17:00	327		193				520	
05:15	29		50				79		17:15	322		229				551	
05:30	35		51				86		17:30	340		207				547	
05:45	33	146	67	197			100	343	17:45	272	1261	233	862			505	2123
06:00	64		78				142		18:00	287		225				512	
06:15	95		88				183		18:15	294		270				564	
06:30	112		93				205		18:30	237		220				457	
06:45	131	402	124	383			255	785	18:45	251	1069	223	938			474	2007
07:00	146		172				318		19:00	294		172				466	
07:15	202		161				363		19:15	257		162				419	
07:30	187		216				403		19:30	224		167				391	
07:45	224	759	205	754			429	1513	19:45	229	1004	143	644			372	1648
08:00	205		216				421		20:00	222		169				391	
08:15	188		192				380		20:15	178		145				323	
08:30	170		232				402		20:30	154		154				308	
08:45	171	734	234	874			405	1608	20:45	161	715	140	608			301	1323
09:00	191		188				379		21:00	148		168				316	
09:15	203		201				404		21:15	162		167				329	
09:30	175		202				377		21:30	130		122				252	
09:45	173	742	193	784			366	1526	21:45	117	557	132	589			249	1146
10:00	175		206				381		22:00	126		121				247	
10:15	175		224				399		22:15	96		96				192	
10:30	199		200				399		22:30	55		88				143	
10:45	216	765	154	784			370	1549	22:45	71	348	81	386			152	734
11:00	232		207				439		23:00	42		60				102	
11:15	222		166				388		23:15	36		52				88	
11:30	189		173				362		23:30	33		46				79	
11:45	194	837	180	726			374	1563	23:45	32	143	38	196			70	339
TOTALS		4643		4811				9454	TOTALS		9720		8376				18096
SPLIT %		49.1%		50.9%				34.3%	SPLIT %		53.7%		46.3%				65.7%

DAILY TOTALS	NB	SB	EB	WB	Total
	14,363	13,187	0	0	27,550

AM Peak Hour	10:30	08:00			07:30	PM Peak Hour	16:45	17:45			16:45
AM Pk Volume	869	874			1633	PM Pk Volume	1275	948			2133
Pk Hr Factor	0.936	0.934			0.952	Pk Hr Factor	0.938	0.878			0.968
7 - 9 Volume	1493	1628	0	0	3121	4 - 6 Volume	2424	1713	0	0	4137
7 - 9 Peak Hour	07:15	08:00			07:30	4 - 6 Peak Hour	16:45	17:00			16:45
7 - 9 Pk Volume	818	874	0	0	1633	4 - 6 Pk Volume	1275	862	0	0	2133
Pk Hr Factor	0.913	0.934	0.000	0.000	0.952	Pk Hr Factor	0.938	0.925	0.000	0.000	0.968

Prepared by NDS/ATD

VOLUME

Garfield Ave Bet. Garvey Ave & El Repetto Dr

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_007

DAILY TOTALS	NB	SB	EB	WB	Total
	12,984	13,452	0	0	26,436

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	27		32				59		12:00	164		197				361	
00:15	28		30				58		12:15	163		193				356	
00:30	17		38				55		12:30	160		161				321	
00:45	13	85	15	115			28	200	12:45	170	657	169	720			339	1377
01:00	20		11				31		13:00	168		161				329	
01:15	10		21				31		13:15	183		184				367	
01:30	9		19				28		13:30	166		181				347	
01:45	10	49	6	57			16	106	13:45	183	700	222	748			405	1448
02:00	11		15				26		14:00	189		164				353	
02:15	11		11				22		14:15	173		185				358	
02:30	10		20				30		14:30	226		206				432	
02:45	11	43	13	59			24	102	14:45	229	817	215	770			444	1587
03:00	11		10				21		15:00	245		245				490	
03:15	17		9				26		15:15	243		228				471	
03:30	16		10				26		15:30	209		221				430	
03:45	13	57	12	41			25	98	15:45	236	933	225	919			461	1852
04:00	10		7				17		16:00	226		237				463	
04:15	12		23				35		16:15	236		248				484	
04:30	24		38				62		16:30	276		213				489	
04:45	26	72	29	97			55	169	16:45	250	988	259	957			509	1945
05:00	35		24				59		17:00	262		274				536	
05:15	44		35				79		17:15	260		272				532	
05:30	59		39				98		17:30	251		300				551	
05:45	60	198	40	138			100	336	17:45	289	1062	290	1136			579	2198
06:00	51		76				127		18:00	273		296				569	
06:15	74		105				179		18:15	239		249				488	
06:30	117		130				247		18:30	239		254				493	
06:45	126	368	147	458			273	826	18:45	201	952	214	1013			415	1965
07:00	135		200				335		19:00	188		246				434	
07:15	195		244				439		19:15	195		225				420	
07:30	274		226				500		19:30	183		161				344	
07:45	289	893	243	913			532	1806	19:45	153	719	166	798			319	1517
08:00	249		213				462		20:00	148		149				297	
08:15	208		210				418		20:15	156		154				310	
08:30	225		225				450		20:30	143		143				286	
08:45	184	866	213	861			397	1727	20:45	123	570	117	563			240	1133
09:00	165		201				366		21:00	121		103				224	
09:15	185		178				363		21:15	132		112				244	
09:30	182		190				372		21:30	107		112				219	
09:45	186	718	155	724			341	1442	21:45	114	474	95	422			209	896
10:00	165		192				357		22:00	91		97				188	
10:15	159		172				331		22:15	81		93				174	
10:30	159		172				331		22:30	69		84				153	
10:45	142	625	194	730			336	1355	22:45	61	302	54	328			115	630
11:00	161		176				337		23:00	61		57				118	
11:15	184		172				356		23:15	40		43				83	
11:30	140		179				319		23:30	37		44				81	
11:45	171	656	177	704			348	1360	23:45	42	180	37	181			79	361
TOTALS		4630		4897				**9527**	**TOTALS**		8354		8555				**16909**
SPLIT %		48.6%		51.4%				**36.0%**	**SPLIT %**		49.4%		50.6%				**64.0%**

DAILY TOTALS	NB	SB	EB	WB	Total
	12,984	13,452	0	0	26,436

AM Peak Hour	07:30	07:15						**07:15**	**PM Peak Hour**	17:15	17:15						**17:15**
AM Pk Volume	1020	926						**1933**	**PM Pk Volume**	1073	1158						**2231**
Pk Hr Factor	0.882	0.949						**0.908**	**Pk Hr Factor**	0.928	0.965						**0.963**
7 - 9 Volume	1759	1774	0	0				**3533**	**4 - 6 Volume**	2050	2093	0	0				**4143**
7 - 9 Peak Hour	07:30	07:15						**07:15**	**4 - 6 Peak Hour**	17:00	17:00						**17:00**
7 - 9 Pk Volume	1020	926	0	0				**1933**	**4 - 6 Pk Volume**	1062	1136	0	0				**2198**
Pk Hr Factor	0.882	0.949	0.000	0.000				**0.908**	**Pk Hr Factor**	0.919	0.947	0.000	0.000				**0.949**

Prepared by NDS/ATD

VOLUME

Garfield Ave Bet. El Repetto Dr & Riggin St

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_008

DAILY TOTALS	NB	SB	EB	WB	Total
	11,893	13,268	0	0	25,161

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	34		16				50		12:00	187		159				346	
00:15	39		30				69		12:15	176		161				337	
00:30	38		18				56		12:30	149		153				302	
00:45	16	127	11	75			27	202	12:45	151	663	181	654			332	1317
01:00	14		20				34		13:00	136		215				351	
01:15	21		10				31		13:15	155		189				344	
01:30	20		13				33		13:30	194		201				395	
01:45	6	61	7	50			13	111	13:45	170	655	219	824			389	1479
02:00	18		12				30		14:00	125		212				337	
02:15	11		13				24		14:15	171		194				365	
02:30	28		12				40		14:30	188		225				413	
02:45	15	72	10	47			25	119	14:45	183	667	247	878			430	1545
03:00	8		11				19		15:00	183		235				418	
03:15	13		17				30		15:15	193		253				446	
03:30	9		20				29		15:30	163		212				375	
03:45	12	42	16	64			28	106	15:45	187	726	228	928			415	1654
04:00	11		13				24		16:00	175		230				405	
04:15	22		20				42		16:15	196		230				426	
04:30	29		34				63		16:30	207		264				471	
04:45	24	86	41	108			65	194	16:45	209	787	226	950			435	1737
05:00	23		42				65		17:00	224		258				482	
05:15	34		58				92		17:15	222		266				488	
05:30	30		77				107		17:30	242		221				463	
05:45	40	127	79	256			119	383	17:45	234	922	254	999			488	1921
06:00	67		69				136		18:00	236		259				495	
06:15	90		112				202		18:15	226		220				446	
06:30	104		140				244		18:30	229		203				432	
06:45	115	376	155	476			270	852	18:45	217	908	191	873			408	1781
07:00	172		172				344		19:00	256		166				422	
07:15	166		244				410		19:15	198		164				362	
07:30	179		268				447		19:30	166		173				339	
07:45	192	709	301	985			493	1694	19:45	188	808	138	641			326	1449
08:00	184		275				459		20:00	164		154				318	
08:15	185		259				444		20:15	153		127				280	
08:30	179		262				441		20:30	141		120				261	
08:45	186	734	218	1014			404	1748	20:45	129	587	112	513			241	1100
09:00	160		195				355		21:00	117		98				215	
09:15	146		196				342		21:15	114		116				230	
09:30	146		193				339		21:30	150		106				256	
09:45	141	593	179	763			320	1356	21:45	106	487	91	411			197	898
10:00	153		184				337		22:00	107		83				190	
10:15	152		179				331		22:15	94		77				171	
10:30	151		162				313		22:30	92		69				161	
10:45	164	620	143	668			307	1288	22:45	61	354	66	295			127	649
11:00	173		160				333		23:00	62		54				116	
11:15	136		166				302		23:15	43		46				89	
11:30	171		155				326		23:30	29		37				66	
11:45	150	630	156	637			306	1267	23:45	18	152	22	159			40	311
TOTALS		4177		5143				9320	TOTALS		7716		8125				15841
SPLIT %		44.8%		55.2%				37.0%	SPLIT %		48.7%		51.3%				63.0%

DAILY TOTALS	NB	SB	EB	WB	Total
	11,893	13,268	0	0	25,161

AM Peak Hour	07:30	07:30				07:30	PM Peak Hour	17:30	16:30				17:15
AM Pk Volume	740	1103				1843	PM Pk Volume	938	1014				1934
Pk Hr Factor	0.964	0.916				0.935	Pk Hr Factor	0.969	0.953				0.977
7 - 9 Volume	1443	1999	0	0		3442	4 - 6 Volume	1709	1949	0	0		3658
7 - 9 Peak Hour	07:30	07:30				07:30	4 - 6 Peak Hour	17:00	16:30				17:00
7 - 9 Pk Volume	740	1103	0	0		1843	4 - 6 Pk Volume	922	1014	0	0		1921
Pk Hr Factor	0.964	0.916	0.000	0.000		0.935	Pk Hr Factor	0.952	0.953	0.000	0.000		0.984

Prepared by NDS/ATD

VOLUME

Avenida Cesar Chavez Bet. Vancouver Ave & Atlantic Blvd

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_015

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,773	7,910	17,683

AM Period	NB		SB		EB		WB		TOTAL		PM Period	NB		SB		EB		WB		TOTAL	
00:00					9		12		21		12:00					207		148		355	
00:15					8		17		25		12:15					237		157		394	
00:30					9		13		22		12:30					150		129		279	
00:45					4	30	6	48	10	78	12:45					127	721	127	561	254	1282
01:00					4		5		9		13:00					118		104		222	
01:15					4		4		8		13:15					138		164		302	
01:30					3		7		10		13:30					195		177		372	
01:45					1	12	3	19	4	31	13:45					142	593	122	567	264	1160
02:00					3		4		7		14:00					135		95		230	
02:15					2		3		5		14:15					128		82		210	
02:30					8		5		13		14:30					114		116		230	
02:45					2	15	1	13	3	28	14:45					154	531	100	393	254	924
03:00					5		4		9		15:00					224		146		370	
03:15					3		2		5		15:15					230		155		385	
03:30					2		3		5		15:30					178		121		299	
03:45					2	12	2	11	4	23	15:45					210	842	119	541	329	1383
04:00					1		3		4		16:00					205		103		308	
04:15					9		8		17		16:15					219		106		325	
04:30					15		6		21		16:30					213		106		319	
04:45					5	30	8	25	13	55	16:45					206	843	120	435	326	1278
05:00					10		15		25		17:00					228		125		353	
05:15					8		12		20		17:15					221		123		344	
05:30					16		26		42		17:30					204		125		329	
05:45					20	54	55	108	75	162	17:45					228	881	133	506	361	1387
06:00					27		37		64		18:00					223		105		328	
06:15					26		59		85		18:15					213		150		363	
06:30					27		61		88		18:30					231		177		408	
06:45					41	121	92	249	133	370	18:45					227	894	132	564	359	1458
07:00					67		123		190		19:00					133		105		238	
07:15					85		156		241		19:15					130		93		223	
07:30					92		159		251		19:30					105		77		182	
07:45					127	371	154	592	281	963	19:45					110	478	70	345	180	823
08:00					120		157		277		20:00					124		70		194	
08:15					109		149		258		20:15					136		67		203	
08:30					132		204		336		20:30					115		63		178	
08:45					159	520	205	715	364	1235	20:45					119	494	72	272	191	766
09:00					125		181		306		21:00					71		56		127	
09:15					91		104		195		21:15					134		67		201	
09:30					97		93		190		21:30					133		43		176	
09:45					112	425	96	474	208	899	21:45					118	456	58	224	176	680
10:00					126		135		261		22:00					122		42		164	
10:15					158		178		336		22:15					69		37		106	
10:30					186		155		341		22:30					33		37		70	
10:45					155	625	108	576	263	1201	22:45					26	250	22	138	48	388
11:00					127		97		224		23:00					20		19		39	
11:15					128		115		243		23:15					14		16		30	
11:30					117		107		224		23:30					13		16		29	
11:45					146	518	151	470	297	988	23:45					10	57	13	64	23	121
TOTALS						2733		3300		6033	TOTALS						7040		4610		11650
SPLIT %						45.3%		54.7%		34.1%	SPLIT %						60.4%		39.6%		65.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	9,773	7,910	17,683

AM Peak Hour			11:45	08:15	11:45	PM Peak Hour			17:45	12:45	17:45
AM Pk Volume			740	739	1325	PM Pk Volume			895	572	1460
Pk Hr Factor			0.781	0.901	0.841	Pk Hr Factor			0.969	0.808	0.895
7 - 9 Volume	0	0	891	1307	2198	4 - 6 Volume	0	0	1724	941	2665
7 - 9 Peak Hour			08:00	08:00	08:00	4 - 6 Peak Hour			17:00	17:00	17:00
7 - 9 Pk Volume	0	0	520	715	1235	4 - 6 Pk Volume	0	0	881	506	1387
Pk Hr Factor	0.000	0.000	0.818	0.872	0.848	Pk Hr Factor	0.000	0.000	0.966	0.951	0.961

Prepared by NDS/ATD

VOLUME

Atlantic Blvd Bet. Floral Dr & 1st St

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_005

DAILY TOTALS	NB	SB	EB	WB	Total
	15,650	15,487	0	0	31,137

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	53		53				106		12:00	261		306				567	
00:15	26		40				66		12:15	292		246				538	
00:30	27		39				66		12:30	219		260				479	
00:45	26	132	25	157			51	289	12:45	236	1008	231	1043			467	2051
01:00	22		26				48		13:00	220		249				469	
01:15	22		23				45		13:15	245		259				504	
01:30	24		20				44		13:30	254		284				538	
01:45	16	84	23	92			39	176	13:45	245	964	243	1035			488	1999
02:00	14		11				25		14:00	228		262				490	
02:15	17		19				36		14:15	240		225				465	
02:30	15		12				27		14:30	244		271				515	
02:45	10	56	13	55			23	111	14:45	200	912	215	973			415	1885
03:00	10		9				19		15:00	267		278				545	
03:15	13		10				23		15:15	233		290				523	
03:30	12		14				26		15:30	231		224				455	
03:45	13	48	9	42			22	90	15:45	227	958	241	1033			468	1991
04:00	19		14				33		16:00	248		244				492	
04:15	24		29				53		16:15	236		216				452	
04:30	28		19				47		16:30	269		207				476	
04:45	40	111	38	100			78	211	16:45	254	1007	230	897			484	1904
05:00	55		35				90		17:00	237		236				473	
05:15	46		64				110		17:15	297		230				527	
05:30	80		65				145		17:30	316		219				535	
05:45	70	251	89	253			159	504	17:45	275	1125	228	913			503	2038
06:00	95		88				183		18:00	291		227				518	
06:15	99		99				198		18:15	285		245				530	
06:30	118		125				243		18:30	275		221				496	
06:45	140	452	153	465			293	917	18:45	245	1096	269	962			514	2058
07:00	157		170				327		19:00	223		273				496	
07:15	162		185				347		19:15	193		220				413	
07:30	223		197				420		19:30	213		230				443	
07:45	237	779	209	761			446	1540	19:45	236	865	217	940			453	1805
08:00	224		238				462		20:00	238		243				481	
08:15	223		203				426		20:15	239		217				456	
08:30	248		235				483		20:30	222		182				404	
08:45	241	936	201	877			442	1813	20:45	186	885	164	806			350	1691
09:00	225		216				441		21:00	169		181				350	
09:15	230		179				409		21:15	190		174				364	
09:30	193		221				414		21:30	163		156				319	
09:45	191	839	186	802			377	1641	21:45	141	663	152	663			293	1326
10:00	252		236				488		22:00	143		146				289	
10:15	226		247				473		22:15	89		109				198	
10:30	243		261				504		22:30	87		96				183	
10:45	229	950	217	961			446	1911	22:45	76	395	78	429			154	824
11:00	235		239				474		23:00	66		74				140	
11:15	225		224				449		23:15	51		58				109	
11:30	233		256				489		23:30	49		70				119	
11:45	252	945	277	996			529	1941	23:45	23	189	30	232			53	421
TOTALS		5583		5561				11144	TOTALS		10067		9926				19993
SPLIT %		50.1%		49.9%				35.8%	SPLIT %		50.4%		49.6%				64.2%

DAILY TOTALS	NB	SB	EB	WB	Total
	15,650	15,487	0	0	31,137

AM Peak Hour	11:30	11:45			11:30	PM Peak Hour	17:15	14:30			17:30
AM Pk Volume	1038	1089			2123	PM Pk Volume	1179	1054			2086
Pk Hr Factor	0.889	0.890			0.936	Pk Hr Factor	0.933	0.909			0.975
7 - 9 Volume	1715	1638	0	0	3353	4 - 6 Volume	2132	1810	0	0	3942
7 - 9 Peak Hour	08:00	07:45			07:45	4 - 6 Peak Hour	17:00	16:45			17:00
7 - 9 Pk Volume	936	885	0	0	1817	4 - 6 Pk Volume	1125	915	0	0	2038
Pk Hr Factor	0.944	0.930	0.000	0.000	0.940	Pk Hr Factor	0.890	0.969	0.000	0.000	0.952

Prepared by NDS/ATD

VOLUME

Garfield Ave Bet. Riggin St & Pomona Blvd

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_009

DAILY TOTALS	NB	SB	EB	WB	Total
	11,386	12,821	0	0	24,207

AM Period	NB		SB		EB	WB	TOTAL		PM Period	NB		SB		EB	WB	TOTAL	
00:00	42		19				61		12:00	185		147				332	
00:15	36		29				65		12:15	174		177				351	
00:30	38		16				54		12:30	147		168				315	
00:45	20	136	14	78			34	214	12:45	167	673	181	673			348	1346
01:00	15		18				33		13:00	147		175				322	
01:15	25		11				36		13:15	172		171				343	
01:30	21		25				46		13:30	208		200				408	
01:45	12	73	8	62			20	135	13:45	167	694	202	748			369	1442
02:00	18		11				29		14:00	131		183				314	
02:15	12		15				27		14:15	175		169				344	
02:30	28		12				40		14:30	157		198				355	
02:45	15	73	10	48			25	121	14:45	173	636	215	765			388	1401
03:00	10		9				19		15:00	172		202				374	
03:15	14		23				37		15:15	178		229				407	
03:30	10		22				32		15:30	170		188				358	
03:45	11	45	16	70			27	115	15:45	185	705	214	833			399	1538
04:00	11		20				31		16:00	168		220				388	
04:15	23		26				49		16:15	176		203				379	
04:30	31		38				69		16:30	182		246				428	
04:45	24	89	48	132			72	221	16:45	180	706	196	865			376	1571
05:00	18		50				68		17:00	184		231				415	
05:15	31		68				99		17:15	177		217				394	
05:30	29		86				115		17:30	200		189				389	
05:45	46	124	99	303			145	427	17:45	206	767	216	853			422	1620
06:00	73		84				157		18:00	216		236				452	
06:15	77		119				196		18:15	192		223				415	
06:30	95		157				252		18:30	182		186				368	
06:45	107	352	157	517			264	869	18:45	203	793	199	844			402	1637
07:00	108		172				280		19:00	235		170				405	
07:15	129		242				371		19:15	178		183				361	
07:30	122		268				390		19:30	166		172				338	
07:45	157	516	279	961			436	1477	19:45	168	747	136	661			304	1408
08:00	158		288				446		20:00	172		146				318	
08:15	178		262				440		20:15	146		129				275	
08:30	170		252				422		20:30	151		113				264	
08:45	151	657	197	999			348	1656	20:45	169	638	115	503			284	1141
09:00	151		181				332		21:00	149		91				240	
09:15	144		219				363		21:15	135		102				237	
09:30	139		186				325		21:30	155		97				252	
09:45	130	564	167	753			297	1317	21:45	119	558	90	380			209	938
10:00	152		184				336		22:00	128		79				207	
10:15	154		173				327		22:15	97		76				173	
10:30	136		176				312		22:30	96		70				166	
10:45	152	594	154	687			306	1281	22:45	73	394	57	282			130	676
11:00	169		152				321		23:00	68		49				117	
11:15	140		178				318		23:15	51		50				101	
11:30	166		154				320		23:30	49		28				77	
11:45	158	633	159	643			317	1276	23:45	51	219	34	161			85	380
TOTALS		3856		5253				**9109**	**TOTALS**		7530		7568				**15098**
SPLIT %		42.3%		57.7%				**37.6%**	**SPLIT %**		49.9%		50.1%				**62.4%**

DAILY TOTALS	NB	SB	EB	WB	Total
	11,386	12,821	0	0	24,207

AM Peak Hour	11:30	07:30						**07:45**	**PM Peak Hour**	17:30	16:30						**17:30**
AM Pk Volume	683	1097						**1744**	**PM Pk Volume**	814	890						**1678**
Pk Hr Factor	0.923	0.952						**0.978**	**Pk Hr Factor**	0.942	0.904						**0.928**
7 - 9 Volume	1173	1960	0	0				**3133**	**4 - 6 Volume**	1473	1718	0	0				**3191**
7 - 9 Peak Hour	07:45	07:30						**07:45**	**4 - 6 Peak Hour**	17:00	16:30						**17:00**
7 - 9 Pk Volume	663	1097	0	0				**1744**	**4 - 6 Pk Volume**	767	890	0	0				**1620**
Pk Hr Factor	0.931	0.952	0.000	0.000				**0.978**	**Pk Hr Factor**	0.931	0.904	0.000	0.000				**0.960**

Prepared by NDS/ATD

VOLUME

Pomona Blvd Bet. Garfield Ave & Gerhart Ave

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_014

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	8,073	8,073

AM Period	NB	SB	EB	WB		TOTAL		PM Period	NB	SB	EB	WB		TOTAL	
00:00			0	12		12		12:00			0	105		105	
00:15			0	15		15		12:15			0	112		112	
00:30			0	6		6		12:30			0	120		120	
00:45			0	4	37	4	37	12:45			0	114	451	114	451
01:00			0	12		12		13:00			0	138		138	
01:15			0	4		4		13:15			0	164		164	
01:30			0	7		7		13:30			0	132		132	
01:45			0	9	32	9	32	13:45			0	140	574	140	574
02:00			0	3		3		14:00			0	119		119	
02:15			0	5		5		14:15			0	120		120	
02:30			0	6		6		14:30			0	112		112	
02:45			0	6	20	6	20	14:45			0	134	485	134	485
03:00			0	3		3		15:00			0	124		124	
03:15			0	7		7		15:15			0	135		135	
03:30			0	6		6		15:30			0	152		152	
03:45			0	8	24	8	24	15:45			0	123	534	123	534
04:00			0	3		3		16:00			0	99		99	
04:15			0	4		4		16:15			0	135		135	
04:30			0	6		6		16:30			0	132		132	
04:45			0	17	30	17	30	16:45			0	140	506	140	506
05:00			0	14		14		17:00			0	98		98	
05:15			0	32		32		17:15			0	154		154	
05:30			0	45		45		17:30			0	142		142	
05:45			0	41	132	41	132	17:45			0	122	516	122	516
06:00			0	67		67		18:00			0	129		129	
06:15			0	46		46		18:15			0	140		140	
06:30			0	81		81		18:30			0	149		149	
06:45			0	126	320	126	320	18:45			0	120	538	120	538
07:00			0	101		101		19:00			0	115		115	
07:15			0	142		142		19:15			0	101		101	
07:30			0	157		157		19:30			0	122		122	
07:45			0	182	582	182	582	19:45			0	101	439	101	439
08:00			0	169		169		20:00			0	97		97	
08:15			0	141		141		20:15			0	86		86	
08:30			0	126		126		20:30			0	121		121	
08:45			0	154	590	154	590	20:45			0	89	393	89	393
09:00			0	116		116		21:00			0	83		83	
09:15			0	129		129		21:15			0	78		78	
09:30			0	108		108		21:30			0	66		66	
09:45			0	111	464	111	464	21:45			0	58	285	58	285
10:00			0	117		117		22:00			0	53		53	
10:15			0	105		105		22:15			0	62		62	
10:30			0	104		104		22:30			0	28		28	
10:45			0	106	432	106	432	22:45			0	35	178	35	178
11:00			0	108		108		23:00			0	23		23	
11:15			0	79		79		23:15			0	31		31	
11:30			0	119		119		23:30			0	28		28	
11:45			0	104	410	104	410	23:45			0	19	101	19	101
TOTALS					3073		3073	TOTALS					5000		5000
SPLIT %					100.0%		38.1%	SPLIT %					100.0%		61.9%

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	0	8,073	8,073

AM Peak Hour					07:15	07:15	PM Peak Hour					13:00	13:00
AM Pk Volume					650	650	PM Pk Volume					574	574
Pk Hr Factor					0.893	0.893	Pk Hr Factor					0.875	0.875
7 - 9 Volume	0	0	0		1172	1172	4 - 6 Volume	0	0	0		1022	1022
7 - 9 Peak Hour					07:15	07:15	4 - 6 Peak Hour					16:45	16:45
7 - 9 Pk Volume	0	0	0		650	650	4 - 6 Pk Volume	0	0	0		534	534
Pk Hr Factor	0.000	0.000	0.000		0.893	0.893	Pk Hr Factor	0.000	0.000	0.000		0.867	0.867

Prepared by NDS/ATD

VOLUME

Potrero Grande Dr Bet. Markland Dr & Saturn St/Market Place Dr

Day: Thursday
Date: 4/11/2019

City: Monterey Park
Project #: CA19_5184_013

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,115	10,942	21,057

AM Period	NB	SB	EB		WB		TOTAL		PM Period	NB	SB	EB		WB		TOTAL	
00:00			7		17		24		12:00			158		161		319	
00:15			10		14		24		12:15			151		178		329	
00:30			3		6		9		12:30			174		220		394	
00:45			4	24	5	42	9	66	12:45			168	651	171	730	339	1381
01:00			7		2		9		13:00			155		206		361	
01:15			1		4		5		13:15			197		189		386	
01:30			4		7		11		13:30			190		224		414	
01:45			2	14	5	18	7	32	13:45			201	743	214	833	415	1576
02:00			2		4		6		14:00			165		164		329	
02:15			2		11		13		14:15			168		202		370	
02:30			5		8		13		14:30			156		192		348	
02:45			0	9	3	26	3	35	14:45			178	667	195	753	373	1420
03:00			2		1		3		15:00			216		170		386	
03:15			4		7		11		15:15			169		184		353	
03:30			0		3		3		15:30			200		200		400	
03:45			2	8	5	16	7	24	15:45			206	791	172	726	378	1517
04:00			8		6		14		16:00			193		198		391	
04:15			13		13		26		16:15			192		188		380	
04:30			15		7		22		16:30			217		192		409	
04:45			25	61	16	42	41	103	16:45			261	863	215	793	476	1656
05:00			15		17		32		17:00			208		229		437	
05:15			33		39		72		17:15			266		184		450	
05:30			46		61		107		17:30			253		208		461	
05:45			53	147	62	179	115	326	17:45			269	996	208	829	477	1825
06:00			68		82		150		18:00			251		175		426	
06:15			54		77		131		18:15			243		165		408	
06:30			88		124		212		18:30			194		164		358	
06:45			85	295	120	403	205	698	18:45			207	895	158	662	365	1557
07:00			63		158		221		19:00			203		153		356	
07:15			84		180		264		19:15			201		147		348	
07:30			115		214		329		19:30			138		138		276	
07:45			132	394	185	737	317	1131	19:45			136	678	144	582	280	1260
08:00			119		166		285		20:00			116		136		252	
08:15			116		195		311		20:15			108		141		249	
08:30			134		172		306		20:30			91		136		227	
08:45			120	489	148	681	268	1170	20:45			88	403	123	536	211	939
09:00			128		125		253		21:00			69		91		160	
09:15			121		146		267		21:15			58		80		138	
09:30			134		151		285		21:30			49		69		118	
09:45			130	513	144	566	274	1079	21:45			34	210	57	297	91	507
10:00			138		146		284		22:00			39		46		85	
10:15			142		158		300		22:15			23		36		59	
10:30			111		152		263		22:30			28		44		72	
10:45			145	536	170	626	315	1162	22:45			15	105	19	145	34	250
11:00			148		168		316		23:00			19		26		45	
11:15			130		145		275		23:15			11		16		27	
11:30			151		173		324		23:30			12		20		32	
11:45			141	570	165	651	306	1221	23:45			11	53	7	69	18	122
TOTALS				3060		3987		**7047**	**TOTALS**				7055		6955		**14010**
SPLIT %				43.4%		56.6%		**33.5%**	**SPLIT %**				50.4%		49.6%		**66.5%**

DAILY TOTALS	NB	SB	EB	WB	Total
	0	0	10,115	10,942	21,057

AM Peak Hour			11:45	07:30	**11:45**	**PM Peak Hour**			17:15	16:45	**17:00**
AM Pk Volume			624	760	**1348**	**PM Pk Volume**			1039	836	**1825**
Pk Hr Factor			0.897	0.888	**0.855**	**Pk Hr Factor**			0.966	0.913	**0.956**
7 - 9 Volume	0	0	883	1418	**2301**	**4 - 6 Volume**	0	0	1859	1622	**3481**
7 - 9 Peak Hour			07:45	07:30	**07:30**	**4 - 6 Peak Hour**			17:00	16:45	**17:00**
7 - 9 Pk Volume	0	0	501	760	**1242**	**4 - 6 Pk Volume**	0	0	996	836	**1825**
Pk Hr Factor	0.000	0.000	0.935	0.888	**0.944**	**Pk Hr Factor**	0.000	0.000	0.926	0.913	**0.956**

APPENDIX C
Existing Level of Service Worksheets

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.769
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	12	1173	23	36	939	107	210	62	27	52	123	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1173	23	36	939	107	210	62	27	52	123	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1173	23	36	939	107	210	62	27	52	123	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1173	23	36	939	107	210	62	27	52	123	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1173	23	36	939	107	210	62	27	52	123	289
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1115	485	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.01	0.02	0.28	0.06	0.13	0.06	0.06	0.03	0.07	0.17
Crit Moves:		****		****			****					****

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	22	1084	36	92	684	99	131	208	21	63	223	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1084	36	92	684	99	131	208	21	63	223	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	22	1084	36	92	684	99	131	208	21	63	223	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1084	36	92	684	99	131	208	21	63	223	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1084	36	92	684	99	131	208	21	63	223	234
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	0.91	0.09	1.00	0.49	0.51
Final Sat.:	1600	3197	103	1600	2895	405	1600	1453	147	1600	781	819
Capacity Analysis Module:												
Vol/Sat:	0.01	0.34	0.35	0.06	0.24	0.24	0.08	0.14	0.14	0.04	0.29	0.29
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.852
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	81	Level Of Service:	D

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1	0	1	0 1	1	0	0 1	0	1	0
Volume Module:												
Base Vol:	79	918	18	114	470	219	128	119	54	28	188	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	79	918	18	114	470	219	128	119	54	28	188	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	918	18	114	470	219	128	119	54	28	188	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	918	18	114	470	219	128	119	54	28	188	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	918	18	114	470	219	128	119	54	28	188	305
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.36	0.64	1.00	0.69	0.31	1.00	0.38	0.62
Final Sat.:	1600	3238	62	1600	2283	1017	1600	1101	499	1600	610	990
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.29	0.07	0.21	0.22	0.08	0.11	0.11	0.02	0.31	0.31
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	45	1061	31	97	876	7	19	21	52	58	29	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	45	1061	31	97	876	7	19	21	52	58	29	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1061	31	97	876	7	19	21	52	58	29	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1061	31	97	876	7	19	21	52	58	29	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1061	31	97	876	7	19	21	52	58	29	99
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.29	0.71	1.00	0.23	0.77
Final Sat.:	1600	3400	1700	1600	3275	25	1600	460	1140	1600	363	1238
Capacity Analysis Module:												
Vol/Sat:	0.03	0.31	0.02	0.06	0.27	0.28	0.01	0.05	0.05	0.04	0.08	0.08
Crit Moves:		****		****					****		****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	15	997	37	18	591	29	32	109	23	57	159	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	997	37	18	591	29	32	109	23	57	159	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	15	997	37	18	591	29	32	109	23	57	159	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	15	997	37	18	591	29	32	109	23	57	159	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	15	997	37	18	591	29	32	109	23	57	159	106
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.91	0.09	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	1600	3185	115	1600	3150	150	1600	1321	279	1600	960	640
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.32	0.01	0.19	0.19	0.02	0.08	0.08	0.04	0.17	0.17
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.670
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	194	775	61	65	557	344	282	337	155	144	668	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	775	61	65	557	344	282	337	155	144	668	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	775	61	65	557	344	282	337	155	144	668	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	775	61	65	557	344	282	337	155	144	668	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	775	61	65	557	344	282	337	155	144	668	112
OvlAdjVol:						194						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.04	0.02	0.16	0.20	0.09	0.10	0.09	0.05	0.20	0.07
OvlAdjV/S:						0.11						
Crit Moves:	****				****		****				****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 Level Of Service: C

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	804	38	68	484	69	124	328	51	106	752	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	77	804	38	68	484	69	124	328	51	106	752	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	77	804	38	68	484	69	124	328	51	106	752	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	804	38	68	484	69	124	328	51	106	752	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	804	38	68	484	69	124	328	51	106	752	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.91	0.09	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3156	144	1600	2901	399	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.25	0.26	0.04	0.17	0.17	0.08	0.10	0.03	0.07	0.22	0.07
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.639
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	42	380	43	150	285	132	112	433	23	27	646	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	380	43	150	285	132	112	433	23	27	646	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	380	43	150	285	132	112	433	23	27	646	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	380	43	150	285	132	112	433	23	27	646	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	380	43	150	285	132	112	433	23	27	646	147
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.80	0.20	1.00	1.37	0.63	1.00	1.90	0.10	1.00	1.63	0.37
Final Sat.:	1600	2975	325	1600	2287	1013	1600	3139	161	1600	2707	593
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.09	0.12	0.13	0.07	0.14	0.14	0.02	0.24	0.25
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.642
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	1103	0	29	0	0	0	0	63	141	239	671	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1103	0	29	0	0	0	0	63	141	239	671	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1103	0	29	0	0	0	0	63	141	239	671	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1103	0	29	0	0	0	0	63	141	239	671	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1103	0	29	0	0	0	0	63	141	239	671	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1700	1700	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.02	0.00	0.00	0.00	0.00	0.04	0.08	0.15	0.20	0.00
Crit Moves:	****										****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.436
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	60	0	233	0	92	0	0	675	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	60	0	233	0	92	0	0	675	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	60	0	233	0	92	0	0	675	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	60	0	233	0	92	0	0	675	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	60	0	233	0	92	0	0	675	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.14	0.00	0.03	0.00	0.00	0.20	0.00
Crit Moves:						****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.466
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 Level Of Service: A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	509	3	1	373	0	630	1	36	2	0	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	509	3	1	373	0	630	1	36	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	509	3	1	373	0	630	1	36	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	509	3	1	373	0	630	1	36	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	509	3	1	373	0	630	1	36	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	1.89	0.01	0.10	0.67	0.00	0.33
Final Sat.:	0	3281	19	1600	3400	0	3022	5	173	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.00	0.11	0.00	0.21	0.21	0.21	0.00	0.00	0.00
Crit Moves:		****		****				****				****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.699
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 Level Of Service: B

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	108	0	397	454	237	0	0	421	182
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	108	0	397	454	237	0	0	421	182
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	108	0	0	454	237	0	0	421	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	108	0	0	454	237	0	0	421	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	108	0	0	454	237	0	0	421	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.28	0.07	0.00	0.00	0.25	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.635
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	26	748	134	43	545	32	54	173	15	273	271	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	748	134	43	545	32	54	173	15	273	271	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	748	134	43	545	32	54	173	15	273	271	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	748	134	43	545	32	54	173	15	273	271	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	748	134	43	545	32	54	173	15	273	271	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.92	0.08	1.00	0.68	0.32
Final Sat.:	1600	3400	1700	1600	3123	177	1600	1472	128	1600	1092	508
Capacity Analysis Module:												
Vol/Sat:	0.02	0.22	0.08	0.03	0.17	0.18	0.03	0.12	0.12	0.17	0.25	0.25
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.577
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	30	805	37	25	788	114	106	101	75	73	107	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	805	37	25	788	114	106	101	75	73	107	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	805	37	25	788	114	106	101	75	73	107	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	805	37	25	788	114	106	101	75	73	107	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	805	37	25	788	114	106	101	75	73	107	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	0.57	0.43	1.00	0.60	0.40
Final Sat.:	1600	3400	1700	1600	2896	404	1600	918	682	1600	967	633
Capacity Analysis Module:												
Vol/Sat:	0.02	0.24	0.02	0.02	0.27	0.28	0.07	0.11	0.11	0.05	0.11	0.11
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 1	0	0 1	0 0	0	0 0	1 0	0 1	0	1 0	1 0	1
Volume Module:												
Base Vol:	308	37	284	0	0	0	69	425	47	71	440	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	37	284	0	0	0	69	425	47	71	440	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	37	284	0	0	0	69	425	47	71	440	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	37	284	0	0	0	69	425	47	71	440	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	308	37	284	0	0	0	69	425	47	71	440	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.89	0.11	1.00	0.00	0.00	0.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1428	172	1700	0	0	0	1600	1441	159	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.22	0.17	0.00	0.00	0.00	0.04	0.29	0.30	0.04	0.26	0.07
Crit Moves:		****							****	****		

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AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	1 0	1	0 1	2 0	1	1 0	1 0	2	1 0
Volume Module:												
Base Vol:	48	324	59	51	37	32	137	510	42	28	539	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	324	59	51	37	32	137	510	42	28	539	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	324	59	51	37	32	137	510	42	28	539	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	324	59	51	37	32	137	510	42	28	539	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	324	59	51	37	32	137	510	42	28	539	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.11	0.75	0.14	1.00	1.00	1.00	2.00	1.85	0.15	1.00	2.45	0.55
Final Sat.:	178	1203	219	1600	1700	1700	3200	3057	243	1600	4126	874
Capacity Analysis Module:												
Vol/Sat:	0.03	0.27	0.27	0.03	0.02	0.02	0.04	0.17	0.17	0.02	0.13	0.14
Crit Moves:		****		****				****		****		

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	412	60	88	296	87	153	308	115	98	470	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	412	60	88	296	87	153	308	115	98	470	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	110	412	60	88	296	87	153	308	115	98	470	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	110	412	60	88	296	87	153	308	115	98	470	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	110	412	60	88	296	87	153	308	115	98	470	144
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.53	0.47
Final Sat.:	1600	2893	407	1600	1700	1700	1600	2430	870	1600	2550	750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.15	0.06	0.17	0.05	0.10	0.13	0.13	0.06	0.18	0.19
Crit Moves:	****			****			****					****

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.567
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	38	Level Of Service:	A

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	183	716	40	35	711	173	138	48	187	29	80	28
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	716	40	35	711	173	138	48	187	29	80	28
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	716	40	35	711	173	138	48	187	29	80	28
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	716	40	35	711	173	138	48	187	29	80	28
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	716	40	35	711	173	138	48	187	29	80	28
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.41	0.59	1.48	0.52	1.00	1.00	0.74	0.26
Final Sat.:	1600	4746	254	1600	4061	939	2374	826	1700	1600	1185	415
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.16	0.02	0.18	0.18	0.06	0.06	0.11	0.02	0.07	0.07
Crit Moves:	****			****					****			****

Monterey Park Genearl Plan
Existing Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	loss time
LANES	0	1	0	1	2	0	0	2	0	0	1	0	0.1
AM	74	0	47	99	495	0	0	421	103	2	6	6	
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0	
V/C	0	0.076	0	0.062	0.150	0	0	0.159	0	0	0.009	0	**0.405**
Crit. Moves		**		**				**			**		

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec): 100 Critical Vol./Cap.(X): 0.538
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0 1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	74	85	31	45	37	85	60	309	13	36	695	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	85	31	45	37	85	60	309	13	36	695	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	85	31	45	37	85	60	309	13	36	695	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	85	31	45	37	85	60	309	13	36	695	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	74	85	31	45	37	85	60	309	13	36	695	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.39	0.45	0.16	0.27	0.22	0.51	1.00	1.92	0.08	1.00	1.74	0.26
Final Sat.:	623	716	261	431	354	814	1600	3171	129	1600	2887	413
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.12	0.03	0.10	0.10	0.04	0.10	0.10	0.02	0.24	0.25
Crit Moves:	****				****		****					****

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Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	218	758	68	89	694	123	86	212	101	100	456	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	218	758	68	89	694	123	86	212	101	100	456	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	218	758	68	89	694	123	86	212	101	100	456	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	758	68	89	694	123	86	212	101	100	456	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	218	758	68	89	694	123	86	212	101	100	456	78
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	2.75	0.25	1.00	2.55	0.45	1.00	1.35	0.65	1.00	1.71	0.29
Final Sat.:	1600	4605	395	1600	4277	723	1600	2267	1033	1600	2833	467
Capacity Analysis Module:												
Vol/Sat:	0.14	0.16	0.17	0.06	0.16	0.17	0.05	0.09	0.10	0.06	0.16	0.17
Crit Moves:	****					****	****					****

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.751
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	1	0 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	253	713	0	0	881	83	41	0	206	273	284	209
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	713	0	0	881	83	41	0	206	273	284	209
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	713	0	0	881	83	41	0	206	273	284	209
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	713	0	0	881	83	41	0	206	273	284	209
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	253	713	0	0	881	83	41	0	206	273	284	209
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.74	0.26	1.00	0.00	1.00	0.71	0.74	0.55
Final Sat.:	1600	3400	0	0	4587	413	1600	0	1700	1140	1186	873
Capacity Analysis Module:												
Vol/Sat:	0.16	0.21	0.00	0.00	0.19	0.20	0.03	0.00	0.12	0.17	0.24	0.24
Crit Moves:	****					****			****	****		

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1359	0	0	676	367	461	3	690	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1359	0	0	676	367	461	3	690	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1359	0	0	676	367	461	3	690	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1359	0	0	676	367	461	3	690	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1359	0	0	676	367	461	3	690	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.00	1.03	1.00	1.06	1.06
Lanes:	0.00	3.00	0.00	0.00	1.30	0.70	1.20	0.01	1.79	0.00	0.00	0.00
Final Sat.:	0	5100	0	0	2174	1126	1918	12	2970	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.00	0.00	0.31	0.33	0.24	0.24	0.23	0.00	0.00	0.00
Crit Moves:	****					****	****					

Monterey Park General Plan
Existing Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	64	468	19	122	930	173	122	224	80	87	267	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	468	19	122	930	173	122	224	80	87	267	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	468	19	122	930	173	122	224	80	87	267	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	468	19	122	930	173	122	224	80	87	267	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	468	19	122	930	173	122	224	80	87	267	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.69	0.31	1.00	0.74	0.26	1.00	0.65	0.35
Final Sat.:	1600	3175	125	1600	2798	502	1600	1179	421	1600	1042	558
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.08	0.33	0.34	0.08	0.19	0.19	0.05	0.26	0.26
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.775
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0	0	0	2 0	1	0	0 0	0	1	2 0
Volume Module:												
Base Vol:	742	410	0	0	520	371	0	0	0	112	979	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	742	410	0	0	520	371	0	0	0	112	979	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	410	0	0	520	371	0	0	0	112	979	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	410	0	0	520	371	0	0	0	112	979	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	742	410	0	0	520	371	0	0	0	112	979	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.93	1.07	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.31	2.69	1.00
Final Sat.:	3092	1808	0	0	3400	1700	0	0	0	493	4507	1700
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.00	0.00	0.15	0.22	0.00	0.00	0.00	0.07	0.22	0.07
Crit Moves:	****					****					****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec): 100 Critical Vol./Cap.(X): 0.688
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 49 Level Of Service: B

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	1 0	0	1	0 2	1	0	0 0 1
Volume Module:												
Base Vol:	0	459	124	175	588	0	156	790	517	33	0	445
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	459	124	175	588	0	156	790	517	33	0	445
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	459	124	175	588	0	156	790	517	33	0	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	459	124	175	588	0	156	790	517	33	0	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	459	124	175	588	0	156	790	517	33	0	445
OvlAdjVol:												151
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.07	0.11	0.17	0.00	0.10	0.23	0.30	0.02	0.00	0.26
OvlAdjV/S:												0.09
Crit Moves:		****			****				****	****		

Monterey Park General Plan
Existing Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.568
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 Level Of Service: A

Street Name:	Wilcox Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	326	422	0	0	331	19	0	0	0	417	764	82
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	422	0	0	331	19	0	0	0	417	764	82
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	422	0	0	331	19	0	0	0	417	764	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	422	0	0	331	19	0	0	0	417	764	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	422	0	0	331	19	0	0	0	417	764	82
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.03	1.00
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	1.00	1.81	0.19
Final Sat.:	3200	3400	0	0	3126	174	0	0	0	1600	2990	310
Capacity Analysis Module:												
Vol/Sat:	0.10	0.12	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.26	0.26	0.26
Crit Moves:	****				****					****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Markland Dr						Potrero Grande Dr/SR-60 WB Off-Ra					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	56	117	588	144	220	3	26	122	69	242	511	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	117	588	144	220	3	26	122	69	242	511	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	117	588	144	220	3	26	122	69	242	511	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	117	588	144	220	3	26	122	69	242	511	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	117	588	144	220	3	26	122	69	242	511	94
OvlAdjVol:			331									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	0.32	0.68	1.00	0.39	0.60	0.01	1.00	1.00	1.00	1.00	1.69	0.31
Final Sat.:	518	1082	1700	628	959	13	1600	1700	1700	1600	2803	497
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.35	0.09	0.23	0.23	0.02	0.07	0.04	0.15	0.18	0.19
OvlAdjV/S:			0.19									
Crit Moves:			****	****				****		****		

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.2 Worst Case Level Of Service: B[11.6]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	1! 0 1	1	0 2	0 0	0	0 2	0 1
Volume Module:												
Base Vol:	0	0	0	1	0	87	247	599	0	0	749	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	87	247	599	0	0	749	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	87	247	599	0	0	749	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	87	247	599	0	0	749	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1543	1842	375	754	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	108	76	629	865	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	84	54	629	865	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.01	0.00	0.14	0.29	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	1.2	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	48.1	xxxx	11.2	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	B	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	586	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	11.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			11.6			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.423
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0 0	1 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	42	9	166	52	47	59	646	118	7	303	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	16	42	9	166	52	47	59	646	118	7	303	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	42	9	166	52	47	59	646	118	7	303	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	42	9	166	52	47	59	646	118	7	303	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	42	9	166	52	47	59	646	118	7	303	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.01	0.10	0.03	0.03	0.04	0.19	0.07	0.00	0.09	0.08
Crit Moves:		****			****				****		****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.827
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	73	Level Of Service:	D

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:																				
Base Vol:	12	1007	86	184	1090	161	306	193	51	38	76	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	1007	86	184	1090	161	306	193	51	38	76	212
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1007	86	184	1090	161	306	193	51	38	76	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1007	86	184	1090	161	306	193	51	38	76	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1007	86	184	1090	161	306	193	51	38	76	212
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1266	334	1600	1700	1700
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.30	0.05	0.12	0.32	0.09	0.19	0.15	0.15	0.02	0.04	0.12
Crit Moves:		****		****			****					****

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.847
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	79	Level Of Service:	D

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:																				
Base Vol:	20	1042	94	161	1077	193	151	365	18	56	194	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	20	1042	94	161	1077	193	151	365	18	56	194	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	20	1042	94	161	1077	193	151	365	18	56	194	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	1042	94	161	1077	193	151	365	18	56	194	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	1042	94	161	1077	193	151	365	18	56	194	121
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	0.95	0.05	1.00	0.62	0.38
Final Sat.:	1600	3035	265	1600	2814	486	1600	1525	75	1600	985	615
Capacity Analysis Module:																				
Vol/Sat:	0.01	0.34	0.36	0.10	0.38	0.40	0.09	0.24	0.24	0.04	0.20	0.20
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.765
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	60	Level Of Service:	C

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	31	810	33	159	1001	156	161	313	43	30	162	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	810	33	159	1001	156	161	313	43	30	162	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	810	33	159	1001	156	161	313	43	30	162	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	810	33	159	1001	156	161	313	43	30	162	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	810	33	159	1001	156	161	313	43	30	162	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.73	0.27	1.00	0.88	0.12	1.00	0.55	0.45
Final Sat.:	1600	3175	125	1600	2869	431	1600	1407	193	1600	882	718
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.10	0.35	0.36	0.10	0.22	0.22	0.02	0.18	0.18
Crit Moves:	****					****	****				****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.586
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	87	1014	43	126	954	7	37	80	69	36	57	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	1014	43	126	954	7	37	80	69	36	57	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	87	1014	43	126	954	7	37	80	69	36	57	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	1014	43	126	954	7	37	80	69	36	57	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	87	1014	43	126	954	7	37	80	69	36	57	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.54	0.46	1.00	0.41	0.59
Final Sat.:	1600	3400	1700	1600	3277	23	1600	859	741	1600	661	939
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.03	0.08	0.29	0.30	0.02	0.09	0.09	0.02	0.09	0.09
Crit Moves:		****		****			****				****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	29	908	99	86	996	43	74	187	34	35	91	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	908	99	86	996	43	74	187	34	35	91	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	908	99	86	996	43	74	187	34	35	91	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	908	99	86	996	43	74	187	34	35	91	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	908	99	86	996	43	74	187	34	35	91	61
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	1.00	0.85	0.15	1.00	0.60	0.40
Final Sat.:	1600	2985	315	1600	3168	132	1600	1354	246	1600	958	642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.31	0.05	0.31	0.32	0.05	0.14	0.14	0.02	0.09	0.10
Crit Moves:			****	****				****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.722
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	140	742	169	169	709	192	318	927	154	172	268	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	140	742	169	169	709	192	318	927	154	172	268	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	140	742	169	169	709	192	318	927	154	172	268	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	742	169	169	709	192	318	927	154	172	268	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	742	169	169	709	192	318	927	154	172	268	147
OvlAdjVol:						23						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.22	0.10	0.05	0.21	0.11	0.10	0.27	0.09	0.05	0.08	0.09
OvlAdjV/S:						0.01						
Crit Moves:	****				****			****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.760
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	71	651	82	167	786	66	130	869	66	113	432	111
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	651	82	167	786	66	130	869	66	113	432	111
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	651	82	167	786	66	130	869	66	113	432	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	651	82	167	786	66	130	869	66	113	432	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	651	82	167	786	66	130	869	66	113	432	111
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.78	0.22	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2942	358	1600	3052	248	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.04	0.22	0.23	0.10	0.26	0.27	0.08	0.26	0.04	0.07	0.13	0.07
Crit Moves:			****	****				****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.682
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 48 Level Of Service: B

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	362	89	192	499	188	135	821	94	65	609	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	362	89	192	499	188	135	821	94	65	609	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	362	89	192	499	188	135	821	94	65	609	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	362	89	192	499	188	135	821	94	65	609	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	362	89	192	499	188	135	821	94	65	609	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.61	0.39	1.00	1.45	0.55	1.00	1.79	0.21	1.00	1.60	0.40
Final Sat.:	1600	2669	631	1600	2424	876	1600	2971	329	1600	2657	643
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.14	0.12	0.21	0.21	0.08	0.28	0.29	0.04	0.23	0.24
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.561
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	641	0	243	0	0	0	0	318	218	149	194	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	641	0	243	0	0	0	0	318	218	149	194	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	641	0	243	0	0	0	0	318	218	149	194	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	641	0	243	0	0	0	0	318	218	149	194	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	641	0	243	0	0	0	0	318	218	149	194	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.19	0.81	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1999	1301	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.20	0.00	0.14	0.00	0.00	0.00	0.00	0.16	0.17	0.09	0.06	0.00
Crit Moves:	****								****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.884
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	993	0	155	0	556	0	0	190	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	993	0	155	0	556	0	0	190	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	993	0	155	0	556	0	0	190	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	993	0	155	0	556	0	0	190	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	993	0	155	0	556	0	0	190	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.62	0.00	0.09	0.00	0.16	0.00	0.00	0.06	0.00
Crit Moves:				****				****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.399
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	29	Level Of Service:	A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	506	16	3	365	0	360	12	35	3	0	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	506	16	3	365	0	360	12	35	3	0	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	506	16	3	365	0	360	12	35	3	0	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	506	16	3	365	0	360	12	35	3	0	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	506	16	3	365	0	360	12	35	3	0	16
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	1.77	0.06	0.17	0.16	0.00	0.84
Final Sat.:	0	3202	98	1600	3400	0	2830	94	275	253	0	1347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.00	0.11	0.00	0.13	0.13	0.13	0.01	0.00	0.01
Crit Moves:		****		****				****				****

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.739
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	134	0	390	728	496	0	0	171	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	134	0	390	728	496	0	0	171	153
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	134	0	0	728	496	0	0	171	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	134	0	0	728	496	0	0	171	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	134	0	0	728	496	0	0	171	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.46	0.15	0.00	0.00	0.10	0.00
Crit Moves:				****			****				****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.725
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	33	660	195	129	769	62	51	382	41	129	202	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	660	195	129	769	62	51	382	41	129	202	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	660	195	129	769	62	51	382	41	129	202	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	660	195	129	769	62	51	382	41	129	202	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	660	195	129	769	62	51	382	41	129	202	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	0.90	0.10	1.00	0.73	0.27
Final Sat.:	1600	3400	1700	1600	3061	239	1600	1445	155	1600	1171	429
Capacity Analysis Module:												
Vol/Sat:	0.02	0.19	0.11	0.08	0.25	0.26	0.03	0.26	0.26	0.08	0.17	0.17
Crit Moves:	****					****		****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	48	1147	165	48	718	61	142	296	66	44	51	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	1147	165	48	718	61	142	296	66	44	51	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1147	165	48	718	61	142	296	66	44	51	25
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1147	165	48	718	61	142	296	66	44	51	25
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1147	165	48	718	61	142	296	66	44	51	25
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.82	0.18	1.00	0.67	0.33
Final Sat.:	1600	3400	1700	1600	3049	251	1600	1308	292	1600	1074	526
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.10	0.03	0.24	0.24	0.09	0.23	0.23	0.03	0.05	0.05
Crit Moves:		****		****					****		****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.752
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	219	46	418	0	0	0	20	559	30	61	455	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	46	418	0	0	0	20	559	30	61	455	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	46	418	0	0	0	20	559	30	61	455	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	46	418	0	0	0	20	559	30	61	455	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	219	46	418	0	0	0	20	559	30	61	455	69
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.83	0.17	1.00	0.00	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1322	278	1700	0	0	0	1600	1519	81	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.25	0.00	0.00	0.00	0.01	0.37	0.37	0.04	0.27	0.04
Crit Moves:			****					****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	1	0 1	0 1	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	18	142	150	119	77	134	58	900	27	18	429	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	142	150	119	77	134	58	900	27	18	429	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	18	142	150	119	77	134	58	900	27	18	429	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	18	142	150	119	77	134	58	900	27	18	429	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	18	142	150	119	77	134	58	900	27	18	429	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.06	0.46	0.48	1.00	1.00	1.00	2.00	1.94	0.06	1.00	2.66	0.34
Final Sat.:	93	733	774	1600	1700	1700	3200	3207	93	1600	4455	545
Capacity Analysis Module:												
Vol/Sat:	0.01	0.19	0.19	0.07	0.05	0.08	0.02	0.28	0.29	0.01	0.10	0.10
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	560	122	119	360	37	247	804	117	67	301	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	560	122	119	360	37	247	804	117	67	301	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	83	560	122	119	360	37	247	804	117	67	301	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	83	560	122	119	360	37	247	804	117	67	301	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	83	560	122	119	360	37	247	804	117	67	301	76
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.60	0.40
Final Sat.:	1600	2728	572	1600	1700	1700	1600	2893	407	1600	2655	645
Capacity Analysis Module:												
Vol/Sat:	0.05	0.21	0.21	0.07	0.21	0.02	0.15	0.28	0.29	0.04	0.11	0.12
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.638
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	178	922	72	70	742	133	377	141	248	66	92	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	922	72	70	742	133	377	141	248	66	92	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	922	72	70	742	133	377	141	248	66	92	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	922	72	70	742	133	377	141	248	66	92	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	922	72	70	742	133	377	141	248	66	92	40
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.54	0.46	1.46	0.54	1.00	1.00	0.70	0.30
Final Sat.:	1600	4652	348	1600	4270	730	2329	871	1700	1600	1115	485
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.21	0.04	0.17	0.18	0.16	0.16	0.15	0.04	0.08	0.08
Crit Moves:	****					****		****				****

Monterey Park General Plan
Existing Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

	SBL	SBT	SBR	FBL	FBT	FBR	WBL	WBT	WBR	SFL	SFT	SFR	loss time
LANES	0	1	0	1	2	0	0	2	0	0	1	0	0.1
PM	39	0	26	51	792	0	0	426	52	2	10	9	
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0	0.394
V/C	0	0.041	0	0.032	0.240	0	0	0.145	0	0	0.013	0	
Crit. Moves		**			**		**					**	

EX	AM	247.5
	PM	396
	AM	361
	PM	290

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec): 100 Critical Vol./Cap.(X): 0.549
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 36 Level Of Service: A

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1!	0	0	0 1!	0	1	0 1	1 0	1	0 1	0
Volume Module:												
Base Vol:	38	120	94	66	60	95	127	692	38	35	418	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	120	94	66	60	95	127	692	38	35	418	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	38	120	94	66	60	95	127	692	38	35	418	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	120	94	66	60	95	127	692	38	35	418	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	120	94	66	60	95	127	692	38	35	418	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.15	0.48	0.37	0.30	0.27	0.43	1.00	1.90	0.10	1.00	1.70	0.30
Final Sat.:	241	762	597	478	434	688	1600	3133	167	1600	2819	481
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.04	0.14	0.14	0.08	0.22	0.23	0.02	0.15	0.15
Crit Moves:		****		****					****	****		

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Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	125	952	257	216	647	135	161	578	106	85	272	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	952	257	216	647	135	161	578	106	85	272	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	952	257	216	647	135	161	578	106	85	272	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	952	257	216	647	135	161	578	106	85	272	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	952	257	216	647	135	161	578	106	85	272	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	2.36	0.64	1.00	2.48	0.52	1.00	1.69	0.31	1.00	1.38	0.62
Final Sat.:	1600	3980	1020	1600	4171	829	1600	2804	496	1600	2304	996
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.25	0.14	0.16	0.16	0.10	0.21	0.21	0.05	0.12	0.12
Crit Moves:			****	****				****		****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.709
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	1	0 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	103	896	0	0	760	87	140	0	365	210	208	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	896	0	0	760	87	140	0	365	210	208	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	896	0	0	760	87	140	0	365	210	208	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	896	0	0	760	87	140	0	365	210	208	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	896	0	0	760	87	140	0	365	210	208	340
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.69	0.31	1.00	0.00	1.00	0.55	0.55	0.90
Final Sat.:	1600	3400	0	0	4507	493	1600	0	1700	887	878	1435
Capacity Analysis Module:												
Vol/Sat:	0.06	0.26	0.00	0.00	0.17	0.18	0.09	0.00	0.21	0.13	0.24	0.24
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1118	5	0	727	363	395	0	530	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1118	5	0	727	363	395	0	530	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1118	5	0	727	363	395	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1118	5	0	727	363	395	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1118	5	0	727	363	395	0	530	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.04	1.00	1.06	1.06
Lanes:	0.00	2.99	0.01	0.00	1.33	0.67	1.28	xxxx	1.72	0.00	0.00	0.00
Final Sat.:	0	4979	21	0	2234	1066	2050	0	2850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.00	0.33	0.34	0.19	0.00	0.19	0.00	0.00	0.00
Crit Moves:	****					****	****					

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	C

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	100	625	38	182	676	137	189	450	123	33	190	126
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	625	38	182	676	137	189	450	123	33	190	126
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	100	625	38	182	676	137	189	450	123	33	190	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	625	38	182	676	137	189	450	123	33	190	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	100	625	38	182	676	137	189	450	123	33	190	126
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.66	0.34	1.00	0.79	0.21	1.00	0.60	0.40
Final Sat.:	1600	3117	183	1600	2761	539	1600	1257	343	1600	962	638
Capacity Analysis Module:												
Vol/Sat:	0.06	0.20	0.21	0.11	0.24	0.25	0.12	0.36	0.36	0.02	0.20	0.20
Crit Moves:				****	****			****		****		

Monterey Park General Plan
Existing Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.688
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0	0	0	2 0	1	0	0 0	0	1	2 0 1
Volume Module:												
Base Vol:	386	536	0	0	740	106	0	0	0	121	775	174
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	386	536	0	0	740	106	0	0	0	121	775	174
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	386	536	0	0	740	106	0	0	0	121	775	174
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	386	536	0	0	740	106	0	0	0	121	775	174
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	386	536	0	0	740	106	0	0	0	121	775	174
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.26	1.74	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.41	2.59	1.00
Final Sat.:	2010	2890	0	0	3400	1700	0	0	0	648	4352	1700
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.22	0.06	0.00	0.00	0.00	0.08	0.18	0.10
Crit Moves:	****				****						****	

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	1 0	0	1	0 2	1	0	1 0 1
Volume Module:												
Base Vol:	0	645	192	233	626	0	87	1058	495	41	0	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	645	192	233	626	0	87	1058	495	41	0	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	645	192	233	626	0	87	1058	495	41	0	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	645	192	233	626	0	87	1058	495	41	0	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	645	192	233	626	0	87	1058	495	41	0	199
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.04	0.96	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3470	1530	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.11	0.15	0.18	0.00	0.05	0.30	0.32	0.03	0.00	0.12
OvlAdjV/S:												0.00
Crit Moves:		****			****				****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.608
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 41 Level Of Service: B

Street Name:	Wilcox Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	248	301	0	0	435	13	0	0	0	472	784	183
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	301	0	0	435	13	0	0	0	472	784	183
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	301	0	0	435	13	0	0	0	472	784	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	301	0	0	435	13	0	0	0	472	784	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	248	301	0	0	435	13	0	0	0	472	784	183
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	2.00	2.00	0.00	0.00	1.94	0.06	0.00	0.00	0.00	1.00	1.62	0.38
Final Sat.:	3200	3400	0	0	3207	93	0	0	0	1600	2694	606
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.00	0.00	0.14	0.14	0.00	0.00	0.00	0.30	0.29	0.30
Crit Moves:	****				****					****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.793
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 Level Of Service: C

Street Name:	Markland Dr						Potrero Grande Dr/SR-60 WB Off-Ra					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	23	60	711	245	190	2	36	51	207	425	513	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	23	60	711	245	190	2	36	51	207	425	513	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	60	711	245	190	2	36	51	207	425	513	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	60	711	245	190	2	36	51	207	425	513	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	60	711	245	190	2	36	51	207	425	513	123
OvlAdjVol:			259									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	0.28	0.72	1.00	0.56	0.43	0.01	1.00	1.00	1.00	1.00	1.61	0.39
Final Sat.:	443	1157	1700	897	696	7	1600	1700	1700	1600	2681	619
Capacity Analysis Module:												
Vol/Sat:	0.01	0.05	0.42	0.15	0.27	0.27	0.02	0.03	0.12	0.27	0.19	0.20
OvlAdjV/S:			0.15									
Crit Moves:			****	****					****	****		

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: B[14.3]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	1! 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	12	0	235	68	946	0	0	841	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	12	0	235	68	946	0	0	841	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	12	0	235	68	946	0	0	841	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	12	0	235	68	946	0	0	841	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1450	1923	421	843	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	124	68	587	802	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	116	62	587	802	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.10	0.00	0.40	0.08	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.7	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	37.7	xxxx	12.7	9.9	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	A	*	*	*	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	490	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.8	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			14.3			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Monterey Park General Plan
Existing Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.627
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	0 1 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	124	136	13	254	90	150	118	373	34	16	730	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	136	13	254	90	150	118	373	34	16	730	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	136	13	254	90	150	118	373	34	16	730	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	136	13	254	90	150	118	373	34	16	730	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	136	13	254	90	150	118	373	34	16	730	327
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.00	1.05	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.75	1.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1200	2100	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.16	0.08	0.07	0.07	0.11	0.02	0.01	0.21	0.19
Crit Moves:		****			****			****			****	

APPENDIX D
FUTURE WITHOUT PLAN – LEVEL OF SERVICE WORKSHEETS

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	12	1173	23	36	939	107	210	62	27	52	123	289
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1245	24	38	997	114	223	66	29	55	131	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1245	24	38	997	114	223	66	29	55	131	307
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1245	24	38	997	114	223	66	29	55	131	307
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1245	24	38	997	114	223	66	29	55	131	307
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1245	24	38	997	114	223	66	29	55	131	307
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1115	485	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.37	0.01	0.02	0.29	0.07	0.14	0.06	0.06	0.03	0.08	0.18
Crit Moves:		****			****			****				****

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	22	1084	36	92	684	99	131	208	21	63	223	234
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	23	1151	38	98	726	105	139	221	22	67	237	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	23	1151	38	98	726	105	139	221	22	67	237	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	23	1151	38	98	726	105	139	221	22	67	237	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1151	38	98	726	105	139	221	22	67	237	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1151	38	98	726	105	139	221	22	67	237	248
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.94	0.06	1.00	1.75	0.25	1.00	0.91	0.09	1.00	0.49	0.51
Final Sat.:	1600	3197	103	1600	2895	405	1600	1453	147	1600	781	819
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.37	0.06	0.25	0.26	0.09	0.15	0.15	0.04	0.30	0.30
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.898
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	99	Level Of Service:	D

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	79	918	18	114	470	219	128	119	54	28	188	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	84	975	19	121	499	233	136	126	57	30	200	324
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	975	19	121	499	233	136	126	57	30	200	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	975	19	121	499	233	136	126	57	30	200	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	975	19	121	499	233	136	126	57	30	200	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	975	19	121	499	233	136	126	57	30	200	324
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.96	0.04	1.00	1.36	0.64	1.00	0.69	0.31	1.00	0.38	0.62
Final Sat.:	1600	3238	62	1600	2283	1017	1600	1101	499	1600	610	990
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.31	0.08	0.22	0.23	0.08	0.11	0.11	0.02	0.33	0.33
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.583
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	45	1061	31	97	876	7	19	21	52	58	29	99
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	1126	33	103	930	7	20	22	55	62	31	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1126	33	103	930	7	20	22	55	62	31	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1126	33	103	930	7	20	22	55	62	31	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1126	33	103	930	7	20	22	55	62	31	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1126	33	103	930	7	20	22	55	62	31	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.98	0.02	1.00	0.29	0.71	1.00	0.23	0.77
Final Sat.:	1600	3400	1700	1600	3275	25	1600	460	1140	1600	363	1238
Capacity Analysis Module:												
Vol/Sat:	0.03	0.33	0.02	0.06	0.28	0.29	0.01	0.05	0.05	0.04	0.08	0.08
Crit Moves:		****		****				****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	15	997	37	18	591	29	32	109	23	57	159	106
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	1059	39	19	627	31	34	116	24	61	169	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	1059	39	19	627	31	34	116	24	61	169	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	1059	39	19	627	31	34	116	24	61	169	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	1059	39	19	627	31	34	116	24	61	169	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	16	1059	39	19	627	31	34	116	24	61	169	113
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.93	0.07	1.00	1.91	0.09	1.00	0.83	0.17	1.00	0.60	0.40
Final Sat.:	1600	3185	115	1600	3150	150	1600	1321	279	1600	960	640
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.34	0.01	0.20	0.21	0.02	0.09	0.09	0.04	0.18	0.18
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.705
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	194	775	61	65	557	344	282	337	155	144	668	112
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	206	823	65	69	591	365	299	358	165	153	709	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	823	65	69	591	365	299	358	165	153	709	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	206	823	65	69	591	365	299	358	165	153	709	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	823	65	69	591	365	299	358	165	153	709	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	206	823	65	69	591	365	299	358	165	153	709	119
OvlAdjVol:						206						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.13	0.24	0.04	0.02	0.17	0.21	0.09	0.11	0.10	0.05	0.21	0.07
OvlAdjV/S:						0.12						
Crit Moves:	****				****		****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.742
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	56	Level Of Service:	C

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	804	38	68	484	69	124	328	51	106	752	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	854	40	72	514	73	132	348	54	113	798	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	854	40	72	514	73	132	348	54	113	798	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	854	40	72	514	73	132	348	54	113	798	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	854	40	72	514	73	132	348	54	113	798	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	854	40	72	514	73	132	348	54	113	798	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.91	0.09	1.00	1.75	0.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3156	144	1600	2901	399	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.27	0.28	0.05	0.18	0.18	0.08	0.10	0.03	0.07	0.23	0.07
Crit Moves:			****	****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.673
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	42	380	43	150	285	132	112	433	23	27	646	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	403	46	159	303	140	119	460	24	29	686	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	403	46	159	303	140	119	460	24	29	686	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	403	46	159	303	140	119	460	24	29	686	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	403	46	159	303	140	119	460	24	29	686	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	403	46	159	303	140	119	460	24	29	686	156
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.80	0.20	1.00	1.37	0.63	1.00	1.90	0.10	1.00	1.63	0.37
Final Sat.:	1600	2975	325	1600	2287	1013	1600	3139	161	1600	2707	593
Capacity Analysis Module:												
Vol/Sat:	0.03	0.14	0.14	0.10	0.13	0.14	0.07	0.15	0.15	0.02	0.25	0.26
Crit Moves:		****		****			****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.675
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	B

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	1	1 0	1	0	2 0 0
Volume Module:												
Base Vol:	1103	0	29	0	0	0	0	63	141	239	671	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	1171	0	31	0	0	0	0	67	150	254	712	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1171	0	31	0	0	0	0	67	150	254	712	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1171	0	31	0	0	0	0	67	150	254	712	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1171	0	31	0	0	0	0	67	150	254	712	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1171	0	31	0	0	0	0	67	150	254	712	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1700	1700	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.00	0.02	0.00	0.00	0.00	0.00	0.04	0.09	0.16	0.21	0.00
Crit Moves:	****										****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.456
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	60	0	233	0	92	0	0	675	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	64	0	247	0	98	0	0	717	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	247	0	98	0	0	717	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	247	0	98	0	0	717	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	247	0	98	0	0	717	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	0	247	0	98	0	0	717	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.15	0.00	0.03	0.00	0.00	0.21	0.00
Crit Moves:						****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.494
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	509	3	1	373	0	630	1	36	2	0	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	540	3	1	396	0	669	1	38	2	0	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	540	3	1	396	0	669	1	38	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	540	3	1	396	0	669	1	38	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	540	3	1	396	0	669	1	38	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	540	3	1	396	0	669	1	38	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	1.89	0.01	0.10	0.67	0.00	0.33
Final Sat.:	0	3281	19	1600	3400	0	3022	5	173	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.17	0.00	0.12	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:			****	****				****				****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.736
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 Level Of Service: C

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	108	0	397	454	237	0	0	421	182
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	115	0	421	482	252	0	0	447	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	115	0	421	482	252	0	0	447	193
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	115	0	0	482	252	0	0	447	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	115	0	0	482	252	0	0	447	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	115	0	0	482	252	0	0	447	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.30	0.07	0.00	0.00	0.26	0.00
Crit Moves:				****			****				****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.668
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	26	748	134	43	545	32	54	173	15	273	271	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	28	794	142	46	579	34	57	184	16	290	288	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	794	142	46	579	34	57	184	16	290	288	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	28	794	142	46	579	34	57	184	16	290	288	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	794	142	46	579	34	57	184	16	290	288	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	794	142	46	579	34	57	184	16	290	288	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.92	0.08	1.00	0.68	0.32
Final Sat.:	1600	3400	1700	1600	3123	177	1600	1472	128	1600	1092	508
Capacity Analysis Module:												
Vol/Sat:	0.02	0.23	0.08	0.03	0.19	0.19	0.04	0.12	0.12	0.18	0.26	0.26
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	30	805	37	25	788	114	106	101	75	73	107	70
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	855	39	27	837	121	113	107	80	78	114	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	855	39	27	837	121	113	107	80	78	114	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	32	855	39	27	837	121	113	107	80	78	114	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	855	39	27	837	121	113	107	80	78	114	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	32	855	39	27	837	121	113	107	80	78	114	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	0.57	0.43	1.00	0.60	0.40
Final Sat.:	1600	3400	1700	1600	2896	404	1600	918	682	1600	967	633
Capacity Analysis Module:												
Vol/Sat:	0.02	0.25	0.02	0.02	0.29	0.30	0.07	0.12	0.12	0.05	0.12	0.12
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.689
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	308	37	284	0	0	0	69	425	47	71	440	115
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	327	39	302	0	0	0	73	451	50	75	467	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	39	302	0	0	0	73	451	50	75	467	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	39	302	0	0	0	73	451	50	75	467	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	39	302	0	0	0	73	451	50	75	467	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	327	39	302	0	0	0	73	451	50	75	467	122
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.89	0.11	1.00	0.00	0.00	0.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1428	172	1700	0	0	0	1600	1441	159	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.23	0.18	0.00	0.00	0.00	0.05	0.31	0.31	0.05	0.27	0.07
Crit Moves:		****						****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.611
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	1	0 1	0 1	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	48	324	59	51	37	32	137	510	42	28	539	120
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	344	63	54	39	34	145	541	45	30	572	127
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	344	63	54	39	34	145	541	45	30	572	127
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	344	63	54	39	34	145	541	45	30	572	127
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	344	63	54	39	34	145	541	45	30	572	127
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	344	63	54	39	34	145	541	45	30	572	127
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.11	0.75	0.14	1.00	1.00	1.00	2.00	1.85	0.15	1.00	2.45	0.55
Final Sat.:	178	1203	219	1600	1700	1700	3200	3057	243	1600	4126	874
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.29	0.03	0.02	0.02	0.05	0.18	0.18	0.02	0.14	0.15
Crit Moves:		****		****			****					****

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.655
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	412	60	88	296	87	153	308	115	98	470	144
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	117	437	64	93	314	92	162	327	122	104	499	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	117	437	64	93	314	92	162	327	122	104	499	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	437	64	93	314	92	162	327	122	104	499	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	437	64	93	314	92	162	327	122	104	499	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	437	64	93	314	92	162	327	122	104	499	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.75	0.25	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.53	0.47
Final Sat.:	1600	2893	407	1600	1700	1700	1600	2430	870	1600	2550	750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.16	0.06	0.18	0.05	0.10	0.13	0.14	0.07	0.20	0.20
Crit Moves:	****				****			****			****	

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	183	716	40	35	711	173	138	48	187	29	80	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	194	760	42	37	755	184	147	51	199	31	85	30
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	760	42	37	755	184	147	51	199	31	85	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	760	42	37	755	184	147	51	199	31	85	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	760	42	37	755	184	147	51	199	31	85	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	194	760	42	37	755	184	147	51	199	31	85	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.84	0.16	1.00	2.41	0.59	1.48	0.52	1.00	1.00	0.74	0.26
Final Sat.:	1600	4746	254	1600	4061	939	2374	826	1700	1600	1185	415
Capacity Analysis Module:												
Vol/Sat:	0.12	0.16	0.17	0.02	0.19	0.20	0.06	0.06	0.12	0.02	0.07	0.07
Crit Moves:	****					****			****			****

1.0617 growth factor 2019 to 2040

Monterey Park Geneal Plan
Future 2040 Growth Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	Loss time
LANES	0	1	0	1	2	0	0	2	0	0	1	0	0.1
AM	79	0	50	105	526	0	0	447	109	2	6	6	
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0	**0.423**
V/C	0	0.081	0	0.066	0.159	0	0	0.168	0	0	0.009	0	
Crit. Moves		**		**				**			**		

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.555
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	37	Level Of Service:	A

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	0	0 1! 0	0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	74	85	31	45	37	85	60	309	13	36	695	103
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	79	90	33	48	39	90	64	328	14	38	738	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	90	33	48	39	90	64	328	14	38	738	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	90	33	48	39	90	64	328	14	38	738	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	90	33	48	39	90	64	328	14	38	738	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	90	33	48	39	90	64	328	14	38	738	109
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.39	0.45	0.16	0.27	0.22	0.51	1.00	1.92	0.08	1.00	1.74	0.26
Final Sat.:	623	716	261	431	354	814	1600	3171	129	1600	2887	413
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.11	0.11	0.04	0.10	0.11	0.02	0.26	0.26
Crit Moves:	****				****		****				****	

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	218	758	68	89	694	123	86	212	101	100	456	78
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	231	805	72	94	737	131	91	225	107	106	484	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	805	72	94	737	131	91	225	107	106	484	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	805	72	94	737	131	91	225	107	106	484	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	805	72	94	737	131	91	225	107	106	484	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	805	72	94	737	131	91	225	107	106	484	83
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	2.75	0.25	1.00	2.55	0.45	1.00	1.35	0.65	1.00	1.71	0.29
Final Sat.:	1600	4605	395	1600	4277	723	1600	2267	1033	1600	2833	467
Capacity Analysis Module:												
Vol/Sat:	0.14	0.17	0.18	0.06	0.17	0.18	0.06	0.10	0.10	0.07	0.17	0.18
Crit Moves:	****				****	****						****

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.791
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	1	0 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	253	713	0	0	881	83	41	0	206	273	284	209
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	269	757	0	0	935	88	44	0	219	290	302	222
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	269	757	0	0	935	88	44	0	219	290	302	222
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	269	757	0	0	935	88	44	0	219	290	302	222
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	269	757	0	0	935	88	44	0	219	290	302	222
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	269	757	0	0	935	88	44	0	219	290	302	222
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.74	0.26	1.00	0.00	1.00	0.71	0.74	0.55
Final Sat.:	1600	3400	0	0	4587	413	1600	0	1700	1140	1186	873
Capacity Analysis Module:												
Vol/Sat:	0.17	0.22	0.00	0.00	0.20	0.21	0.03	0.00	0.13	0.18	0.25	0.25
Crit Moves:	****					****			****	****		

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.701
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	50	Level Of Service:	C

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 0	0	0 1	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1359	0	0	676	367	461	3	690	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1443	0	0	718	390	489	3	733	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1443	0	0	718	390	489	3	733	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1443	0	0	718	390	489	3	733	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1443	0	0	718	390	489	3	733	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1443	0	0	718	390	489	3	733	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.00	1.03	1.00	1.06	1.06
Lanes:	0.00	3.00	0.00	0.00	1.30	0.70	1.20	0.01	1.79	0.00	0.00	0.00
Final Sat.:	0	5100	0	0	2174	1126	1918	12	2970	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.33	0.35	0.26	0.26	0.25	0.00	0.00	0.00
Crit Moves:	****					****	****					

Monterey Park General Plan
Future 2040 Growth Conditions
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.861
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	84	Level Of Service:	D

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	64	468	19	122	930	173	122	224	80	87	267	143
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	497	20	130	987	184	130	238	85	92	283	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	497	20	130	987	184	130	238	85	92	283	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	497	20	130	987	184	130	238	85	92	283	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	497	20	130	987	184	130	238	85	92	283	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	68	497	20	130	987	184	130	238	85	92	283	152
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.69	0.31	1.00	0.74	0.26	1.00	0.65	0.35
Final Sat.:	1600	3175	125	1600	2798	502	1600	1179	421	1600	1042	558
Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.08	0.35	0.37	0.08	0.20	0.20	0.06	0.27	0.27
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.817
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0 0	0	0	2 0 1	0	0	0 0 0	0	1	2 0 1
Volume Module:												
Base Vol:	742	410	0	0	520	371	0	0	0	112	979	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	788	435	0	0	552	394	0	0	0	119	1039	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	788	435	0	0	552	394	0	0	0	119	1039	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	788	435	0	0	552	394	0	0	0	119	1039	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	788	435	0	0	552	394	0	0	0	119	1039	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	788	435	0	0	552	394	0	0	0	119	1039	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.93	1.07	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.31	2.69	1.00
Final Sat.:	3092	1808	0	0	3400	1700	0	0	0	493	4507	1700
Capacity Analysis Module:												
Vol/Sat:	0.25	0.24	0.00	0.00	0.16	0.23	0.00	0.00	0.00	0.07	0.23	0.07
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0 1	1	1	1 0 0	1	0	2 1 0	1	0	0 0 1
Volume Module:												
Base Vol:	0	459	124	175	588	0	156	790	517	33	0	445
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	487	132	186	624	0	166	839	549	35	0	472
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	487	132	186	624	0	166	839	549	35	0	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	487	132	186	624	0	166	839	549	35	0	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	487	132	186	624	0	166	839	549	35	0	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	487	132	186	624	0	166	839	549	35	0	472
OvlAdjVol:												160
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.08	0.12	0.18	0.00	0.10	0.25	0.32	0.02	0.00	0.28
OvlAdjV/S:												0.09
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.601
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Wilcox Ave									Pomona Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:																				
Base Vol:	326	422	0	0		331	19	0	0	0	417	764	82							
Growth Adj:	1.06	1.06	1.06	1.06		1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06							
Initial Bse:	346	448	0	0		351	20	0	0	0	443	811	87							
Added Vol:	0	0	0	0		0	0	0	0	0	0	0	0							
PasserByVol:	0	0	0	0		0	0	0	0	0	0	0	0							
Initial Fut:	346	448	0	0		351	20	0	0	0	443	811	87							
User Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	346	448	0	0		351	20	0	0	0	443	811	87							
Reduct Vol:	0	0	0	0		0	0	0	0	0	0	0	0							
Reduced Vol:	346	448	0	0		351	20	0	0	0	443	811	87							
PCE Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	346	448	0	0		351	20	0	0	0	443	811	87							
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600		1600	1600	1600	1600	1600	1600	1600	1600							
Adjustment:	1.00	1.06	1.06	1.00		1.03	1.00	1.00	1.06	1.06	1.00	1.03	1.00							
Lanes:	2.00	2.00	0.00	0.00		1.89	0.11	0.00	0.00	0.00	1.00	1.81	0.19							
Final Sat.:	3200	3400	0	0		3126	174	0	0	0	1600	2990	310							
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.13	0.00	0.00		0.11	0.12	0.00	0.00	0.00	0.28	0.27	0.28							
Crit Moves:	****						****				****									

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Markland Dr									Potrero Grande Dr/SR-60 WB Off-Ra								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Ovl					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	56	117	588			144	220	3			26	122	69			242	511	94		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	59	124	624			153	234	3			28	130	73			257	543	100		
Added Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	59	124	624			153	234	3			28	130	73			257	543	100		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	59	124	624			153	234	3			28	130	73			257	543	100		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	59	124	624			153	234	3			28	130	73			257	543	100		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	59	124	624			153	234	3			28	130	73			257	543	100		
OvlAdjVol:			351																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.06			1.00	1.00	1.00			1.00	1.06	1.06			1.00	1.04	1.00		
Lanes:	0.32	0.68	1.00			0.39	0.60	0.01			1.00	1.00	1.00			1.00	1.69	0.31		
Final Sat.:	518	1082	1700			628	959	13			1600	1700	1700			1600	2803	497		
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.11	0.37			0.10	0.24	0.24			0.02	0.08	0.04			0.16	0.19	0.20		
OvlAdjV/S:			0.21																	
Crit Moves:			****			****						****				****				

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.0]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	1! 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	1	0	87	247	599	0	0	749	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	1	0	92	262	636	0	0	795	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	92	262	636	0	0	795	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	92	262	636	0	0	795	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	92	262	636	0	0	795	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1638	1956	398	801	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	93	65	608	831	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	70	44	608	831	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.15	0.32	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.2	1.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	56.5	xxxx	11.4	11.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	559	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.0	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.0			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.443
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	30	Level Of Service:	A

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	0 1 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	16	42	9	166	52	47	59	646	118	7	303	139
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	45	10	176	55	50	63	686	125	7	322	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	45	10	176	55	50	63	686	125	7	322	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	45	10	176	55	50	63	686	125	7	322	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	45	10	176	55	50	63	686	125	7	322	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	45	10	176	55	50	63	686	125	7	322	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.01	0.11	0.03	0.03	0.04	0.20	0.07	0.00	0.09	0.09
Crit Moves:		****			****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.872
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	12	1007	86	184	1090	161	306	193	51	38	76	212
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1069	91	195	1157	171	325	205	54	40	81	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1069	91	195	1157	171	325	205	54	40	81	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1069	91	195	1157	171	325	205	54	40	81	225
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1069	91	195	1157	171	325	205	54	40	81	225
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1069	91	195	1157	171	325	205	54	40	81	225
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1266	334	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.05	0.12	0.34	0.10	0.20	0.16	0.16	0.03	0.05	0.13
Crit Moves:		****			****			****				****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	20	1042	94	161	1077	193	151	365	18	56	194	121
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1106	100	171	1143	205	160	388	19	59	206	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1106	100	171	1143	205	160	388	19	59	206	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	21	1106	100	171	1143	205	160	388	19	59	206	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1106	100	171	1143	205	160	388	19	59	206	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1106	100	171	1143	205	160	388	19	59	206	128
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	0.95	0.05	1.00	0.62	0.38
Final Sat.:	1600	3035	265	1600	2814	486	1600	1525	75	1600	985	615
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.38	0.11	0.41	0.42	0.10	0.25	0.25	0.04	0.21	0.21
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.806
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	68	Level Of Service:	D

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	31	810	33	159	1001	156	161	313	43	30	162	132
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	860	35	169	1063	166	171	332	46	32	172	140
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	860	35	169	1063	166	171	332	46	32	172	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	860	35	169	1063	166	171	332	46	32	172	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	860	35	169	1063	166	171	332	46	32	172	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	860	35	169	1063	166	171	332	46	32	172	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.73	0.27	1.00	0.88	0.12	1.00	0.55	0.45
Final Sat.:	1600	3175	125	1600	2869	431	1600	1407	193	1600	882	718
Capacity Analysis Module:												
Vol/Sat:	0.02	0.27	0.28	0.11	0.37	0.38	0.11	0.24	0.24	0.02	0.20	0.20
Crit Moves:	****					****	****				****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.623
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	42	Level Of Service:	B

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	87	1014	43	126	954	7	37	80	69	36	57	81
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1077	46	134	1013	7	39	85	73	38	61	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1077	46	134	1013	7	39	85	73	38	61	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1077	46	134	1013	7	39	85	73	38	61	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1077	46	134	1013	7	39	85	73	38	61	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1077	46	134	1013	7	39	85	73	38	61	86
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.54	0.46	1.00	0.41	0.59
Final Sat.:	1600	3400	1700	1600	3277	23	1600	859	741	1600	661	939
Capacity Analysis Module:												
Vol/Sat:	0.06	0.32	0.03	0.08	0.31	0.32	0.02	0.10	0.10	0.02	0.09	0.09
Crit Moves:		****		****				****		****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.661
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	29	908	99	86	996	43	74	187	34	35	91	61
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	31	964	105	91	1057	46	79	199	36	37	97	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	964	105	91	1057	46	79	199	36	37	97	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	31	964	105	91	1057	46	79	199	36	37	97	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	964	105	91	1057	46	79	199	36	37	97	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	964	105	91	1057	46	79	199	36	37	97	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.80	0.20	1.00	1.92	0.08	1.00	0.85	0.15	1.00	0.60	0.40
Final Sat.:	1600	2985	315	1600	3168	132	1600	1354	246	1600	958	642
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.33	0.06	0.33	0.34	0.05	0.15	0.15	0.02	0.10	0.10
Crit Moves:			****	****				****		****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.761
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	140	742	169	169	709	192	318	927	154	172	268	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	149	788	179	179	753	204	338	984	164	183	285	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	788	179	179	753	204	338	984	164	183	285	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	788	179	179	753	204	338	984	164	183	285	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	788	179	179	753	204	338	984	164	183	285	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	788	179	179	753	204	338	984	164	183	285	156
OvlAdjVol:						24						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.11	0.06	0.22	0.12	0.11	0.29	0.10	0.06	0.08	0.09
OvlAdjV/S:						0.01						
Crit Moves:	****				****			****		****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	71	651	82	167	786	66	130	869	66	113	432	111
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	75	691	87	177	834	70	138	923	70	120	459	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	691	87	177	834	70	138	923	70	120	459	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	75	691	87	177	834	70	138	923	70	120	459	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	691	87	177	834	70	138	923	70	120	459	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	691	87	177	834	70	138	923	70	120	459	118
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.78	0.22	1.00	1.85	0.15	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2942	358	1600	3052	248	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.24	0.11	0.27	0.28	0.09	0.27	0.04	0.07	0.13	0.07
Crit Moves:			****	****				****		****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	362	89	192	499	188	135	821	94	65	609	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	384	94	204	530	200	143	872	100	69	647	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	384	94	204	530	200	143	872	100	69	647	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	384	94	204	530	200	143	872	100	69	647	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	384	94	204	530	200	143	872	100	69	647	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	384	94	204	530	200	143	872	100	69	647	162
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.61	0.39	1.00	1.45	0.55	1.00	1.79	0.21	1.00	1.60	0.40
Final Sat.:	1600	2669	631	1600	2424	876	1600	2971	329	1600	2657	643
Capacity Analysis Module:												
Vol/Sat:	0.04	0.14	0.15	0.13	0.22	0.23	0.09	0.29	0.30	0.04	0.24	0.25
Crit Moves:			****	****				****				****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.589
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	39	Level Of Service:	A

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	641	0	243	0	0	0	0	318	218	149	194	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	681	0	258	0	0	0	0	338	231	158	206	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	681	0	258	0	0	0	0	338	231	158	206	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	681	0	258	0	0	0	0	338	231	158	206	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	681	0	258	0	0	0	0	338	231	158	206	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	681	0	258	0	0	0	0	338	231	158	206	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.19	0.81	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1999	1301	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.15	0.00	0.00	0.00	0.00	0.17	0.18	0.10	0.06	0.00
Crit Moves:	****								****	****		

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	119	Level Of Service:	E

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	993	0	155	0	556	0	0	190	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	1054	0	165	0	590	0	0	202	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	165	0	590	0	0	202	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1054	0	165	0	590	0	0	202	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1054	0	165	0	590	0	0	202	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1054	0	165	0	590	0	0	202	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.66	0.00	0.10	0.00	0.17	0.00	0.00	0.06	0.00
Crit Moves:				****				****		****		

Monterey Park General Plan
Future 2040 Growth Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.417
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 Level Of Service: A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	506	16	3	365	0	360	12	35	3	0	16
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	537	17	3	388	0	382	13	37	3	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	537	17	3	388	0	382	13	37	3	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	537	17	3	388	0	382	13	37	3	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	537	17	3	388	0	382	13	37	3	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	537	17	3	388	0	382	13	37	3	0	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.94	0.06	1.00	2.00	0.00	1.77	0.06	0.17	0.16	0.00	0.84
Final Sat.:	0	3202	98	1600	3400	0	2830	94	275	253	0	1347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.17	0.00	0.11	0.00	0.14	0.14	0.14	0.01	0.00	0.01
Crit Moves:		****			****			****				****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.779
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 62 Level Of Service: C

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	134	0	390	728	496	0	0	171	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	142	0	414	773	527	0	0	182	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	142	0	414	773	527	0	0	182	162
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	142	0	0	773	527	0	0	182	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	142	0	0	773	527	0	0	182	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	142	0	0	773	527	0	0	182	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.48	0.15	0.00	0.00	0.11	0.00
Crit Moves:				****			****				****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.764
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 60 Level Of Service: C

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	33	660	195	129	769	62	51	382	41	129	202	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	701	207	137	816	66	54	406	44	137	214	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	701	207	137	816	66	54	406	44	137	214	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	35	701	207	137	816	66	54	406	44	137	214	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	701	207	137	816	66	54	406	44	137	214	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	35	701	207	137	816	66	54	406	44	137	214	79
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.85	0.15	1.00	0.90	0.10	1.00	0.73	0.27
Final Sat.:	1600	3400	1700	1600	3061	239	1600	1445	155	1600	1171	429
Capacity Analysis Module:												
Vol/Sat:	0.02	0.21	0.12	0.09	0.27	0.28	0.03	0.28	0.28	0.09	0.18	0.18
Crit Moves:	****					****		****		****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.759
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 59 Level Of Service: C

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	48	1147	165	48	718	61	142	296	66	44	51	25
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	1218	175	51	762	65	151	314	70	47	54	27
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	1218	175	51	762	65	151	314	70	47	54	27
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1218	175	51	762	65	151	314	70	47	54	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1218	175	51	762	65	151	314	70	47	54	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1218	175	51	762	65	151	314	70	47	54	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.84	0.16	1.00	0.82	0.18	1.00	0.67	0.33
Final Sat.:	1600	3400	1700	1600	3049	251	1600	1308	292	1600	1074	526
Capacity Analysis Module:												
Vol/Sat:	0.03	0.36	0.10	0.03	0.25	0.26	0.09	0.24	0.24	0.03	0.05	0.05
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.792
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	219	46	418	0	0	0	20	559	30	61	455	69
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	233	49	444	0	0	0	21	593	32	65	483	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	49	444	0	0	0	21	593	32	65	483	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	49	444	0	0	0	21	593	32	65	483	73
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	49	444	0	0	0	21	593	32	65	483	73
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	233	49	444	0	0	0	21	593	32	65	483	73
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.83	0.17	1.00	0.00	0.00	0.00	1.00	0.95	0.05	1.00	1.00	1.00
Final Sat.:	1322	278	1700	0	0	0	1600	1519	81	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.26	0.00	0.00	0.00	0.01	0.39	0.39	0.04	0.28	0.04
Crit Moves:			****					****		****		

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.704
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	51	Level Of Service:	C

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	1	0 1	0 1	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	18	142	150	119	77	134	58	900	27	18	429	55
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	151	159	126	82	142	62	956	29	19	455	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	151	159	126	82	142	62	956	29	19	455	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	151	159	126	82	142	62	956	29	19	455	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	151	159	126	82	142	62	956	29	19	455	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	151	159	126	82	142	62	956	29	19	455	58
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.06	0.46	0.48	1.00	1.00	1.00	2.00	1.94	0.06	1.00	2.66	0.34
Final Sat.:	93	733	774	1600	1700	1700	3200	3207	93	1600	4455	545
Capacity Analysis Module:												
Vol/Sat:	0.01	0.21	0.21	0.08	0.05	0.08	0.02	0.30	0.31	0.01	0.10	0.11
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.755
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	560	122	119	360	37	247	804	117	67	301	76
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	88	595	130	126	382	39	262	854	124	71	320	81
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	595	130	126	382	39	262	854	124	71	320	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	595	130	126	382	39	262	854	124	71	320	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	595	130	126	382	39	262	854	124	71	320	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	88	595	130	126	382	39	262	854	124	71	320	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.64	0.36	1.00	1.00	1.00	1.00	1.75	0.25	1.00	1.60	0.40
Final Sat.:	1600	2728	572	1600	1700	1700	1600	2893	407	1600	2655	645
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.23	0.08	0.22	0.02	0.16	0.30	0.31	0.04	0.12	0.13
Crit Moves:			****	****					****	****		

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.671
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	178	922	72	70	742	133	377	141	248	66	92	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	189	979	76	74	788	141	400	150	263	70	98	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	979	76	74	788	141	400	150	263	70	98	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	979	76	74	788	141	400	150	263	70	98	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	979	76	74	788	141	400	150	263	70	98	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	979	76	74	788	141	400	150	263	70	98	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.78	0.22	1.00	2.54	0.46	1.46	0.54	1.00	1.00	0.70	0.30
Final Sat.:	1600	4652	348	1600	4270	730	2329	871	1700	1600	1115	485
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.22	0.05	0.18	0.19	0.17	0.17	0.15	0.04	0.09	0.09
Crit Moves:	****					****		****				****

1.0617 growth factor 2019 to 2040

Monterey Park Genearl Plan
Future 2040 Growth Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	loss time
LANES	0	1	0	1	2	0	0	2	0	0	1	0	0.1
PM	41	0	28	54	841	0	0	452	55	2	11	10	
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0	
V/C	0	0.043	0	0.034	0.255	0	0	0.154	0	0	0.014	0	**0.412**
Crit. Moves		**			**		**				**		

FUTURE 2040 AM 383 263
PM 307.5 420.5

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Fut Area Proj PM          Thu May 16, 2019 13:49:11                Page 24-1
--------------------------------------------------------------------------------
                        Monterey Park General Plan
                      Future 2040 Growth Conditions
                              PM Peak Hour
--------------------------------------------------------------------------------
                      Level Of Service Computation Report
       ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
********************************************************************************
Intersection #20 Collegian Ave & Avenida Cesar Chavez
********************************************************************************
Cycle (sec):         100               Critical Vol./Cap.(X):         0.576
Loss Time (sec):      10               Average Delay (sec/veh):      xxxxxx
Optimal Cycle:        38               Level Of Service:                  A
********************************************************************************
Street Name:          Collegian Ave                 Avenida Cesar Chavez
Approach:      North Bound      South Bound      East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
-----------|---------------||---------------||---------------||---------------|
Control:         Permitted        Permitted        Permitted        Permitted
Rights:           Include          Include          Include          Include
Min. Green:     0    0    0     0    0    0     0    0    0     0    0    0
Y+R:          4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0   4.0  4.0  4.0
Lanes:        0  0  1! 0  0    0  0  1! 0  0    1  0  1  1  0    1  0  1  1  0
-----------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:      38  120   94    66   60   95   127  692   38    35  418   74
Growth Adj:  1.06 1.06 1.06  1.06 1.06 1.06  1.06 1.06 1.06  1.06 1.06 1.06
Initial Bse:   40  127  100    70   64  101   135  735   40    37  444   79
Added Vol:      0    0    0     0    0    0     0    0    0     0    0    0
PasserByVol:    0    0    0     0    0    0     0    0    0     0    0    0
Initial Fut:   40  127  100    70   64  101   135  735   40    37  444   79
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:    40  127  100    70   64  101   135  735   40    37  444   79
Reduct Vol:     0    0    0     0    0    0     0    0    0     0    0    0
Reduced Vol:   40  127  100    70   64  101   135  735   40    37  444   79
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume:   40  127  100    70   64  101   135  735   40    37  444   79
-----------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1600 1600 1600  1600 1600 1600  1600 1600 1600  1600 1600 1600
Adjustment:  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.03 1.00  1.00 1.04 1.00
Lanes:       0.15 0.48 0.37  0.30 0.27 0.43  1.00 1.90 0.10  1.00 1.70 0.30
Final Sat.:   241  762  597   478  434  688  1600 3133  167  1600 2819  481
-----------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.03 0.17 0.17  0.04 0.15 0.15  0.08 0.23 0.24  0.02 0.16 0.16
Crit Moves:       ****       ****                ****  ****
********************************************************************************
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Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.794
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	125	952	257	216	647	135	161	578	106	85	272	123
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	133	1011	273	229	687	143	171	614	113	90	289	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	133	1011	273	229	687	143	171	614	113	90	289	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	133	1011	273	229	687	143	171	614	113	90	289	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	133	1011	273	229	687	143	171	614	113	90	289	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	133	1011	273	229	687	143	171	614	113	90	289	131
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	2.36	0.64	1.00	2.48	0.52	1.00	1.69	0.31	1.00	1.38	0.62
Final Sat.:	1600	3980	1020	1600	4171	829	1600	2804	496	1600	2304	996
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.27	0.14	0.16	0.17	0.11	0.22	0.23	0.06	0.13	0.13
Crit Moves:			****	****					****	****		

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	1	0 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	103	896	0	0	760	87	140	0	365	210	208	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	109	951	0	0	807	92	149	0	388	223	221	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	951	0	0	807	92	149	0	388	223	221	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	951	0	0	807	92	149	0	388	223	221	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	951	0	0	807	92	149	0	388	223	221	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	951	0	0	807	92	149	0	388	223	221	361
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.69	0.31	1.00	0.00	1.00	0.55	0.55	0.90
Final Sat.:	1600	3400	0	0	4507	493	1600	0	1700	887	878	1435
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.00	0.00	0.18	0.19	0.09	0.00	0.23	0.14	0.25	0.25
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1118	5	0	727	363	395	0	530	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1187	5	0	772	385	419	0	563	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1187	5	0	772	385	419	0	563	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1187	5	0	772	385	419	0	563	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1187	5	0	772	385	419	0	563	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1187	5	0	772	385	419	0	563	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.06	1.04	1.00	1.06	1.06
Lanes:	0.00	2.99	0.01	0.00	1.33	0.67	1.28	0.00	1.72	0.00	0.00	0.00
Final Sat.:	0	4979	21	0	2234	1066	2050	0	2850	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.25	0.00	0.35	0.36	0.20	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****					****	****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.838
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	100	625	38	182	676	137	189	450	123	33	190	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	106	664	40	193	718	145	201	478	131	35	202	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	664	40	193	718	145	201	478	131	35	202	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	664	40	193	718	145	201	478	131	35	202	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	664	40	193	718	145	201	478	131	35	202	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	664	40	193	718	145	201	478	131	35	202	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.66	0.34	1.00	0.79	0.21	1.00	0.60	0.40
Final Sat.:	1600	3117	183	1600	2761	539	1600	1257	343	1600	962	638
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.22	0.12	0.26	0.27	0.13	0.38	0.38	0.02	0.21	0.21
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0	0	0	2 0	1	0	0 0	0	1	2 0 1
Volume Module:												
Base Vol:	386	536	0	0	740	106	0	0	0	121	775	174
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	410	569	0	0	786	113	0	0	0	128	823	185
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	410	569	0	0	786	113	0	0	0	128	823	185
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	410	569	0	0	786	113	0	0	0	128	823	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	410	569	0	0	786	113	0	0	0	128	823	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	410	569	0	0	786	113	0	0	0	128	823	185
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.26	1.74	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.41	2.59	1.00
Final Sat.:	2010	2890	0	0	3400	1700	0	0	0	648	4352	1700
Capacity Analysis Module:												
Vol/Sat:	0.20	0.20	0.00	0.00	0.23	0.07	0.00	0.00	0.00	0.08	0.19	0.11
Crit Moves:	****				****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.800
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	67	Level Of Service:	D

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	1 0	0	1	0 2	1	0	0 0 1
Volume Module:												
Base Vol:	0	645	192	233	626	0	87	1058	495	41	0	199
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	685	204	247	665	0	92	1123	526	44	0	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	685	204	247	665	0	92	1123	526	44	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	685	204	247	665	0	92	1123	526	44	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	685	204	247	665	0	92	1123	526	44	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	685	204	247	665	0	92	1123	526	44	0	211
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.04	0.96	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3470	1530	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.13	0.12	0.15	0.20	0.00	0.06	0.32	0.34	0.03	0.00	0.12
OvlAdjV/S:												0.00
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.652
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Wilcox Ave									Pomona Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:																				
Base Vol:	248	301	0	0	435	13	0	0	0	472	784	183								
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06								
Initial Bse:	263	320	0	0	462	14	0	0	0	501	832	194								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	263	320	0	0	462	14	0	0	0	501	832	194								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	263	320	0	0	462	14	0	0	0	501	832	194								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	263	320	0	0	462	14	0	0	0	501	832	194								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	263	320	0	0	462	14	0	0	0	501	832	194								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.04	1.00								
Lanes:	2.00	2.00	0.00	0.00	1.94	0.06	0.00	0.00	0.00	1.00	1.62	0.38								
Final Sat.:	3200	3400	0	0	3207	93	0	0	0	1600	2694	606								
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.09	0.00	0.00	0.14	0.15	0.00	0.00	0.00	0.31	0.31	0.32								
Crit Moves:	****					****						****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	76	Level Of Service:	D

Street Name:	Markland Dr						Potrero Grande Dr/SR-60 WB Off-Ra					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	23	60	711	245	190	2	36	51	207	425	513	123								
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06								
Initial Bse:	24	64	755	260	202	2	38	54	220	451	545	131								
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	24	64	755	260	202	2	38	54	220	451	545	131								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	24	64	755	260	202	2	38	54	220	451	545	131								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	24	64	755	260	202	2	38	54	220	451	545	131								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	24	64	755	260	202	2	38	54	220	451	545	131								
OvlAdjVol:			275																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.00	1.06	1.00	1.04	1.00								
Lanes:	0.28	0.72	1.00	0.56	0.43	0.01	1.00	1.00	1.00	1.00	1.61	0.39								
Final Sat.:	443	1157	1700	897	696	7	1600	1700	1700	1600	2681	619								
Capacity Analysis Module:																				
Vol/Sat:	0.02	0.06	0.44	0.16	0.29	0.29	0.02	0.03	0.13	0.28	0.20	0.21								
OvlAdjV/S:			0.16																	
Crit Moves:			****	****					****	****										

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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[15.3]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1	0	1! 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	12	0	235	68	946	0	0	841	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	13	0	249	72	1004	0	0	893	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	249	72	1004	0	0	893	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	0	249	72	1004	0	0	893	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	249	72	1004	0	0	893	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1539	2042	446	895	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	108	57	565	767	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	100	52	565	767	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.13	0.00	0.44	0.09	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	0.8	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	43.2	xxxx	13.2	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	E	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	461	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	15.9	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			15.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Monterey Park General Plan
Future 2040 Growth Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.660
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	0 1 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	124	136	13	254	90	150	118	373	34	16	730	327
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	132	144	14	270	96	159	125	396	36	17	775	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	144	14	270	96	159	125	396	36	17	775	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	144	14	270	96	159	125	396	36	17	775	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	144	14	270	96	159	125	396	36	17	775	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	144	14	270	96	159	125	396	36	17	775	347
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.00	1.05	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.75	1.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1200	2100	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.17	0.08	0.08	0.08	0.12	0.02	0.01	0.23	0.20
Crit Moves:		****			****			****				****

APPENDIX E
FUTURE WITH PLAN – LEVEL OF SERVICE WORKSHEETS

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.040
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	2	0	1	1	0	0	1	0	1	0	1	0	1
Volume Module:												
Base Vol:	12	1173	23	36	939	107	210	62	27	52	123	289
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1245	24	38	997	114	223	66	29	55	131	307
Added Vol:	0	306	21	93	359	0	0	0	0	13	0	139
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1551	45	131	1356	114	223	66	29	68	131	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1551	45	131	1356	114	223	66	29	68	131	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1551	45	131	1356	114	223	66	29	68	131	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1551	45	131	1356	114	223	66	29	68	131	446
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.70	0.30	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1115	485	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.03	0.08	0.40	0.07	0.14	0.06	0.06	0.04	0.08	0.26
Crit Moves:		****			****			****				****

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.230
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1	1	0	1	0	1	1	0	1	0	0	1	0	1	0	0	1	0
Volume Module:												
Base Vol:	22	1084	36	92	684	99	131	208	21	63	223	234
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	23	1151	38	98	726	105	139	221	22	67	237	248
Added Vol:	57	575	34	7	355	56	87	60	43	22	74	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1726	72	105	1081	161	226	281	65	89	311	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1726	72	105	1081	161	226	281	65	89	311	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1726	72	105	1081	161	226	281	65	89	311	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	80	1726	72	105	1081	161	226	281	65	89	311	267
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.74	0.26	1.00	0.81	0.19	1.00	0.54	0.46
Final Sat.:	1600	3171	129	1600	2885	415	1600	1298	302	1600	860	740
Capacity Analysis Module:												
Vol/Sat:	0.05	0.54	0.56	0.07	0.37	0.39	0.14	0.22	0.22	0.06	0.36	0.36
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	79	918	18	114	470	219	128	119	54	28	188	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	84	975	19	121	499	233	136	126	57	30	200	324
Added Vol:	0	120	8	0	42	35	113	91	0	2	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1095	27	121	541	268	249	217	57	32	272	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1095	27	121	541	268	249	217	57	32	272	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1095	27	121	541	268	249	217	57	32	272	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1095	27	121	541	268	249	217	57	32	272	324
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.34	0.66	1.00	0.79	0.21	1.00	0.46	0.54
Final Sat.:	1600	3223	77	1600	2241	1059	1600	1266	334	1600	730	870
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.35	0.08	0.24	0.25	0.16	0.17	0.17	0.02	0.37	0.37
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.786
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	45	1061	31	97	876	7	19	21	52	58	29	99
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	48	1126	33	103	930	7	20	22	55	62	31	105
Added Vol:	0	202	21	88	284	0	0	0	0	13	0	125
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	1328	54	191	1214	7	20	22	55	75	31	230
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	48	1328	54	191	1214	7	20	22	55	75	31	230
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	48	1328	54	191	1214	7	20	22	55	75	31	230
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	48	1328	54	191	1214	7	20	22	55	75	31	230
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.29	0.71	1.00	0.12	0.88
Final Sat.:	1600	3400	1700	1600	3281	19	1600	460	1140	1600	189	1411
Capacity Analysis Module:												
Vol/Sat:	0.03	0.39	0.03	0.12	0.37	0.38	0.01	0.05	0.05	0.05	0.16	0.16
Crit Moves:		****		****			****				****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.944
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	128	Level Of Service:	E

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	15	997	37	18	591	29	32	109	23	57	159	106
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	1059	39	19	627	31	34	116	24	61	169	113
Added Vol:	29	501	0	16	296	69	102	58	27	0	69	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1560	39	35	923	100	136	174	51	61	238	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1560	39	35	923	100	136	174	51	61	238	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1560	39	35	923	100	136	174	51	61	238	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1560	39	35	923	100	136	174	51	61	238	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.80	0.20	1.00	0.77	0.23	1.00	0.63	0.37
Final Sat.:	1600	3221	79	1600	2988	312	1600	1235	365	1600	1000	600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.50	0.02	0.31	0.32	0.08	0.14	0.14	0.04	0.24	0.24
Crit Moves:			****	****			****				****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.778
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	194	775	61	65	557	344	282	337	155	144	668	112
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	206	823	65	69	591	365	299	358	165	153	709	119
Added Vol:	12	134	14	26	151	120	17	14	17	22	37	71
PasserByVol:	3	18	3	49	0	0	7	5	2	1	4	3
Initial Fut:	221	975	82	144	742	485	323	377	184	176	750	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	975	82	144	742	485	323	377	184	176	750	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	975	82	144	742	485	323	377	184	176	750	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	975	82	144	742	485	323	377	184	176	750	193
OvlAdjVol:						313						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.05	0.05	0.22	0.29	0.10	0.11	0.11	0.05	0.22	0.11
OvlAdjV/S:						0.18						
Crit Moves:	****				****		****				****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.923
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	113	Level Of Service:	E

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	77	804	38	68	484	69	124	328	51	106	752	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	854	40	72	514	73	132	348	54	113	798	120
Added Vol:	22	337	20	32	186	16	35	64	10	19	94	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1191	60	104	700	89	167	412	64	132	892	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1191	60	104	700	89	167	412	64	132	892	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1191	60	104	700	89	167	412	64	132	892	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1191	60	104	700	89	167	412	64	132	892	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.90	0.10	1.00	1.77	0.23	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3146	154	1600	2938	362	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.38	0.39	0.07	0.24	0.25	0.10	0.12	0.04	0.08	0.26	0.10
Crit Moves:			****	****			****				****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.785
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	42	380	43	150	285	132	112	433	23	27	646	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	403	46	159	303	140	119	460	24	29	686	156
Added Vol:	0	122	17	8	39	4	6	193	0	19	196	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	525	63	167	342	144	125	653	24	48	882	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	525	63	167	342	144	125	653	24	48	882	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	525	63	167	342	144	125	653	24	48	882	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	525	63	167	342	144	125	653	24	48	882	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.79	0.21	1.00	1.41	0.59	1.00	1.93	0.07	1.00	1.70	0.30
Final Sat.:	1600	2959	341	1600	2350	950	1600	3185	115	1600	2814	486
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.10	0.15	0.15	0.08	0.20	0.21	0.03	0.31	0.32
Crit Moves:		****		****			****					****

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.810
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	69	Level Of Service:	D

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	1103	0	29	0	0	0	0	63	141	239	671	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	1171	0	31	0	0	0	0	67	150	254	712	0
Added Vol:	40	0	1	0	0	0	0	2	62	78	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1211	0	32	0	0	0	0	69	212	332	714	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1211	0	32	0	0	0	0	69	212	332	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1211	0	32	0	0	0	0	69	212	332	714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1211	0	32	0	0	0	0	69	212	332	714	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1700	1700	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.02	0.00	0.00	0.00	0.00	0.04	0.12	0.21	0.21	0.00
Crit Moves:	****								****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.503
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	33	Level Of Service:	A

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	60	0	233	0	92	0	0	675	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	64	0	247	0	98	0	0	717	0
Added Vol:	0	0	0	0	0	78	0	3	0	0	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	64	0	325	0	101	0	0	719	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	64	0	325	0	101	0	0	719	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	64	0	325	0	101	0	0	719	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	64	0	325	0	101	0	0	719	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.19	0.00	0.03	0.00	0.00	0.21	0.00
Crit Moves:						****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.507
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 Level Of Service: A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	509	3	1	373	0	630	1	36	2	0	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	540	3	1	396	0	669	1	38	2	0	1
Added Vol:	0	41	0	0	140	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	581	3	1	536	0	669	1	56	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	581	3	1	536	0	669	1	56	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	581	3	1	536	0	669	1	56	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	581	3	1	536	0	669	1	56	2	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	1.84	0.01	0.15	0.67	0.00	0.33
Final Sat.:	0	3283	17	1600	3400	0	2948	5	248	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.16	0.00	0.23	0.23	0.23	0.00	0.00	0.00
Crit Moves:		****			****				****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.853
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 81 Level Of Service: D

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	108	0	397	454	237	0	0	421	182
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	115	0	421	482	252	0	0	447	193
Added Vol:	0	0	0	23	0	16	22	26	0	0	152	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	0	437	504	278	0	0	599	212
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	138	0	0	504	278	0	0	599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	0	504	278	0	0	599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	138	0	0	504	278	0	0	599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.00	0.32	0.08	0.00	0.00	0.35	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.755
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 Level Of Service: C

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	26	748	134	43	545	32	54	173	15	273	271	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	28	794	142	46	579	34	57	184	16	290	288	134
Added Vol:	1	91	1	16	114	4	5	13	1	1	39	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	885	143	62	693	38	62	197	17	291	327	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	885	143	62	693	38	62	197	17	291	327	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	885	143	62	693	38	62	197	17	291	327	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	885	143	62	693	38	62	197	17	291	327	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.92	0.08	1.00	0.64	0.36
Final Sat.:	1600	3400	1700	1600	3134	166	1600	1473	127	1600	1030	570
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.08	0.04	0.22	0.23	0.04	0.13	0.13	0.18	0.32	0.32
Crit Moves:		****			****			****			****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.673
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 Level Of Service: B

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 1	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	30	805	37	25	788	114	106	101	75	73	107	70
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	855	39	27	837	121	113	107	80	78	114	74
Added Vol:	0	110	14	12	105	15	4	0	0	5	4	8
PasserByVol:	21	8	4	7	10	0	0	0	0	1	1	2
Initial Fut:	53	973	57	46	952	136	117	107	80	84	119	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	973	57	46	952	136	117	107	80	84	119	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	973	57	46	952	136	117	107	80	84	119	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	973	57	46	952	136	117	107	80	84	119	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.75	0.25	1.00	0.57	0.43	1.00	0.58	0.42
Final Sat.:	1600	3400	1700	1600	2900	400	1600	918	682	1600	935	665
Capacity Analysis Module:												
Vol/Sat:	0.03	0.29	0.03	0.03	0.33	0.34	0.07	0.12	0.12	0.05	0.13	0.13
Crit Moves:	****					****	****				****	

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.797
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	308	37	284	0	0	0	69	425	47	71	440	115
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	327	39	302	0	0	0	73	451	50	75	467	122
Added Vol:	3	5	144	0	0	0	0	74	20	26	61	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	44	446	0	0	0	73	525	70	101	528	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	44	446	0	0	0	73	525	70	101	528	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	44	446	0	0	0	73	525	70	101	528	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	44	446	0	0	0	73	525	70	101	528	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.88	0.12	1.00	0.00	0.00	0.00	1.00	0.88	0.12	1.00	1.00	1.00
Final Sat.:	1411	189	1700	0	0	0	1600	1412	188	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.26	0.00	0.00	0.00	0.05	0.37	0.37	0.06	0.31	0.08
Crit Moves:			****					****		****		

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	1	0 1	0 1	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	48	324	59	51	37	32	137	510	42	28	539	120
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	344	63	54	39	34	145	541	45	30	572	127
Added Vol:	0	42	42	14	0	52	108	110	0	0	47	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	386	105	68	39	86	253	651	45	30	619	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	386	105	68	39	86	253	651	45	30	619	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	386	105	68	39	86	253	651	45	30	619	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	386	105	68	39	86	253	651	45	30	619	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.09	0.72	0.19	1.00	1.00	1.00	2.00	1.87	0.13	1.00	2.48	0.52
Final Sat.:	151	1140	309	1600	1700	1700	3200	3095	205	1600	4165	835
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.04	0.02	0.05	0.08	0.21	0.22	0.02	0.15	0.16
Crit Moves:		****		****			****					****

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	412	60	88	296	87	153	308	115	98	470	144
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	117	437	64	93	314	92	162	327	122	104	499	153
Added Vol:	64	6	3	0	15	4	17	89	32	1	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	443	67	93	329	96	179	416	154	105	542	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	443	67	93	329	96	179	416	154	105	542	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	443	67	93	329	96	179	416	154	105	542	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	443	67	93	329	96	179	416	154	105	542	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.56	0.44
Final Sat.:	1600	2882	418	1600	1700	1700	1600	2435	865	1600	2596	704
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.16	0.06	0.19	0.06	0.11	0.17	0.18	0.07	0.21	0.22
Crit Moves:	****				****		****					****

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.669
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	183	716	40	35	711	173	138	48	187	29	80	28
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	194	760	42	37	755	184	147	51	199	31	85	30
Added Vol:	18	108	0	0	80	30	9	0	8	0	0	0
PasserByVol:	28	2	0	7	11	0	0	2	8	0	0	0
Initial Fut:	240	870	42	44	846	214	156	53	215	31	85	30
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	870	42	44	846	214	156	53	215	31	85	30
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	870	42	44	846	214	156	53	215	31	85	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	240	870	42	44	846	214	156	53	215	31	85	30
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.86	0.14	1.00	2.40	0.60	1.49	0.51	1.00	1.00	0.74	0.26
Final Sat.:	1600	4777	223	1600	4032	968	2387	813	1700	1600	1185	415
Capacity Analysis Module:												
Vol/Sat:	0.15	0.18	0.19	0.03	0.21	0.22	0.07	0.07	0.13	0.02	0.07	0.07
Crit Moves:	****					****			****			****

1.0617 growth factor 2019 to 2040

Monterey Park Geneal Plan
Future 2040 with General Plan Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

loss time 0.1

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER
LANES	0	1	0	1	2	0	0	2	0	0	1	0
AM	79	0	50	105	633	0	0	480	109	2	6	6
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0
V/C	0	0.081	0	0.066	0.192	0	0	0.178	0	0	0.009	0
		**		**				**			**	

0.433

Crit. Moves

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec): 100 Critical Vol./Cap.(X): 0.619
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 Level Of Service: B

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	1 0	1	1 0	1 0	1	1 0
Volume Module:												
Base Vol:	74	85	31	45	37	85	60	309	13	36	695	103
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	79	90	33	48	39	90	64	328	14	38	738	109
Added Vol:	0	0	0	3	0	13	55	52	0	0	20	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	90	33	51	39	103	119	380	14	38	758	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	90	33	51	39	103	119	380	14	38	758	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	90	33	51	39	103	119	380	14	38	758	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	90	33	51	39	103	119	380	14	38	758	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.39	0.45	0.16	0.26	0.20	0.54	1.00	1.93	0.07	1.00	1.73	0.27
Final Sat.:	623	716	261	420	325	855	1600	3188	112	1600	2861	439
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.12	0.12	0.07	0.12	0.12	0.02	0.26	0.27
Crit Moves:	****				****		****					****

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Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	218	758	68	89	694	123	86	212	101	100	456	78
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	231	805	72	94	737	131	91	225	107	106	484	83
Added Vol:	78	114	21	8	63	3	11	24	18	11	37	9
PasserByVol:	28	2	0	0	14	5	2	0	0	2	1	0
Initial Fut:	337	921	93	102	814	139	104	249	125	119	522	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	921	93	102	814	139	104	249	125	119	522	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	921	93	102	814	139	104	249	125	119	522	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	921	93	102	814	139	104	249	125	119	522	92
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00
Lanes:	1.00	2.72	0.28	1.00	2.56	0.44	1.00	1.33	0.67	1.00	1.70	0.30
Final Sat.:	1600	4559	441	1600	4302	698	1600	2229	1071	1600	2821	479
Capacity Analysis Module:												
Vol/Sat:	0.21	0.20	0.21	0.06	0.19	0.20	0.07	0.11	0.12	0.07	0.19	0.19
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.832
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 0	0	0 2	1 0	1	0 0	0 1	0	1 0	1 0
Volume Module:												
Base Vol:	253	713	0	0	881	83	41	0	206	273	284	209
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	269	757	0	0	935	88	44	0	219	290	302	222
Added Vol:	1	187	0	0	92	0	0	0	1	0	0	26
PasserByVol:	28	0	0	0	16	0	0	0	0	0	4	0
Initial Fut:	298	944	0	0	1043	88	44	0	220	290	306	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	944	0	0	1043	88	44	0	220	290	306	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	944	0	0	1043	88	44	0	220	290	306	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	944	0	0	1043	88	44	0	220	290	306	248
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.77	0.23	1.00	0.00	1.00	0.69	0.72	0.59
Final Sat.:	1600	3400	0	0	4626	374	1600	0	1700	1100	1159	941
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.00	0.23	0.24	0.03	0.00	0.13	0.18	0.26	0.26
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.735
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1359	0	0	676	367	461	3	690	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1443	0	0	718	390	489	3	733	0	0	0
Added Vol:	0	126	0	0	74	0	52	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1569	0	0	792	390	541	3	733	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1569	0	0	792	390	541	3	733	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1569	0	0	792	390	541	3	733	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1569	0	0	792	390	541	3	733	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.00	1.04	1.00	1.06	1.06
Lanes:	0.00	3.00	0.00	0.00	1.34	0.66	1.27	0.01	1.72	0.00	0.00	0.00
Final Sat.:	0	5100	0	0	2245	1055	2035	12	2853	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.35	0.37	0.27	0.27	0.26	0.00	0.00	0.00
Crit Moves:	****					****	****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.941
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	125	Level Of Service:	E

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1 1 0	1	0	1 1 0	1	0	0 1 0	1	0	0 1 0
Volume Module:												
Base Vol:	64	468	19	122	930	173	122	224	80	87	267	143
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	497	20	130	987	184	130	238	85	92	283	152
Added Vol:	38	56	16	2	59	12	16	20	27	9	35	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	553	36	132	1046	196	146	258	112	101	318	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	553	36	132	1046	196	146	258	112	101	318	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	553	36	132	1046	196	146	258	112	101	318	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	553	36	132	1046	196	146	258	112	101	318	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.68	0.32	1.00	0.70	0.30	1.00	0.67	0.33
Final Sat.:	1600	3103	197	1600	2796	504	1600	1116	484	1600	1079	521
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.08	0.37	0.39	0.09	0.23	0.23	0.06	0.30	0.30
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.858
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	83	Level Of Service:	D

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0	0	0	2 0	1	0	0 0	0	1	2 0 1
Volume Module:												
Base Vol:	742	410	0	0	520	371	0	0	0	112	979	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	788	435	0	0	552	394	0	0	0	119	1039	120
Added Vol:	29	68	0	0	57	24	0	0	0	4	27	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	817	503	0	0	609	418	0	0	0	123	1066	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	817	503	0	0	609	418	0	0	0	123	1066	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	503	0	0	609	418	0	0	0	123	1066	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	817	503	0	0	609	418	0	0	0	123	1066	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.86	1.14	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.31	2.69	1.00
Final Sat.:	2970	1930	0	0	3400	1700	0	0	0	496	4504	1700
Capacity Analysis Module:												
Vol/Sat:	0.28	0.26	0.00	0.00	0.18	0.25	0.00	0.00	0.00	0.08	0.24	0.09
Crit Moves:	****					****					****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.756
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	1 0	0	1	0 2	1	0	0 0 1
Volume Module:												
Base Vol:	0	459	124	175	588	0	156	790	517	33	0	445
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	487	132	186	624	0	166	839	549	35	0	472
Added Vol:	0	77	6	16	44	0	20	37	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	138	202	668	0	186	876	555	35	0	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	564	138	202	668	0	186	876	555	35	0	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	138	202	668	0	186	876	555	35	0	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	138	202	668	0	186	876	555	35	0	472
OvlAdjVol:												138
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.13	0.20	0.00	0.12	0.26	0.33	0.02	0.00	0.28
OvlAdjV/S:												0.08
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec): 100 Critical Vol./Cap.(X): 0.630
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Wilcox Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 2	0 0	0	0 1	1 0	0	0 0	0 0	1	0 1	1 0
Volume Module:												
Base Vol:	326	422	0	0	331	19	0	0	0	417	764	82
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	346	448	0	0	351	20	0	0	0	443	811	87
Added Vol:	0	61	0	0	16	0	0	0	0	18	59	17
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	509	0	0	367	20	0	0	0	461	870	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	509	0	0	367	20	0	0	0	461	870	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	509	0	0	367	20	0	0	0	461	870	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	509	0	0	367	20	0	0	0	461	870	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.03	1.00
Lanes:	2.00	2.00	0.00	0.00	1.90	0.10	0.00	0.00	0.00	1.00	1.79	0.21
Final Sat.:	3200	3400	0	0	3133	167	0	0	0	1600	2958	342
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.29	0.29	0.30
Crit Moves:	****				****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.659
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 Level Of Service: B

Street Name:	Markland Dr						Potrero Grande Dr/SR-60 WB Off-Ra					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 1!	0 0	1	0 1	0 1	1	0 1	1 0
Volume Module:												
Base Vol:	56	117	588	144	220	3	26	122	69	242	511	94
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	124	624	153	234	3	28	130	73	257	543	100
Added Vol:	6	0	18	4	3	9	0	11	0	18	60	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	65	124	642	157	237	12	28	141	73	275	603	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	124	642	157	237	12	28	141	73	275	603	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	124	642	157	237	12	28	141	73	275	603	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	124	642	157	237	12	28	141	73	275	603	100
OvlAdjVol:			350									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.04	1.00
Lanes:	0.35	0.65	1.00	0.39	0.58	0.03	1.00	1.00	1.00	1.00	1.72	0.28
Final Sat.:	552	1048	1700	619	933	48	1600	1700	1700	1600	2845	455
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.38	0.10	0.25	0.25	0.02	0.08	0.04	0.17	0.21	0.22
OvlAdjV/S:			0.21									
Crit Moves:			****	****				****		****		

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: B[12.5]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0	0	0	1	0	1! 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	1	0	87	247	599	0	0	749	5
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	1	0	92	262	636	0	0	795	5
Added Vol:	0	0	0	0	0	0	0	33	0	0	79	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	92	262	669	0	0	874	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1	0	92	262	669	0	0	874	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	1	0	92	262	669	0	0	874	5
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1733	2068	437	880	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	81	55	573	777	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	59	36	573	777	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.02	0.00	0.16	0.34	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	0.3	1.5	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	66.1	xxxx	11.8	12.0	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	522	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	12.6	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			12.5			xxxxxx			xxxxxx		
ApproachLOS:	*			B			*			*		

Note: Queue reported is the number of cars per lane.

Monterey Park General Plan
Future 2040 with General Plan
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.460
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 31 Level Of Service: A

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	0 1	1	0	0 1 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	16	42	9	166	52	47	59	646	118	7	303	139
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	45	10	176	55	50	63	686	125	7	322	148
Added Vol:	0	0	0	12	0	0	0	33	0	0	79	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	45	10	188	55	50	63	719	125	7	401	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	45	10	188	55	50	63	719	125	7	401	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	45	10	188	55	50	63	719	125	7	401	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	45	10	188	55	50	63	719	125	7	401	169
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.03	0.01	0.12	0.03	0.03	0.04	0.21	0.07	0.00	0.12	0.10
Crit Moves:		****			****			****			****	

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.412
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	12	1007	86	184	1090	161	306	193	51	38	76	212
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1069	91	195	1157	171	325	205	54	40	81	225
Added Vol:	0	685	65	291	725	0	0	0	0	71	0	266
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1754	156	486	1882	171	325	205	54	111	81	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1754	156	486	1882	171	325	205	54	111	81	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1754	156	486	1882	171	325	205	54	111	81	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1754	156	486	1882	171	325	205	54	111	81	491
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	0.79	0.21	1.00	1.00	1.00
Final Sat.:	1600	3400	1700	1600	3400	1700	1600	1266	334	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.09	0.30	0.55	0.10	0.20	0.16	0.16	0.07	0.05	0.29
Crit Moves:		****		****			****					****

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #2 Garfield Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.582
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	20	1042	94	161	1077	193	151	365	18	56	194	121
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	21	1106	100	171	1143	205	160	388	19	59	206	128
Added Vol:	136	982	66	25	1106	175	158	215	146	73	205	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	2088	166	196	2249	380	318	603	165	132	411	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	2088	166	196	2249	380	318	603	165	132	411	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	2088	166	196	2249	380	318	603	165	132	411	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	2088	166	196	2249	380	318	603	165	132	411	146
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.85	0.15	1.00	1.71	0.29	1.00	0.78	0.22	1.00	0.74	0.26
Final Sat.:	1600	3065	235	1600	2838	462	1600	1256	344	1600	1180	420
Capacity Analysis Module:												
Vol/Sat:	0.10	0.68	0.70	0.12	0.79	0.82	0.20	0.48	0.48	0.08	0.35	0.35
Crit Moves:	****					****		****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.071
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	31	810	33	159	1001	156	161	313	43	30	162	132
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	860	35	169	1063	166	171	332	46	32	172	140
Added Vol:	0	93	5	0	139	118	73	212	0	8	222	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	953	40	169	1202	284	244	544	46	40	394	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	953	40	169	1202	284	244	544	46	40	394	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	953	40	169	1202	284	244	544	46	40	394	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	953	40	169	1202	284	244	544	46	40	394	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.62	0.38	1.00	0.92	0.08	1.00	0.74	0.26
Final Sat.:	1600	3171	129	1600	2689	611	1600	1476	124	1600	1180	420
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.31	0.11	0.45	0.46	0.15	0.37	0.37	0.02	0.33	0.33
Crit Moves:	****					****	****				****	

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 Atlantic Blvd & Emerson Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.094
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Atlantic Blvd						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Prot+Permit			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	87	1014	43	126	954	7	37	80	69	36	57	81
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	92	1077	46	134	1013	7	39	85	73	38	61	86
Added Vol:	0	494	65	276	519	0	0	0	0	71	0	256
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	1571	111	410	1532	7	39	85	73	109	61	342
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	1571	111	410	1532	7	39	85	73	109	61	342
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	1571	111	410	1532	7	39	85	73	109	61	342
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	1571	111	410	1532	7	39	85	73	109	61	342
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.99	0.01	1.00	0.54	0.46	1.00	0.15	0.85
Final Sat.:	1600	3400	1700	1600	3285	15	1600	859	741	1600	241	1359
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.07	0.26	0.47	0.48	0.02	0.10	0.10	0.07	0.25	0.25
Crit Moves:		****		****			****				****	

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.305
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	29	908	99	86	996	43	74	187	34	35	91	61
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	31	964	105	91	1057	46	79	199	36	37	97	65
Added Vol:	93	812	0	58	930	217	198	199	94	0	191	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1776	105	149	1987	263	277	398	130	37	288	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1776	105	149	1987	263	277	398	130	37	288	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1776	105	149	1987	263	277	398	130	37	288	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1776	105	149	1987	263	277	398	130	37	288	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	1.00	0.75	0.25	1.00	0.71	0.29
Final Sat.:	1600	3121	179	1600	2926	374	1600	1205	395	1600	1144	456
Capacity Analysis Module:												
Vol/Sat:	0.08	0.57	0.59	0.09	0.68	0.70	0.17	0.33	0.33	0.02	0.25	0.25
Crit Moves:	****					****	****				****	

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.990
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: E

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	0 1	2	0 2	0 1
Volume Module:												
Base Vol:	140	742	169	169	709	192	318	927	154	172	268	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	149	788	179	179	753	204	338	984	164	183	285	156
Added Vol:	58	443	44	76	467	47	61	47	54	36	28	55
PasserByVol:	16	97	10	134	0	0	19	14	5	5	22	16
Initial Fut:	223	1328	233	389	1220	251	418	1045	223	224	335	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1328	233	389	1220	251	418	1045	223	224	335	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1328	233	389	1220	251	418	1045	223	224	335	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1328	233	389	1220	251	418	1045	223	224	335	227
OvlAdjVol:						29						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3400	1700	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.14	0.12	0.36	0.15	0.13	0.31	0.13	0.07	0.10	0.13
OvlAdjV/S:						0.02						
Crit Moves:		****		****				****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 1.148
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	71	651	82	167	786	66	130	869	66	113	432	111
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	75	691	87	177	834	70	138	923	70	120	459	118
Added Vol:	18	485	75	119	578	57	50	174	25	76	148	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1176	162	296	1412	127	188	1097	95	196	607	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1176	162	296	1412	127	188	1097	95	196	607	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1176	162	296	1412	127	188	1097	95	196	607	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1176	162	296	1412	127	188	1097	95	196	607	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.76	0.24	1.00	1.83	0.17	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2912	388	1600	3036	264	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.42	0.19	0.47	0.48	0.12	0.32	0.06	0.12	0.18	0.13
Crit Moves:			****	****				****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.914
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 108 Level Of Service: E

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	56	362	89	192	499	188	135	821	94	65	609	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	384	94	204	530	200	143	872	100	69	647	162
Added Vol:	0	80	23	5	129	12	10	496	0	18	483	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	464	117	209	659	212	153	1368	100	87	1130	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	464	117	209	659	212	153	1368	100	87	1130	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	464	117	209	659	212	153	1368	100	87	1130	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	464	117	209	659	212	153	1368	100	87	1130	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	1.00	1.60	0.40	1.00	1.51	0.49	1.00	1.86	0.14	1.00	1.74	0.26
Final Sat.:	1600	2654	646	1600	2522	778	1600	3082	218	1600	2880	420
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.18	0.13	0.26	0.27	0.10	0.44	0.46	0.05	0.39	0.41
Crit Moves:			****	****				****				****

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	0	2 0 0
Volume Module:												
Base Vol:	641	0	243	0	0	0	0	318	218	149	194	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	681	0	258	0	0	0	0	338	231	158	206	0
Added Vol:	166	0	0	0	0	0	0	1	58	31	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	847	0	258	0	0	0	0	339	289	189	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	847	0	258	0	0	0	0	339	289	189	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	0	258	0	0	0	0	339	289	189	213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	847	0	258	0	0	0	0	339	289	189	213	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.08	0.92	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1825	1475	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.20	0.12	0.06	0.00
Crit Moves:	****								****	****		

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #10 Ramona Blvd & I-10 EB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.933
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Ramona Blvd						I-10 EB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0 0 0	1	0	0 0 1	0	0	2 0 0	0	0	2 0 0
Volume Module:												
Base Vol:	0	0	0	993	0	155	0	556	0	0	190	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	1054	0	165	0	590	0	0	202	0
Added Vol:	0	0	0	0	0	31	0	1	0	0	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1054	0	196	0	591	0	0	209	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1054	0	196	0	591	0	0	209	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1054	0	196	0	591	0	0	209	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1054	0	196	0	591	0	0	209	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	0.00	2.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	1600	0	1700	0	3400	0	0	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.66	0.00	0.12	0.00	0.17	0.00	0.00	0.06	0.00
Crit Moves:				****				****		****		

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.477
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1	1 0	1	0 2	0 0	1	0 1!	0 0	0	0 1!	0 0
Volume Module:												
Base Vol:	0	506	16	3	365	0	360	12	35	3	0	16
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	537	17	3	388	0	382	13	37	3	0	17
Added Vol:	0	166	0	0	89	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	703	17	3	477	0	382	13	45	3	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	703	17	3	477	0	382	13	45	3	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	703	17	3	477	0	382	13	45	3	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	703	17	3	477	0	382	13	45	3	0	17
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	1.74	0.06	0.20	0.16	0.00	0.84
Final Sat.:	0	3225	75	1600	3400	0	2779	93	328	253	0	1347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.00	0.14	0.00	0.14	0.14	0.14	0.01	0.00	0.01
Crit Moves:			****	****					****			****

Monterey Park General Plan
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PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.920
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	111	Level Of Service:	E

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Permitted			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 0	0 0	1	0 0	0 1	1	0 2	0 0	0	0 1	0 1
Volume Module:												
Base Vol:	0	0	0	134	0	390	728	496	0	0	171	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	142	0	414	773	527	0	0	182	162
Added Vol:	0	0	0	71	0	40	99	98	0	0	60	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	213	0	454	872	625	0	0	242	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	213	0	0	872	625	0	0	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	213	0	0	872	625	0	0	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	213	0	0	872	625	0	0	242	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	2.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1600	0	1700	1600	3400	0	0	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.00	0.54	0.18	0.00	0.00	0.14	0.00
Crit Moves:				****			****				****	

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec): 100 Critical Vol./Cap.(X): 0.934
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 121 Level Of Service: E

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	33	660	195	129	769	62	51	382	41	129	202	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	701	207	137	816	66	54	406	44	137	214	79
Added Vol:	4	399	2	48	382	8	4	41	4	1	23	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1100	209	185	1198	74	58	447	48	138	237	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1100	209	185	1198	74	58	447	48	138	237	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1100	209	185	1198	74	58	447	48	138	237	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1100	209	185	1198	74	58	447	48	138	237	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.90	0.10	1.00	0.69	0.31
Final Sat.:	1600	3400	1700	1600	3114	186	1600	1446	154	1600	1101	499
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.12	0.12	0.38	0.40	0.04	0.31	0.31	0.09	0.22	0.22
Crit Moves:		****		****				****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec): 100 Critical Vol./Cap.(X): 0.927
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 116 Level Of Service: E

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	48	1147	165	48	718	61	142	296	66	44	51	25
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	1218	175	51	762	65	151	314	70	47	54	27
Added Vol:	0	345	44	39	359	6	15	0	0	28	20	42
PasserByVol:	58	32	10	19	54	0	0	0	0	5	5	11
Initial Fut:	109	1595	229	109	1175	71	166	314	70	80	79	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	1595	229	109	1175	71	166	314	70	80	79	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1595	229	109	1175	71	166	314	70	80	79	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1595	229	109	1175	71	166	314	70	80	79	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.89	0.11	1.00	0.82	0.18	1.00	0.50	0.50
Final Sat.:	1600	3400	1700	1600	3118	182	1600	1308	292	1600	798	802
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.13	0.07	0.38	0.39	0.10	0.24	0.24	0.05	0.10	0.10
Crit Moves:		****		****				****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 1.088
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	1	0 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	219	46	418	0	0	0	20	559	30	61	455	69
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	233	49	444	0	0	0	21	593	32	65	483	73
Added Vol:	27	14	157	0	0	0	0	128	46	152	263	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	63	601	0	0	0	21	721	78	217	746	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	63	601	0	0	0	21	721	78	217	746	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	63	601	0	0	0	21	721	78	217	746	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	63	601	0	0	0	21	721	78	217	746	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.81	0.19	1.00	0.00	0.00	0.00	1.00	0.90	0.10	1.00	1.00	1.00
Final Sat.:	1288	312	1700	0	0	0	1600	1444	156	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.35	0.00	0.00	0.00	0.01	0.50	0.50	0.14	0.44	0.08
Crit Moves:			****					****		****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.824
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 Level Of Service: D

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0	0	1	0 1	0 1	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	18	142	150	119	77	134	58	900	27	18	429	55
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	151	159	126	82	142	62	956	29	19	455	58
Added Vol:	0	16	16	39	0	186	44	242	0	0	290	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	167	175	165	82	328	106	1198	29	19	745	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	167	175	165	82	328	106	1198	29	19	745	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	167	175	165	82	328	106	1198	29	19	745	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	167	175	165	82	328	106	1198	29	19	745	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.05	0.46	0.49	1.00	1.00	1.00	2.00	1.95	0.05	1.00	2.68	0.32
Final Sat.:	85	739	776	1600	1700	1700	3200	3225	75	1600	4491	509
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.10	0.05	0.19	0.03	0.37	0.38	0.01	0.17	0.17
Crit Moves:		****		****					****	****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.894
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	560	122	119	360	37	247	804	117	67	301	76
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	88	595	130	126	382	39	262	854	124	71	320	81
Added Vol:	47	31	1	0	41	20	61	242	106	3	233	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	626	131	126	423	59	323	1096	230	74	553	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	626	131	126	423	59	323	1096	230	74	553	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	626	131	126	423	59	323	1096	230	74	553	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	626	131	126	423	59	323	1096	230	74	553	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	1.65	0.35	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.75	0.25
Final Sat.:	1600	2748	552	1600	1700	1700	1600	2744	556	1600	2892	408
Capacity Analysis Module:												
Vol/Sat:	0.08	0.23	0.24	0.08	0.25	0.03	0.20	0.40	0.41	0.05	0.19	0.20
Crit Moves:	****				****				****	****		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #18 Atlantic Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.875
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	89	Level Of Service:	D

Street Name:	Atlantic Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 2	1 0	1	1 0	0 1	1	0 0	1 0
Volume Module:												
Base Vol:	178	922	72	70	742	133	377	141	248	66	92	40
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	189	979	76	74	788	141	400	150	263	70	98	42
Added Vol:	67	301	0	0	339	48	49	0	41	0	0	0
PasserByVol:	83	11	0	19	59	0	0	5	0	0	0	0
Initial Fut:	339	1291	76	93	1186	189	449	155	304	70	98	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	339	1291	76	93	1186	189	449	155	304	70	98	42
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	339	1291	76	93	1186	189	449	155	304	70	98	42
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	339	1291	76	93	1186	189	449	155	304	70	98	42
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.00	1.06	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	2.59	0.41	1.49	0.51	1.00	1.00	0.70	0.30
Final Sat.:	1600	4732	268	1600	4339	661	2380	820	1700	1600	1115	485
Capacity Analysis Module:												
Vol/Sat:	0.21	0.27	0.28	0.06	0.27	0.29	0.19	0.19	0.18	0.04	0.09	0.09
Crit Moves:	****						****	****				****

Monterey Park Genearl Plan
Future 2040 with General Plan Conditions
#19 Bleakwood Avenue & Avenida Cesar Chavez

1.0617 growth factor 2019 to 2040

	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	SEL	SET	SER	loss time
LANES	0	1	0	1	2	0	0	2	0	0	1	0	0.1
PM	41	0	28	54	1147	0	0	679	55	2	11	10	
Capacity	0	1600	0	1600	3300	0	0	3300	0	0	1600	0	**0.414**
V/C	0	0.043	0	0.034	0.348	0	0	0.222	0	0	0.014	0	
Crit. Moves		**			**		**				**		

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.747
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	57	Level Of Service:	C

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 1! 0		0	0 1! 0		1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	38	120	94	66	60	95	127	692	38	35	418	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	40	127	100	70	64	101	135	735	40	37	444	79
Added Vol:	0	0	0	24	1	119	151	154	1	0	108	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	127	100	94	65	220	286	889	41	37	552	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	127	100	94	65	220	286	889	41	37	552	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	127	100	94	65	220	286	889	41	37	552	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	127	100	94	65	220	286	889	41	37	552	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.15	0.48	0.37	0.25	0.17	0.58	1.00	1.91	0.09	1.00	1.67	0.33
Final Sat.:	241	762	597	398	273	929	1600	3158	142	1600	2770	530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.06	0.24	0.24	0.18	0.28	0.29	0.02	0.20	0.21
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #21 Atlantic Blvd & Avenida Cesar Chavez/Riggin St

Cycle (sec): 100 Critical Vol./Cap.(X): 1.039
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Atlantic Blvd						Avenida Cesar Chavez/Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 1 0	1	0	2 1 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	125	952	257	216	647	135	161	578	106	85	272	123
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	133	1011	273	229	687	143	171	614	113	90	289	131
Added Vol:	217	308	65	26	317	18	35	111	171	52	128	26
PasserByVol:	77	5	0	0	76	15	5	0	0	11	5	0
Initial Fut:	427	1324	338	255	1080	176	211	725	284	153	422	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	427	1324	338	255	1080	176	211	725	284	153	422	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	427	1324	338	255	1080	176	211	725	284	153	422	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	427	1324	338	255	1080	176	211	725	284	153	422	157
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.05	1.00	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	2.39	0.61	1.00	2.58	0.42	1.00	1.44	0.56	1.00	1.46	0.54
Final Sat.:	1600	4024	976	1600	4326	674	1600	2400	900	1600	2434	866
Capacity Analysis Module:												
Vol/Sat:	0.27	0.33	0.35	0.16	0.25	0.26	0.13	0.30	0.32	0.10	0.17	0.18
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec): 100 Critical Vol./Cap.(X): 0.903
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 102 Level Of Service: E

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 0	0	0	2 1 0	1	0	0 0 1	0	1	0 1 0
Volume Module:												
Base Vol:	103	896	0	0	760	87	140	0	365	210	208	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	109	951	0	0	807	92	149	0	388	223	221	361
Added Vol:	2	527	0	0	540	0	0	0	1	0	0	63
PasserByVol:	77	0	0	0	86	0	0	0	0	0	10	0
Initial Fut:	188	1478	0	0	1433	92	149	0	389	223	231	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1478	0	0	1433	92	149	0	389	223	231	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1478	0	0	1433	92	149	0	389	223	231	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1478	0	0	1433	92	149	0	389	223	231	424
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.82	0.18	1.00	0.00	1.00	0.51	0.52	0.97
Final Sat.:	1600	3400	0	0	4709	291	1600	0	1700	813	842	1546
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.00	0.00	0.30	0.32	0.09	0.00	0.23	0.14	0.27	0.27
Crit Moves:	****					****			****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	2 1 0	0	0	1 1 0	1	0	1! 0 1	0	0	0 0 0
Volume Module:												
Base Vol:	0	1118	5	0	727	363	395	0	530	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1187	5	0	772	385	419	0	563	0	0	0
Added Vol:	0	364	0	0	375	0	143	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	5	0	1147	385	562	0	563	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	5	0	1147	385	562	0	563	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	5	0	1147	385	562	0	563	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1551	5	0	1147	385	562	0	563	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.06	1.04	1.00	1.06	1.06
Lanes:	0.00	2.99	0.01	0.00	1.50	0.50	1.50	xxxx	1.50	0.00	0.00	0.00
Final Sat.:	0	4984	16	0	2495	805	2399	0	2501	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.32	0.00	0.46	0.48	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****					****	****					

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	1.178
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	100	625	38	182	676	137	189	450	123	33	190	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	106	664	40	193	718	145	201	478	131	35	202	134
Added Vol:	143	205	51	6	205	50	51	111	110	52	105	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	869	91	199	923	195	252	589	241	87	307	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	869	91	199	923	195	252	589	241	87	307	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	869	91	199	923	195	252	589	241	87	307	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	869	91	199	923	195	252	589	241	87	307	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	1.00	1.65	0.35	1.00	0.71	0.29	1.00	0.69	0.31
Final Sat.:	1600	2995	305	1600	2741	559	1600	1136	464	1600	1102	498
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.30	0.12	0.34	0.35	0.16	0.52	0.52	0.05	0.28	0.28
Crit Moves:	****					****		****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.868
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	86	Level Of Service:	D

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	1	1 0	0	0	2 0	1	0	0 0	0	1	2 0 1
Volume Module:												
Base Vol:	386	536	0	0	740	106	0	0	0	121	775	174
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	410	569	0	0	786	113	0	0	0	128	823	185
Added Vol:	82	202	0	0	260	102	0	0	0	22	21	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	771	0	0	1046	215	0	0	0	150	844	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	771	0	0	1046	215	0	0	0	150	844	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	771	0	0	1046	215	0	0	0	150	844	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	771	0	0	1046	215	0	0	0	150	844	271
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	1.17	1.83	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.45	2.55	1.00
Final Sat.:	1869	3031	0	0	3400	1700	0	0	0	726	4274	1700
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.00	0.00	0.31	0.13	0.00	0.00	0.00	0.09	0.20	0.16
Crit Moves:	****				****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.938
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	124	Level Of Service:	E

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Split Phase			Split Phase			Permitted			Permitted		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	3 0	1	1	1 0	0	1	0 2	1	0	0 0 1
Volume Module:												
Base Vol:	0	645	192	233	626	0	87	1058	495	41	0	199
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	685	204	247	665	0	92	1123	526	44	0	211
Added Vol:	0	224	20	91	191	0	61	132	49	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	909	224	338	856	0	153	1255	575	44	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	909	224	338	856	0	153	1255	575	44	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	909	224	338	856	0	153	1255	575	44	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	909	224	338	856	0	153	1255	575	44	0	211
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.06	0.94	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3493	1507	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.13	0.21	0.25	0.00	0.10	0.36	0.38	0.03	0.00	0.12
OvlAdjV/S:												0.00
Crit Moves:		****			****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.740
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Wilcox Ave									Pomona Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Permitted					Permitted				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:																				
Base Vol:	248	301	0	0	435	13	0	0	0	472	784	183								
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06								
Initial Bse:	263	320	0	0	462	14	0	0	0	501	832	194								
Added Vol:	0	186	0	0	99	0	0	0	0	60	130	52								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	263	506	0	0	561	14	0	0	0	561	962	246								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	263	506	0	0	561	14	0	0	0	561	962	246								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	263	506	0	0	561	14	0	0	0	561	962	246								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	263	506	0	0	561	14	0	0	0	561	962	246								
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.04	1.00								
Lanes:	2.00	2.00	0.00	0.00	1.95	0.05	0.00	0.00	0.00	1.00	1.59	0.41								
Final Sat.:	3200	3400	0	0	3223	77	0	0	0	1600	2648	652								
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.15	0.00	0.00	0.17	0.18	0.00	0.00	0.00	0.35	0.36	0.38								
Crit Moves:	****					****						****								

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.893
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	97	Level Of Service:	D

Street Name:	Markland Dr						Potrero Grande Dr/SR-60 WB Off-Ra					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	0	1	1	0	1	1	0
Volume Module:																				
Base Vol:	23	60	711	245	190	2	36	51	207	425	513	123								
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06								
Initial Bse:	24	64	755	260	202	2	38	54	220	451	545	131								
Added Vol:	20	0	82	14	5	50	0	46	0	16	106	0								
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0								
Initial Fut:	44	64	837	274	207	52	38	100	220	467	651	131								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Volume:	44	64	837	274	207	52	38	100	220	467	651	131								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
Reduced Vol:	44	64	837	274	207	52	38	100	220	467	651	131								
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
FinalVolume:	44	64	837	274	207	52	38	100	220	467	651	131								
OvlAdjVol:			340																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600								
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.06	1.06	1.00	1.04	1.00								
Lanes:	0.41	0.59	1.00	0.51	0.39	0.10	1.00	1.00	1.00	1.00	1.67	0.33								
Final Sat.:	657	943	1700	823	621	156	1600	1700	1700	1600	2765	535								
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.07	0.49	0.17	0.33	0.33	0.02	0.06	0.13	0.29	0.24	0.24								
OvlAdjV/S:			0.20																	
Crit Moves:			****	****					****	****										

Monterey Park General Plan
Future 2040 with General Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[17.3]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0 0 0 0			1 0 1! 0 1			1 0 2 0 0			0 0 2 0 1		
Volume Module:												
Base Vol:	0	0	0	12	0	235	68	946	0	0	841	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	13	0	249	72	1004	0	0	893	2
Added Vol:	0	0	0	0	0	0	0	142	0	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	249	72	1146	0	0	1015	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	0	249	72	1146	0	0	1015	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	249	72	1146	0	0	1015	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1732	2306	507	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	81	39	516	690	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	74	35	516	690	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.48	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.9	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	58.0	xxxx	14.2	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	400	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Monterey Park General Plan
Future 2040 with General Plan
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec): 100 Critical Vol./Cap.(X): 0.721
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 53 Level Of Service: C

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0 1	0	1	1 0 0	1	1	1 0 2	0	1	1 0 2	0	1
Volume Module:												
Base Vol:	124	136	13	254	90	150	118	373	34	16	730	327
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	132	144	14	270	96	159	125	396	36	17	775	347
Added Vol:	0	0	0	41	0	0	0	142	0	0	122	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	144	14	311	96	159	125	538	36	17	897	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	144	14	311	96	159	125	538	36	17	897	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	144	14	311	96	159	125	538	36	17	897	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	144	14	311	96	159	125	538	36	17	897	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.00	1.05	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.00	1.00	1.00	0.75	1.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	1700	1700	1600	1200	2100	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.01	0.19	0.08	0.08	0.08	0.16	0.02	0.01	0.26	0.22
Crit Moves:		****			****			****			****	

APPENDIX F
MITIGATION – LEVEL OF SERVICE WORKSHEETS

Monterey Park General Plan
Future with Plan and Mitigation Conditions
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1!	0 0	1	0 0	1 1
Volume Module:												
Base Vol:	12	1173	23	36	939	107	210	62	27	52	123	289
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1245	24	38	997	114	223	66	29	55	131	307
Added Vol:	0	306	21	93	359	0	0	0	0	13	0	139
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1551	45	131	1356	114	223	66	29	68	131	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1551	45	131	1356	114	223	66	29	68	131	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1551	45	131	1356	114	223	66	29	68	131	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1551	45	131	1356	114	223	66	29	68	131	446
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.04
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.41	0.41	0.18	1.00	0.45	1.55
Final Sat.:	1600	3400	1700	1600	3400	1700	2247	664	289	1600	725	2575
Capacity Analysis Module:												
Vol/Sat:	0.01	0.46	0.03	0.08	0.40	0.07	0.10	0.10	0.10	0.04	0.18	0.17
Crit Moves:		****		****					****		****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.054
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	79	918	18	114	470	219	128	119	54	28	188	305
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	84	975	19	121	499	233	136	126	57	30	200	324
Added Vol:	0	120	8	0	42	35	113	91	0	2	72	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1095	27	121	541	268	249	217	57	32	272	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1095	27	121	541	268	249	217	57	32	272	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1095	27	121	541	268	249	217	57	32	272	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1095	27	121	541	268	249	217	57	32	272	324
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.34	0.66	1.00	0.79	0.21	1.00	0.46	0.54
Final Sat.:	1600	3223	77	1600	2241	1059	1600	1266	334	1600	730	870
Capacity Analysis Module:												
Vol/Sat:	0.05	0.34	0.35	0.08	0.24	0.25	0.16	0.17	0.17	0.02	0.37	0.37
Crit Moves:			****	****				****			****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.859
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	15	997	37	18	591	29	32	109	23	57	159	106
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	16	1059	39	19	627	31	34	116	24	61	169	113
Added Vol:	29	501	0	16	296	69	102	58	27	0	69	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	1560	39	35	923	100	136	174	51	61	238	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	1560	39	35	923	100	136	174	51	61	238	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	1560	39	35	923	100	136	174	51	61	238	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	1560	39	35	923	100	136	174	51	61	238	143
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.95	0.05	1.00	1.80	0.20	1.00	0.77	0.23	1.00	0.63	0.37
Final Sat.:	1600	3221	79	1600	2988	312	1600	1235	365	1600	1000	600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.48	0.50	0.02	0.31	0.32	0.08	0.14	0.14	0.04	0.24	0.24
Crit Moves:			****	****							****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.754
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	58	Level Of Service:	C

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	194	775	61	65	557	344	282	337	155	144	668	112
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	206	823	65	69	591	365	299	358	165	153	709	119
Added Vol:	12	134	14	26	151	120	17	14	17	22	37	71
PasserByVol:	3	18	3	49	0	0	7	5	2	1	4	3
Initial Fut:	221	975	82	144	742	485	323	377	184	176	750	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	975	82	144	742	485	323	377	184	176	750	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	975	82	144	742	485	323	377	184	176	750	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	975	82	144	742	485	323	377	184	176	750	193
OvlAdjVol:						313						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.05	1.00
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.02	0.98	2.00	2.39	0.61
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	3428	1572	3200	4018	982
Capacity Analysis Module:												
Vol/Sat:	0.14	0.29	0.05	0.05	0.22	0.29	0.10	0.11	0.12	0.05	0.19	0.20
OvlAdjV/S:						0.18						
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.840
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	77	Level Of Service:	D

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	77	804	38	68	484	69	124	328	51	106	752	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	82	854	40	72	514	73	132	348	54	113	798	120
Added Vol:	22	337	20	32	186	16	35	64	10	19	94	46
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	1191	60	104	700	89	167	412	64	132	892	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	1191	60	104	700	89	167	412	64	132	892	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	1191	60	104	700	89	167	412	64	132	892	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	104	1191	60	104	700	89	167	412	64	132	892	166
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.05	1.00	1.00	1.05	1.00
Lanes:	1.00	2.00	1.00	1.00	1.77	0.23	1.00	2.60	0.40	1.00	2.53	0.47
Final Sat.:	1600	3400	1700	1600	2938	362	1600	4354	646	1600	4247	753
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.04	0.07	0.24	0.25	0.10	0.09	0.10	0.08	0.21	0.22
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.677
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	42	380	43	150	285	132	112	433	23	27	646	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	45	403	46	159	303	140	119	460	24	29	686	156
Added Vol:	0	122	17	8	39	4	6	193	0	19	196	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	525	63	167	342	144	125	653	24	48	882	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	45	525	63	167	342	144	125	653	24	48	882	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	525	63	167	342	144	125	653	24	48	882	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	45	525	63	167	342	144	125	653	24	48	882	158
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	1.79	0.21	1.00	1.41	0.59	1.00	2.89	0.11	1.00	2.54	0.46
Final Sat.:	1600	2959	341	1600	2350	950	1600	4827	173	1600	4270	730
Capacity Analysis Module:												
Vol/Sat:	0.03	0.18	0.18	0.10	0.15	0.15	0.08	0.14	0.14	0.03	0.21	0.22
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.813
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0	1	0	0	0	0	0	1	1	0
Volume Module:												
Base Vol:	1103	0	29	0	0	0	0	63	141	239	671	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	1171	0	31	0	0	0	0	67	150	254	712	0
Added Vol:	40	0	1	0	0	0	0	2	62	78	2	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1211	0	32	0	0	0	0	69	212	332	714	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1211	0	32	0	0	0	0	69	212	332	714	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1211	0	32	0	0	0	0	69	212	332	714	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1211	0	32	0	0	0	0	69	212	332	714	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	2.00	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1700	1700	1600	3400	0
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.02	0.00	0.00	0.00	0.00	0.04	0.12	0.21	0.21	0.00
Crit Moves:	****								****		****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.507
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	34	Level Of Service:	A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1	0	1	0	2	0	0	1	0	1! 0
Volume Module:												
Base Vol:	0	509	3	1	373	0	630	1	36	2	0	1
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	540	3	1	396	0	669	1	38	2	0	1
Added Vol:	0	41	0	0	140	0	0	0	18	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	581	3	1	536	0	669	1	56	2	0	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	581	3	1	536	0	669	1	56	2	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	581	3	1	536	0	669	1	56	2	0	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	581	3	1	536	0	669	1	56	2	0	1
OvlAdjVol:			3									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.99	0.01	1.00	2.00	0.00	1.84	0.01	0.15	0.67	0.00	0.33
Final Sat.:	0	3283	17	1600	3400	0	2948	5	248	1067	0	533
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.18	0.00	0.16	0.00	0.23	0.23	0.23	0.00	0.00	0.00
OvlAdjV/S:			0.18									
Crit Moves:		****			****				****			****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.482
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	2	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	108	0	397	454	237	0	0	421	182
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	115	0	421	482	252	0	0	447	193
Added Vol:	0	0	0	23	0	16	22	26	0	0	152	19
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	138	0	437	504	278	0	0	599	212
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	138	0	0	504	278	0	0	599	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	138	0	0	504	278	0	0	599	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	138	0	0	504	278	0	0	599	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.03	1.06
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1700	3200	1700	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.04	0.00	0.00	0.16	0.16	0.00	0.00	0.18	0.00
Crit Moves:				****			****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.716
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	123	Level Of Service:	C

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	26	748	134	43	545	32	54	173	15	273	271	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	28	794	142	46	579	34	57	184	16	290	288	134
Added Vol:	1	91	1	16	114	4	5	13	1	1	39	47
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	885	143	62	693	38	62	197	17	291	327	181
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	29	885	143	62	693	38	62	197	17	291	327	181
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	885	143	62	693	38	62	197	17	291	327	181
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	29	885	143	62	693	38	62	197	17	291	327	181
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.90	0.10	1.00	0.92	0.08	1.00	0.64	0.36
Final Sat.:	1600	3400	1700	1600	3134	166	1600	1473	127	1600	1030	570
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.08	0.04	0.22	0.23	0.04	0.13	0.13	0.18	0.32	0.32
Crit Moves:		****					****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.628
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	B

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	30	805	37	25	788	114	106	101	75	73	107	70
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	32	855	39	27	837	121	113	107	80	78	114	74
Added Vol:	0	110	14	12	105	15	4	0	0	5	4	8
PasserByVol:	21	8	4	7	10	0	0	0	0	1	1	2
Initial Fut:	53	973	57	46	952	136	117	107	80	84	119	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	973	57	46	952	136	117	107	80	84	119	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	973	57	46	952	136	117	107	80	84	119	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	973	57	46	952	136	117	107	80	84	119	84
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.83	0.17	1.00	1.75	0.25	1.00	0.57	0.43	1.00	0.58	0.42
Final Sat.:	1600	4733	267	1600	2900	400	1600	918	682	1600	935	665
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.03	0.33	0.34	0.07	0.12	0.12	0.05	0.13	0.13
Crit Moves:					****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.719
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	52	Level Of Service:	C

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	0	1 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	308	37	284	0	0	0	69	425	47	71	440	115
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	327	39	302	0	0	0	73	451	50	75	467	122
Added Vol:	3	5	144	0	0	0	0	74	20	26	61	12
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	330	44	446	0	0	0	73	525	70	101	528	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	330	44	446	0	0	0	73	525	70	101	528	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	330	44	446	0	0	0	73	525	70	101	528	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	330	44	446	0	0	0	73	525	70	101	528	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.88	0.12	1.00	0.00	0.00	0.00	0.22	1.57	0.21	1.00	1.00	1.00
Final Sat.:	1411	189	1700	0	0	0	351	2515	335	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.21	0.23	0.26	0.00	0.00	0.00	0.05	0.21	0.21	0.06	0.31	0.08
Crit Moves:			****					****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.695
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	49	Level Of Service:	B

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0 0 1 0	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	48	324	59	51	37	32	137	510	42	28	539	120
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	344	63	54	39	34	145	541	45	30	572	127
Added Vol:	0	42	42	14	0	52	108	110	0	0	47	3
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	386	105	68	39	86	253	651	45	30	619	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	386	105	68	39	86	253	651	45	30	619	130
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	386	105	68	39	86	253	651	45	30	619	130
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	386	105	68	39	86	253	651	45	30	619	130
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.09	0.72	0.19	2.00	0.31	0.69	2.00	1.87	0.13	1.00	2.48	0.52
Final Sat.:	151	1140	309	3200	502	1098	3200	3095	205	1600	4165	835
Capacity Analysis Module:												
Vol/Sat:	0.03	0.34	0.34	0.02	0.08	0.08	0.08	0.21	0.22	0.02	0.15	0.16
Crit Moves:		****			****			****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.736
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	55	Level Of Service:	C

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	110	412	60	88	296	87	153	308	115	98	470	144
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	117	437	64	93	314	92	162	327	122	104	499	153
Added Vol:	64	6	3	0	15	4	17	89	32	1	43	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	443	67	93	329	96	179	416	154	105	542	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	443	67	93	329	96	179	416	154	105	542	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	443	67	93	329	96	179	416	154	105	542	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	443	67	93	329	96	179	416	154	105	542	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.46	0.54	1.00	1.56	0.44
Final Sat.:	1600	3400	1700	1600	1700	1700	1600	2435	865	1600	2596	704
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.04	0.06	0.19	0.06	0.11	0.17	0.18	0.07	0.21	0.22
Crit Moves:	****				****		****					****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.535
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	A

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1	0	1	0
Volume Module:												
Base Vol:	74	85	31	45	37	85	60	309	13	36	695	103
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	79	90	33	48	39	90	64	328	14	38	738	109
Added Vol:	0	0	0	3	0	13	55	52	0	0	20	11
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	79	90	33	51	39	103	119	380	14	38	758	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	90	33	51	39	103	119	380	14	38	758	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	90	33	51	39	103	119	380	14	38	758	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	79	90	33	51	39	103	119	380	14	38	758	120
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.39	0.45	0.16	0.26	0.20	0.54	1.00	1.93	0.07	1.00	1.73	0.27
Final Sat.:	623	716	261	420	325	855	1600	3188	112	1600	2861	439
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.13	0.03	0.12	0.12	0.07	0.12	0.12	0.02	0.26	0.27
Crit Moves:	****			****							****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0	0	0	2 1	2	0	0 0	1	0	1 0
Volume Module:												
Base Vol:	253	713	0	0	881	83	41	0	206	273	284	209
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	269	757	0	0	935	88	44	0	219	290	302	222
Added Vol:	1	187	0	0	92	0	0	0	1	0	0	26
PasserByVol:	28	0	0	0	16	0	0	0	0	0	4	0
Initial Fut:	298	944	0	0	1043	88	44	0	220	290	306	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	298	944	0	0	1043	88	44	0	220	290	306	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	298	944	0	0	1043	88	44	0	220	290	306	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	298	944	0	0	1043	88	44	0	220	290	306	248
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.77	0.23	2.00	0.00	1.00	0.69	0.72	0.59
Final Sat.:	1600	3400	0	0	4626	374	3200	0	1700	1100	1159	941
Capacity Analysis Module:												
Vol/Sat:	0.19	0.28	0.00	0.00	0.23	0.24	0.01	0.00	0.13	0.18	0.26	0.26
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.674
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3.00	0.00	0.00	2.01	0.99	1.27	0.01	1.72	0.00	0.00	0.00
Volume Module:												
Base Vol:	0	1359	0	0	676	367	461	3	690	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1443	0	0	718	390	489	3	733	0	0	0
Added Vol:	0	126	0	0	74	0	52	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1569	0	0	792	390	541	3	733	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1569	0	0	792	390	541	3	733	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1569	0	0	792	390	541	3	733	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1569	0	0	792	390	541	3	733	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.00	1.04	1.00	1.06	1.06
Lanes:	0.00	3.00	0.00	0.00	2.01	0.99	1.27	0.01	1.72	0.00	0.00	0.00
Final Sat.:	0	5100	0	0	3417	1583	2035	12	2853	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.23	0.25	0.27	0.27	0.26	0.00	0.00	0.00
Crit Moves:		****			****			****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.860
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1.00	1.00	2.00	0	1	1.00	0	0	1.00	0	0
Volume Module:												
Base Vol:	64	468	19	122	930	173	122	224	80	87	267	143
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	68	497	20	130	987	184	130	238	85	92	283	152
Added Vol:	38	56	16	2	59	12	16	20	27	9	35	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	553	36	132	1046	196	146	258	112	101	318	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	553	36	132	1046	196	146	258	112	101	318	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	553	36	132	1046	196	146	258	112	101	318	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	106	553	36	132	1046	196	146	258	112	101	318	154
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	2.00	1.68	0.32	1.00	0.70	0.30	1.00	0.67	0.33
Final Sat.:	1600	3103	197	3200	2796	504	1600	1116	484	1600	1079	521
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.04	0.37	0.39	0.09	0.23	0.23	0.06	0.30	0.30
Crit Moves:					****			****			****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.799
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1 1	0	0 0	0 0	0	1 2	0 1
Volume Module:												
Base Vol:	742	410	0	0	520	371	0	0	0	112	979	113
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	788	435	0	0	552	394	0	0	0	119	1039	120
Added Vol:	29	68	0	0	57	24	0	0	0	4	27	28
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	817	503	0	0	609	418	0	0	0	123	1066	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	817	503	0	0	609	418	0	0	0	123	1066	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	817	503	0	0	609	418	0	0	0	123	1066	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	817	503	0	0	609	418	0	0	0	123	1066	148
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.05	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	2.00	1.00	0.00	0.00	1.78	1.22	0.00	0.00	0.00	0.31	2.69	1.00
Final Sat.:	3200	1700	0	0	2947	2053	0	0	0	496	4504	1700
Capacity Analysis Module:												
Vol/Sat:	0.26	0.30	0.00	0.00	0.21	0.20	0.00	0.00	0.00	0.08	0.24	0.09
Crit Moves:	****				****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.685
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	459	124	175	588	0	156	790	517	33	0	445
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	487	132	186	624	0	166	839	549	35	0	472
Added Vol:	0	77	6	16	44	0	20	37	6	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	564	138	202	668	0	186	876	555	35	0	472
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	564	138	202	668	0	186	876	555	35	0	472
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	564	138	202	668	0	186	876	555	35	0	472
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	564	138	202	668	0	186	876	555	35	0	472
OvlAdjVol:												258
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.11	0.08	0.13	0.20	0.00	0.12	0.26	0.33	0.02	0.00	0.28
OvlAdjV/S:												0.15
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.630
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Wilcox Ave									Pomona Blvd								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected			Permitted			Permitted			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:																				
Base Vol:	326	422			0	0	331		19		0	0		0		417	764		82	
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	346	448			0	0	351		20		0	0		0		443	811		87	
Added Vol:	0	61			0	0	16		0		0	0		0		18	59		17	
PasserByVol:	0	0			0	0	0		0		0	0		0		0	0		0	
Initial Fut:	346	509			0	0	367		20		0	0		0		461	870		104	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	509			0	0	367		20		0	0		0		461	870		104	
Reduct Vol:	0	0			0	0	0		0		0	0		0		0	0		0	
Reduced Vol:	346	509			0	0	367		20		0	0		0		461	870		104	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	509			0	0	367		20		0	0		0		461	870		104	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.03	1.00
Lanes:	2.00	2.00	0.00	0.00	1.90	0.10	0.00	0.00	0.00	1.00	1.79	0.21
Final Sat.:	3200	3400			0	0	3133		167		0	0		0		1600	2958		342	
Capacity Analysis Module:																				
Vol/Sat:	0.11	0.15	0.00	0.00	0.12	0.12	0.00	0.00	0.00	0.29	0.29	0.30
Crit Moves:	****				****							****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Markland Dr									Potrero Grande Dr/SR-60 WB Off-Ra								
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	1	1	1	0	1	1	0
Volume Module:																				
Base Vol:	56	117		588		144	220		3		26	122		69		242	511		94	
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	124		624		153	234		3		28	130		73		257	543		100	
Added Vol:	6	0		18		4	3		9		0	11		0		18	60		0	
PasserByVol:	0	0		0		0	0		0		0	0		0		0	0		0	
Initial Fut:	65	124		642		157	237		12		28	141		73		275	603		100	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	65	124		642		157	237		12		28	141		73		275	603		100	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	65	124		642		157	237		12		28	141		73		275	603		100	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	124		642		157	237		12		28	141		73		275	603		100	
OvlAdjVol:				350																
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.00	1.00	1.00	1.03	1.06	1.00	1.04	1.00
Lanes:	0.35	0.65	1.00	0.39	0.58	0.03	1.00	1.97	1.03	1.00	1.72	0.28
Final Sat.:	552	1048		1700		619	933		48		1600	3255		1745		1600	2845		455	
Capacity Analysis Module:																				
Vol/Sat:	0.04	0.12	0.38	0.10	0.25	0.25	0.02	0.04	0.04	0.17	0.21	0.22
OvlAdjV/S:			0.21									
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.450
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	31	Level Of Service:	A

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 0	1 1	1	0 2	0 1	1	0 2	0 1
Volume Module:												
Base Vol:	16	42	9	166	52	47	59	646	118	7	303	139
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	17	45	10	176	55	50	63	686	125	7	322	148
Added Vol:	0	0	0	12	0	0	0	33	0	0	79	21
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	17	45	10	188	55	50	63	719	125	7	401	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	17	45	10	188	55	50	63	719	125	7	401	169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	45	10	188	55	50	63	719	125	7	401	169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	17	45	10	188	55	50	63	719	125	7	401	169
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.65	0.35	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	2735	565	1600	1700	1700	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.12	0.03	0.03	0.04	0.21	0.07	0.00	0.12	0.10
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #1 Atlantic Blvd & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.281
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Atlantic Blvd						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 2	0 1	1	0 1!	0 0	1	0 0	1 1
Volume Module:												
Base Vol:	12	1007	86	184	1090	161	306	193	51	38	76	212
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	13	1069	91	195	1157	171	325	205	54	40	81	225
Added Vol:	0	685	65	291	725	0	0	0	0	71	0	266
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1754	156	486	1882	171	325	205	54	111	81	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	1754	156	486	1882	171	325	205	54	111	81	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	1754	156	486	1882	171	325	205	54	111	81	491
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	1754	156	486	1882	171	325	205	54	111	81	491
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.04
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.11	0.70	0.19	1.00	0.28	1.72
Final Sat.:	1600	3400	1700	1600	3400	1700	1780	1123	297	1600	452	2848
Capacity Analysis Module:												
Vol/Sat:	0.01	0.52	0.09	0.30	0.55	0.10	0.18	0.18	0.18	0.07	0.18	0.17
Crit Moves:		****		****					****		****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #3 New Ave & Hellman Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.033
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	New Ave						Hellman Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	31	810	33	159	1001	156	161	313	43	30	162	132
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	33	860	35	169	1063	166	171	332	46	32	172	140
Added Vol:	0	93	5	0	139	118	73	212	0	8	222	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	953	40	169	1202	284	244	544	46	40	394	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	33	953	40	169	1202	284	244	544	46	40	394	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	953	40	169	1202	284	244	544	46	40	394	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	953	40	169	1202	284	244	544	46	40	394	140
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.92	0.08	1.00	1.62	0.38	1.00	0.92	0.08	1.00	0.74	0.26
Final Sat.:	1600	3171	129	1600	2689	611	1600	1476	124	1600	1180	420
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.31	0.11	0.45	0.46	0.15	0.37	0.37	0.02	0.33	0.33
Crit Moves:					****			****			****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #5 Garfield Ave & Emerson Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.132
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Ave						Emerson Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Prot+Permit			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	29	908	99	86	996	43	74	187	34	35	91	61
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	31	964	105	91	1057	46	79	199	36	37	97	65
Added Vol:	93	812	0	58	930	217	198	199	94	0	191	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	1776	105	149	1987	263	277	398	130	37	288	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	1776	105	149	1987	263	277	398	130	37	288	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1776	105	149	1987	263	277	398	130	37	288	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	124	1776	105	149	1987	263	277	398	130	37	288	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.77	0.23	1.00	0.75	0.25	1.00	0.71	0.29
Final Sat.:	1600	3121	179	1600	2926	374	1600	1205	395	1600	1144	456
Capacity Analysis Module:												
Vol/Sat:	0.08	0.57	0.59	0.09	0.68	0.70	0.17	0.33	0.33	0.02	0.25	0.25
Crit Moves:					****			****			****	

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #6 Atlantic Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.946
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	130	Level Of Service:	E

Street Name:	Atlantic Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Ovl			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	2	0 2	0 1	2	0 2	1 0	2	0 2	1 0
Volume Module:												
Base Vol:	140	742	169	169	709	192	318	927	154	172	268	147
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	149	788	179	179	753	204	338	984	164	183	285	156
Added Vol:	58	443	44	76	467	47	61	47	54	36	28	55
PasserByVol:	16	97	10	134	0	0	19	14	5	5	22	16
Initial Fut:	223	1328	233	389	1220	251	418	1045	223	224	335	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	1328	233	389	1220	251	418	1045	223	224	335	227
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	1328	233	389	1220	251	418	1045	223	224	335	227
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	223	1328	233	389	1220	251	418	1045	223	224	335	227
OvlAdjVol:						29						
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.00	1.00	1.06	1.06
Lanes:	1.00	2.00	1.00	2.00	2.00	1.00	2.00	2.47	0.53	2.00	2.00	1.00
Final Sat.:	1600	3400	1700	3200	3400	1700	3200	4158	842	3200	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.14	0.12	0.36	0.15	0.13	0.25	0.26	0.07	0.10	0.13
OvlAdjV/S:						0.02						
Crit Moves:		****			****				****	****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #7 Garfield Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	1.002
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Garfield Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	0 1	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	71	651	82	167	786	66	130	869	66	113	432	111
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	75	691	87	177	834	70	138	923	70	120	459	118
Added Vol:	18	485	75	119	578	57	50	174	25	76	148	110
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1176	162	296	1412	127	188	1097	95	196	607	228
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	93	1176	162	296	1412	127	188	1097	95	196	607	228
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	93	1176	162	296	1412	127	188	1097	95	196	607	228
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	93	1176	162	296	1412	127	188	1097	95	196	607	228
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.05	1.00	1.00	1.06	1.00
Lanes:	1.00	2.00	1.00	1.00	1.83	0.17	1.00	2.76	0.24	1.00	2.18	0.82
Final Sat.:	1600	3400	1700	1600	3036	264	1600	4617	383	1600	3689	1311
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.10	0.19	0.47	0.48	0.12	0.24	0.25	0.12	0.16	0.17
Crit Moves:		****		****					****	****		

Monterey Park General Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #8 New Ave & Garvey Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.779
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	New Ave						Garvey Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0 1	1 0	1	0 2	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	56	362	89	192	499	188	135	821	94	65	609	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	59	384	94	204	530	200	143	872	100	69	647	162
Added Vol:	0	80	23	5	129	12	10	496	0	18	483	8
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	59	464	117	209	659	212	153	1368	100	87	1130	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	464	117	209	659	212	153	1368	100	87	1130	170
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	464	117	209	659	212	153	1368	100	87	1130	170
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	464	117	209	659	212	153	1368	100	87	1130	170
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.04	1.00	1.00	1.05	1.00
Lanes:	1.00	1.60	0.40	1.00	1.51	0.49	1.00	2.80	0.20	1.00	2.61	0.39
Final Sat.:	1600	2654	646	1600	2522	778	1600	4674	326	1600	4371	629
Capacity Analysis Module:												
Vol/Sat:	0.04	0.17	0.18	0.13	0.26	0.27	0.10	0.29	0.31	0.05	0.26	0.27
Crit Moves:			****	****				****				****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #9 Corporate Center Dr & Ramona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.645
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Corporate Center Dr						Ramona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	1! 0 1	0	0	0 0 0	0	0	1 1 0	1	1	1 0 0
Volume Module:												
Base Vol:	641	0	243	0	0	0	0	318	218	149	194	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	681	0	258	0	0	0	0	338	231	158	206	0
Added Vol:	166	0	0	0	0	0	0	1	58	31	7	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	847	0	258	0	0	0	0	339	289	189	213	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	847	0	258	0	0	0	0	339	289	189	213	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	847	0	258	0	0	0	0	339	289	189	213	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	847	0	258	0	0	0	0	339	289	189	213	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.00	1.00	1.04	1.06
Lanes:	2.00	0.00	1.00	0.00	0.00	0.00	0.00	1.08	0.92	1.41	1.59	0.00
Final Sat.:	3200	0	1700	0	0	0	0	1825	1475	2258	2642	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.00	0.15	0.00	0.00	0.00	0.00	0.19	0.20	0.08	0.08	0.00
Crit Moves:	****								****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #11 Corporate Center Dr/Golf Course Entrance & I-710 NB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.470
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Corporate Center Dr/Golf Course E						I-710 NB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1 1 0	1	0	2 0 0	1	0	1! 0 0	0	0	1! 0 0
Volume Module:												
Base Vol:	0	506	16	3	365	0	360	12	35	3	0	16
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	537	17	3	388	0	382	13	37	3	0	17
Added Vol:	0	166	0	0	89	0	0	0	8	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	703	17	3	477	0	382	13	45	3	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	703	17	3	477	0	382	13	45	3	0	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	703	17	3	477	0	382	13	45	3	0	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	703	17	3	477	0	382	13	45	3	0	17
OvlAdjVol:			16									
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	1.95	0.05	1.00	2.00	0.00	1.74	0.06	0.20	0.16	0.00	0.84
Final Sat.:	0	3225	75	1600	3400	0	2779	93	328	253	0	1347
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.23	0.00	0.14	0.00	0.14	0.14	0.14	0.01	0.00	0.01
OvlAdjV/S:			0.21									
Crit Moves:		****			****					****		****

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #12 Fremont Ave & Monterey Pass Rd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.534
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	A

Street Name:	Fremont Ave						Monterey Pass Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Permitted		
Rights:	Include			Ignore			Include			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	0	2	0	0	2	0	1	0	1	0
Volume Module:												
Base Vol:	0	0	0	134	0	390	728	496	0	0	171	153
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	142	0	414	773	527	0	0	182	162
Added Vol:	0	0	0	71	0	40	99	98	0	0	60	74
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	213	0	454	872	625	0	0	242	236
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	0	0	0	213	0	0	872	625	0	0	242	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	213	0	0	872	625	0	0	242	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	0	0	0	213	0	0	872	625	0	0	242	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.03	1.06
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	1.00	0.00	0.00	2.00	0.00
Final Sat.:	0	0	0	3200	0	1700	3200	1700	0	0	3300	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.27	0.37	0.00	0.00	0.07	0.00
Crit Moves:				****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #13 Garfield Ave & Newmark Ave

Cycle (sec):	100	Critical Vol./Cap.(X):	0.831
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Garfield Ave						Newmark Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2	0	1	1	0	1	1	0	1	0
Volume Module:												
Base Vol:	33	660	195	129	769	62	51	382	41	129	202	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	35	701	207	137	816	66	54	406	44	137	214	79
Added Vol:	4	399	2	48	382	8	4	41	4	1	23	29
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1100	209	185	1198	74	58	447	48	138	237	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	39	1100	209	185	1198	74	58	447	48	138	237	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	39	1100	209	185	1198	74	58	447	48	138	237	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	39	1100	209	185	1198	74	58	447	48	138	237	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.88	0.12	1.00	0.90	0.10	1.00	0.69	0.31
Final Sat.:	1600	3400	1700	1600	3114	186	1600	1446	154	1600	1101	499
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.12	0.12	0.38	0.40	0.04	0.31	0.31	0.09	0.22	0.22
Crit Moves:	****					****		****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Atlantic Blvd & Brightwood St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.788
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	94	Level Of Service:	C

Street Name:	Atlantic Blvd						Brightwood St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 2	1 0	1	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	48	1147	165	48	718	61	142	296	66	44	51	25
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	51	1218	175	51	762	65	151	314	70	47	54	27
Added Vol:	0	345	44	39	359	6	15	0	0	28	20	42
PasserByVol:	58	32	10	19	54	0	0	0	0	5	5	11
Initial Fut:	109	1595	229	109	1175	71	166	314	70	80	79	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	1595	229	109	1175	71	166	314	70	80	79	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	1595	229	109	1175	71	166	314	70	80	79	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	1595	229	109	1175	71	166	314	70	80	79	80
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.05	1.00	1.00	1.03	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.62	0.38	1.00	1.89	0.11	1.00	0.82	0.18	1.00	0.50	0.50
Final Sat.:	1600	4397	603	1600	3118	182	1600	1308	292	1600	798	802
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.38	0.07	0.38	0.39	0.10	0.24	0.24	0.05	0.10	0.10
Crit Moves:			****	****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 I-710 NB On-Ramp/Ford Blvd & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.906
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	103	Level Of Service:	E

Street Name:	I-710 NB On-Ramp/Ford Blvd						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	1 0	0 1	0	0 0	0 0	0	1 0	1 0	1	0 1	0 1
Volume Module:												
Base Vol:	219	46	418	0	0	0	20	559	30	61	455	69
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	233	49	444	0	0	0	21	593	32	65	483	73
Added Vol:	27	14	157	0	0	0	0	128	46	152	263	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	63	601	0	0	0	21	721	78	217	746	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	260	63	601	0	0	0	21	721	78	217	746	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	260	63	601	0	0	0	21	721	78	217	746	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	260	63	601	0	0	0	21	721	78	217	746	134
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.06	1.00	1.06	1.06	1.00	1.00	1.00	1.00	1.06	1.06
Lanes:	0.81	0.19	1.00	0.00	0.00	0.00	0.05	1.76	0.19	1.00	1.00	1.00
Final Sat.:	1288	312	1700	0	0	0	83	2814	304	1600	1700	1700
Capacity Analysis Module:												
Vol/Sat:	0.16	0.20	0.35	0.00	0.00	0.00	0.01	0.26	0.26	0.14	0.44	0.08
Crit Moves:			****				****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #16 Corporate Center Dr/McDonnell Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.773
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	61	Level Of Service:	C

Street Name:	Corporate Center Dr/McDonnell Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	2	0 0 1 0	2	0 1	1 0	1	0 2	1 0
Volume Module:												
Base Vol:	18	142	150	119	77	134	58	900	27	18	429	55
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	19	151	159	126	82	142	62	956	29	19	455	58
Added Vol:	0	16	16	39	0	186	44	242	0	0	290	30
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	167	175	165	82	328	106	1198	29	19	745	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	19	167	175	165	82	328	106	1198	29	19	745	88
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	19	167	175	165	82	328	106	1198	29	19	745	88
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	19	167	175	165	82	328	106	1198	29	19	745	88
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.05	1.00
Lanes:	0.05	0.46	0.49	2.00	0.20	0.80	2.00	1.95	0.05	1.00	2.68	0.32
Final Sat.:	85	739	776	3200	319	1281	3200	3225	75	1600	4491	509
Capacity Analysis Module:												
Vol/Sat:	0.01	0.23	0.23	0.05	0.26	0.26	0.03	0.37	0.38	0.01	0.17	0.17
Crit Moves:		****		****					****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #17 Monterey Pass Rd/Mednik Ave & Floral Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.833
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	D

Street Name:	Monterey Pass Rd/Mednik Ave						Floral Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 1	1	0 1	0 1	1	0 1	1 0	1	0 1	1 0
Volume Module:												
Base Vol:	83	560	122	119	360	37	247	804	117	67	301	76
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	88	595	130	126	382	39	262	854	124	71	320	81
Added Vol:	47	31	1	0	41	20	61	242	106	3	233	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	626	131	126	423	59	323	1096	230	74	553	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	626	131	126	423	59	323	1096	230	74	553	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	626	131	126	423	59	323	1096	230	74	553	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	626	131	126	423	59	323	1096	230	74	553	81
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.04	1.00
Lanes:	1.00	2.00	1.00	1.00	1.00	1.00	1.00	1.65	0.35	1.00	1.75	0.25
Final Sat.:	1600	3400	1700	1600	1700	1700	1600	2744	556	1600	2892	408
Capacity Analysis Module:												
Vol/Sat:	0.08	0.18	0.08	0.08	0.25	0.03	0.20	0.40	0.41	0.05	0.19	0.20
Crit Moves:	****				****			****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #20 Collegian Ave & Avenida Cesar Chavez

Cycle (sec):	100	Critical Vol./Cap.(X):	0.676
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	47	Level Of Service:	B

Street Name:	Collegian Ave						Avenida Cesar Chavez					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Prot+Permit		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	1	0	1 1 0	1	0	1 1 0
Volume Module:												
Base Vol:	38	120	94	66	60	95	127	692	38	35	418	74
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	40	127	100	70	64	101	135	735	40	37	444	79
Added Vol:	0	0	0	24	1	119	151	154	1	0	108	31
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	40	127	100	94	65	220	286	889	41	37	552	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	40	127	100	94	65	220	286	889	41	37	552	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	127	100	94	65	220	286	889	41	37	552	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	127	100	94	65	220	286	889	41	37	552	110
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.03	1.00	1.00	1.04	1.00
Lanes:	0.15	0.48	0.37	0.25	0.17	0.58	1.00	1.91	0.09	1.00	1.67	0.33
Final Sat.:	241	762	597	398	273	929	1600	3158	142	1600	2770	530
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.06	0.24	0.24	0.18	0.28	0.29	0.02	0.20	0.21
Crit Moves:	****				****				****	****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #22 Atlantic Blvd & 1st St/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Atlantic Blvd						1st St/SR-60 WB Off-Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	2 0 0	0	0	2 1 0	2	0	0 0 1	0	1	0 1 0
Volume Module:												
Base Vol:	103	896	0	0	760	87	140	0	365	210	208	340
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	109	951	0	0	807	92	149	0	388	223	221	361
Added Vol:	2	527	0	0	540	0	0	0	1	0	0	63
PasserByVol:	77	0	0	0	86	0	0	0	0	0	10	0
Initial Fut:	188	1478	0	0	1433	92	149	0	389	223	231	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1478	0	0	1433	92	149	0	389	223	231	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1478	0	0	1433	92	149	0	389	223	231	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1478	0	0	1433	92	149	0	389	223	231	424
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.04	1.00	1.00	1.06	1.06	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	2.82	0.18	2.00	0.00	1.00	0.51	0.52	0.97
Final Sat.:	1600	3400	0	0	4709	291	3200	0	1700	813	842	1546
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.00	0.00	0.30	0.32	0.05	0.00	0.23	0.14	0.27	0.27
Crit Moves:	****					****	****				****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #23 Atlantic Blvd & SR-60 EB Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.654
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	45	Level Of Service:	B

Street Name:	Atlantic Blvd						SR-60 EB Ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 2	1 0	0	0 2	1 0	1	0 1!	0 1	0	0 0	0 0
Volume Module:												
Base Vol:	0	1118	5	0	727	363	395	0	530	0	0	0
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	1187	5	0	772	385	419	0	563	0	0	0
Added Vol:	0	364	0	0	375	0	143	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1551	5	0	1147	385	562	0	563	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1551	5	0	1147	385	562	0	563	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1551	5	0	1147	385	562	0	563	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1551	5	0	1147	385	562	0	563	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.04	1.00	1.00	1.06	1.00	1.00	1.06	1.04	1.00	1.06	1.06
Lanes:	0.00	2.99	0.01	0.00	2.25	0.75	1.50	xxxx	1.50	0.00	0.00	0.00
Final Sat.:	0	4984	16	0	3793	1207	2399	0	2501	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.32	0.00	0.30	0.32	0.23	0.00	0.23	0.00	0.00	0.00
Crit Moves:	****					****	****					

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #24 Garfield Ave & Riggin St

Cycle (sec):	100	Critical Vol./Cap.(X):	0.981
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	E

Street Name:	Garfield Ave						Riggin St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Protected			Prot+Permit			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	2	0 1	1 0	1	0 0	1 0	1	0 0	1 0
Volume Module:												
Base Vol:	100	625	38	182	676	137	189	450	123	33	190	126
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	106	664	40	193	718	145	201	478	131	35	202	134
Added Vol:	143	205	51	6	205	50	51	111	110	52	105	5
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	869	91	199	923	195	252	589	241	87	307	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	249	869	91	199	923	195	252	589	241	87	307	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	869	91	199	923	195	252	589	241	87	307	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	869	91	199	923	195	252	589	241	87	307	139
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.04	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.81	0.19	2.00	1.65	0.35	1.00	0.71	0.29	1.00	0.69	0.31
Final Sat.:	1600	2995	305	3200	2741	559	1600	1136	464	1600	1102	498
Capacity Analysis Module:												
Vol/Sat:	0.16	0.29	0.30	0.06	0.34	0.35	0.16	0.52	0.52	0.05	0.28	0.28
Crit Moves:			****	****				****				

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #25 Garfield Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.759
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	59	Level Of Service:	C

Street Name:	Garfield Ave						Pomona Blvd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0 1	0	0	0 1	1	0	0 0	0	0	1 2	0 1
Volume Module:												
Base Vol:	386	536	0	0	740	106	0	0	0	121	775	174
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	410	569	0	0	786	113	0	0	0	128	823	185
Added Vol:	82	202	0	0	260	102	0	0	0	22	21	86
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	771	0	0	1046	215	0	0	0	150	844	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	771	0	0	1046	215	0	0	0	150	844	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	771	0	0	1046	215	0	0	0	150	844	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	492	771	0	0	1046	215	0	0	0	150	844	271
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.05	1.06
Lanes:	2.00	1.00	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.45	2.55	1.00
Final Sat.:	3200	1700	0	0	3400	1700	0	0	0	726	4274	1700
Capacity Analysis Module:												
Vol/Sat:	0.15	0.45	0.00	0.00	0.31	0.13	0.00	0.00	0.00	0.09	0.20	0.16
Crit Moves:	****				****						****	

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #26 Garfield Ave & Via Campo

Cycle (sec):	100	Critical Vol./Cap.(X):	0.886
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	93	Level Of Service:	D

Street Name:	Garfield Ave						Via Campo					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Protected		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0 3	0 1	1	0 2	0 0	1	0 2	0 1	1	0 0	0 1
Volume Module:												
Base Vol:	0	645	192	233	626	0	87	1058	495	41	0	199
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	685	204	247	665	0	92	1123	526	44	0	211
Added Vol:	0	224	20	91	191	0	61	132	49	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	909	224	338	856	0	153	1255	575	44	0	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	909	224	338	856	0	153	1255	575	44	0	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	909	224	338	856	0	153	1255	575	44	0	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	909	224	338	856	0	153	1255	575	44	0	211
OvlAdjVol:												0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.13	0.21	0.25	0.00	0.10	0.37	0.34	0.03	0.00	0.12
OvlAdjV/S:												0.00
Crit Moves:		****		****				****		****		

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #27 Wilcox Ave & Pomona Blvd

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Wilcox Ave									Pomona Blvd								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Protected					Permitted					Permitted					Protected				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	2	0	2	0	0	0	0	1	1	0	0	0	0	0	0	1	0	1	1	0
Volume Module:																				
Base Vol:	248	301	0	0		435	13	0	0	0	472	784	183							
Growth Adj:	1.06	1.06	1.06	1.06		1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06							
Initial Bse:	263	320	0	0		462	14	0	0	0	501	832	194							
Added Vol:	0	186	0	0		99	0	0	0	0	60	130	52							
PasserByVol:	0	0	0	0		0	0	0	0	0	0	0	0							
Initial Fut:	263	506	0	0		561	14	0	0	0	561	962	246							
User Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Volume:	263	506	0	0		561	14	0	0	0	561	962	246							
Reduct Vol:	0	0	0	0		0	0	0	0	0	0	0	0							
Reduced Vol:	263	506	0	0		561	14	0	0	0	561	962	246							
PCE Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
MLF Adj:	1.00	1.00	1.00	1.00		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
FinalVolume:	263	506	0	0		561	14	0	0	0	561	962	246							
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600	1600		1600	1600	1600	1600	1600	1600	1600	1600							
Adjustment:	1.00	1.06	1.06	1.00		1.03	1.00	1.00	1.06	1.06	1.00	1.04	1.00							
Lanes:	2.00	2.00	0.00	0.00		1.95	0.05	0.00	0.00	0.00	1.00	1.59	0.41							
Final Sat.:	3200	3400	0	0		3223	77	0	0	0	1600	2648	652							
Capacity Analysis Module:																				
Vol/Sat:	0.08	0.15	0.00	0.00		0.17	0.18	0.00	0.00	0.00	0.35	0.36	0.38							
Crit Moves:	****						****					****								

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #28 Markland Dr & Potrero Grande Dr/SR-60 WB Off-Ramp

Cycle (sec):	100	Critical Vol./Cap.(X):	0.823
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	72	Level Of Service:	D

Street Name:	Markland Dr									Potrero Grande Dr/SR-60 WB Off-Ra								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Permitted					Permitted					Protected					Protected				
Rights:	Ovl					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Y+R:	4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0			4.0	4.0	4.0		
Lanes:	0	1	0	0	1	0	0	1!	0	0	1	0	1	1	1	1	0	1	1	0
Volume Module:																				
Base Vol:	23	60	711			245	190	2			36	51	207			425	513	123		
Growth Adj:	1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06			1.06	1.06	1.06		
Initial Bse:	24	64	755			260	202	2			38	54	220			451	545	131		
Added Vol:	20	0	82			14	5	50			0	46	0			16	106	0		
PasserByVol:	0	0	0			0	0	0			0	0	0			0	0	0		
Initial Fut:	44	64	837			274	207	52			38	100	220			467	651	131		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Volume:	44	64	837			274	207	52			38	100	220			467	651	131		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
Reduced Vol:	44	64	837			274	207	52			38	100	220			467	651	131		
PCE Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
MLF Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
FinalVolume:	44	64	837			274	207	52			38	100	220			467	651	131		
OvlAdjVol:			340																	
Saturation Flow Module:																				
Sat/Lane:	1600	1600	1600			1600	1600	1600			1600	1600	1600			1600	1600	1600		
Adjustment:	1.00	1.00	1.06			1.00	1.00	1.00			1.00	1.06	1.06			1.00	1.04	1.00		
Lanes:	0.41	0.59	1.00			0.51	0.39	0.10			1.00	1.00	2.00			1.00	1.67	0.33		
Final Sat.:	657	943	1700			823	621	156			1600	1700	3400			1600	2765	535		
Capacity Analysis Module:																				
Vol/Sat:	0.03	0.07	0.49			0.17	0.33	0.33			0.02	0.06	0.06			0.29	0.24	0.24		
OvlAdjV/S:			0.20																	
Crit Moves:			****	****								****				****				

Monterey Park General Plan
Future with Plan and Mitigation Conditions
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #29 Atlas Ave & Potrero Grande Dr

Average Delay (sec/veh): 2.1 Worst Case Level Of Service: C[17.3]

Street Name:	Atlas Ave						Potrero Grande Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Stop Sign			Stop Sign			Uncontrolled			Uncontrolled		
Rights:	Include			Include			Include			Include		
Lanes:	0 0	0	0 0	1	0	1! 0 1	1	0	2 0 0	0	0	2 0 1
Volume Module:												
Base Vol:	0	0	0	12	0	235	68	946	0	0	841	2
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	0	0	0	13	0	249	72	1004	0	0	893	2
Added Vol:	0	0	0	0	0	0	0	142	0	0	122	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	13	0	249	72	1146	0	0	1015	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	13	0	249	72	1146	0	0	1015	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	13	0	249	72	1146	0	0	1015	2
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.8	6.5	6.9	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	1732	2306	507	1017	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	81	39	516	690	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	74	35	516	690	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.17	0.00	0.48	0.10	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.3	xxxx	0.9	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	58.0	xxxx	14.2	10.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	F	*	B	B	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	400	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.4	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	18.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	C	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			17.3			xxxxxx			xxxxxx		
ApproachLOS:	*			C			*			*		

Note: Queue reported is the number of cars per lane.

Monterey Park General Plan
Future with Plan and Mitigation Conditions
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #30 Saturn St/Market Place Dr & Potrero Grande Dr

Cycle (sec):	100	Critical Vol./Cap.(X):	0.684
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Potrero Grande Dr						Saturn St/Market Place Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0 1	1 0	1	0	0 1 1	1	0	2 0 1	1	0	2 0 1
Volume Module:												
Base Vol:	124	136	13	254	90	150	118	373	34	16	730	327
Growth Adj:	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06	1.06
Initial Bse:	132	144	14	270	96	159	125	396	36	17	775	347
Added Vol:	0	0	0	41	0	0	0	142	0	0	122	23
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	144	14	311	96	159	125	538	36	17	897	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	144	14	311	96	159	125	538	36	17	897	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	144	14	311	96	159	125	538	36	17	897	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	144	14	311	96	159	125	538	36	17	897	370
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.03	1.00	1.00	1.00	1.05	1.00	1.06	1.06	1.00	1.06	1.06
Lanes:	1.00	1.83	0.17	1.00	0.75	1.25	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3021	279	1600	1200	2100	1600	3400	1700	1600	3400	1700
Capacity Analysis Module:												
Vol/Sat:	0.08	0.05	0.05	0.19	0.08	0.08	0.08	0.16	0.02	0.01	0.26	0.22
Crit Moves:		****			****			****			****	



Monterey Park
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