Initial Study/Mitigated Negative Declaration

Wingate Hotel
12300 Valley Boulevard

Conditional Use Permit
No. 26-16 & Design Review No. 11-16

VOLUME II – APPENDICES

Conceptural Renderings

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June 2018

VOLUME II
Appendices

DRAFT
WINGATE HOTEL IN EL MONTE

INITIAL STUDY/
MITIGATED NEGATIVE DECLARATION

12300 Valley Boulevard, El Monte, CA 91732

Conditional Use Permit No. 26-16 & Design Review No. 11-16

Lead Agency:

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June 2018

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Air Quality / GHG Calculations

APPENDIX A

Wingate Hotel El Monte

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	72.00	Room	0.91	39,601.00	0
Enclosed Parking with Elevator	38.00	Space	0.00	14,925.00	0
Parking Lot	34.00	Space	0.00	13,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0.91 ac lot; Hotel 39,601 sf; 38 space garage 14,925 sf; parking lot 34 spaces

Grading - 8,190 cy export

Demolition - 3,108 sf demolition

Trips and VMT -

Vehicle Trips -

Construction Off-road Equipment Mitigation -

Construction Phase - grading 7, const. 200, pav. 10, paint 10

Off-road Equipment - Excavator

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	PhaseEndDate	1/23/2019	7/2/2019
tblConstructionPhase	PhaseEndDate	1/9/2019	6/5/2019
tblConstructionPhase	PhaseEndDate	8/22/2018	8/29/2018
tblConstructionPhase	PhaseEndDate	1/16/2019	6/18/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	6/19/2019
tblConstructionPhase	PhaseStartDate	8/23/2018	8/30/2018
tblConstructionPhase	PhaseStartDate	1/10/2019	6/5/2019
tblGrading	MaterialExported	0.00	8,190.00
tblLandUse	LandUseSquareFeet	104,544.00	39,601.00
tblLandUse	LandUseSquareFeet	15,200.00	14,925.00
tblLandUse	LotAcreage	2.40	0.91
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	0.31	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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					
2018	2.3854	56.5791	18.3026	0.1287	3.5544	0.7212	4.2453	1.1645	0.6639	1.8069	0.0000	13,811.5873	13,811.5873	1.2627	0.0000	13,843.1557
2019	37.8038	19.1311	17.1429	0.0308	0.5958	1.0607	1.6565	0.1596	0.9796	1.1392	0.0000	3,018.0582	3,018.0582	0.6978	0.0000	3,035.5043
Maximum	**37.8038**	**56.5791**	**18.3026**	**0.1287**	**3.5544**	**1.0607**	**4.2453**	**1.1645**	**0.9796**	**1.8069**	**0.0000**	**13,811.5873**	**13,811.5873**	**1.2627**	**0.0000**	**13,843.1557**

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					
2018	2.3854	56.5791	18.3026	0.1287	3.0676	0.7212	3.7585	0.9259	0.6639	1.5683	0.0000	13,811.5873	13,811.5873	1.2627	0.0000	13,843.1557
2019	37.8038	19.1311	17.1429	0.0308	0.5958	1.0607	1.6565	0.1596	0.9796	1.1392	0.0000	3,018.0582	3,018.0582	0.6978	0.0000	3,035.5043
Maximum	**37.8038**	**56.5791**	**18.3026**	**0.1287**	**3.0676**	**1.0607**	**3.7585**	**0.9259**	**0.9796**	**1.5683**	**0.0000**	**13,811.5873**	**13,811.5873**	**1.2627**	**0.0000**	**13,843.1557**

	ROG	**NOx**	**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**	**11.73**	**0.00**	**8.25**	**18.02**	**0.00**	**8.10**	**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	0.8984	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336
Energy	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050
Mobile	1.0395	4.8251	12.2005	0.0376	2.9921	0.0400	3.0322	0.8008	0.0375	0.8384		3,826.8219	3,826.8219	0.2268		3,832.4928
Total	**1.9659**	**5.0803**	**12.4296**	**0.0392**	**2.9921**	**0.0595**	**3.0516**	**0.8008**	**0.0570**	**0.8578**		**4,132.9395**	**4,132.9395**	**0.2328**	**5.6100e-003**	**4,140.4314**

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	0.8984	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336
Energy	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050
Mobile	1.0395	4.8251	12.2005	0.0376	2.9921	0.0400	3.0322	0.8008	0.0375	0.8384		3,826.8219	3,826.8219	0.2268		3,832.4928
Total	**1.9659**	**5.0803**	**12.4296**	**0.0392**	**2.9921**	**0.0595**	**3.0516**	**0.8008**	**0.0570**	**0.8578**		**4,132.9395**	**4,132.9395**	**0.2328**	**5.6100e-003**	**4,140.4314**

	ROG	NOx	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	8/6/2018	8/17/2018	5	10	
2	Site Preparation	Site Preparation	8/18/2018	8/20/2018	5	1	
3	Grading	Grading	8/21/2018	8/29/2018	5	7	
4	Building Construction	Building Construction	8/30/2018	6/5/2019	5	200	
5	Paving	Paving	6/5/2019	6/18/2019	5	10	
6	Architectural Coating	Architectural Coating	6/19/2019	7/2/2019	5	10	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,402; Non-Residential Outdoor: 19,801; Striped Parking Area: 1,712 (Architectural Coating – sqft)

OffRoad Equipment

Wingate Hotel El Monte - 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
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38

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	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	29.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	14.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,024.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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 - 2018

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					0.3059	0.0000	0.3059	0.0463	0.0000	0.0463			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.3059**	**0.6228**	**0.9287**	**0.0463**	**0.5943**	**0.6406**		**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

3.2 Demolition - 2018

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	0.0143	0.4585	0.1001	1.1200e-003	0.0245	1.7500e-003	0.0262	6.7100e-003	1.6800e-003	8.3900e-003		120.5348	120.5348	8.7700e-003		120.7541
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	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0754**	**0.5047**	**0.5974**	**2.3100e-003**	**0.1363**	**2.7500e-003**	**0.1390**	**0.0364**	**2.6000e-003**	**0.0390**		**238.5924**	**238.5924**	**0.0132**		**238.9227**

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					0.1377	0.0000	0.1377	0.0208	0.0000	0.0208			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
Total	**1.0643**	**9.4295**	**7.7762**	**0.0120**	**0.1377**	**0.6228**	**0.7604**	**0.0208**	**0.5943**	**0.6151**	**0.0000**	**1,169.3502**	**1,169.3502**	**0.2254**		**1,174.9857**

3.2 Demolition - 2018

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	0.0143	0.4585	0.1001	1.1200e-003	0.0245	1.7500e-003	0.0262	6.7100e-003	1.6800e-003	8.3900e-003		120.5348	120.5348	8.7700e-003		120.7541
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	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**0.0754**	**0.5047**	**0.5974**	**2.3100e-003**	**0.1363**	**2.7500e-003**	**0.1390**	**0.0364**	**2.6000e-003**	**0.0390**		**238.5924**	**238.5924**	**0.0132**		**238.9227**

3.3 Site Preparation - 2018

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					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.5303**	**0.4180**	**0.9483**	**0.0573**	**0.3846**	**0.4418**		**982.7113**	**982.7113**	**0.3059**		**990.3596**

3.3 Site Preparation - 2018

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	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

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					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846	0.0000	982.7113	982.7113	0.3059		990.3596
Total	**0.7858**	**9.7572**	**4.2514**	**9.7600e-003**	**0.2386**	**0.4180**	**0.6566**	**0.0258**	**0.3846**	**0.4103**	**0.0000**	**982.7113**	**982.7113**	**0.3059**		**990.3596**

3.3 Site Preparation - 2018

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	0.0306	0.0231	0.2486	5.9000e-004	0.0559	5.0000e-004	0.0564	0.0148	4.6000e-004	0.0153		59.0288	59.0288	2.2200e-003		59.0843
Total	**0.0306**	**0.0231**	**0.2486**	**5.9000e-004**	**0.0559**	**5.0000e-004**	**0.0564**	**0.0148**	**4.6000e-004**	**0.0153**		**59.0288**	**59.0288**	**2.2200e-003**		**59.0843**

3.4 Grading - 2018

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					0.8851	0.0000	0.8851	0.4338	0.0000	0.4338			0.0000			0.0000
Off-Road	0.8355	8.6259	7.3442	0.0109		0.5067	0.5067		0.4661	0.4661		1,098.8686	1,098.8686	0.3421		1,107.4209
Total	**0.8355**	**8.6259**	**7.3442**	**0.0109**	**0.8851**	**0.5067**	**1.3918**	**0.4338**	**0.4661**	**0.9000**		**1,098.8686**	**1,098.8686**	**0.3421**		**1,107.4209**

3.4 Grading - 2018

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	1.4887	47.9070	10.4612	0.1166	2.5575	0.1833	2.7408	0.7010	0.1753	0.8764		12,594.6611	12,594.6611	0.9162		12,617.5661
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	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**1.5499**	**47.9531**	**10.9585**	**0.1178**	**2.6693**	**0.1843**	**2.8536**	**0.7307**	**0.1763**	**0.9069**		**12,712.7187**	**12,712.7187**	**0.9206**		**12,735.7348**

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					0.3983	0.0000	0.3983	0.1952	0.0000	0.1952			0.0000			0.0000
Off-Road	0.8355	8.6259	7.3442	0.0109		0.5067	0.5067		0.4661	0.4661	0.0000	1,098.8686	1,098.8686	0.3421		1,107.4209
Total	**0.8355**	**8.6259**	**7.3442**	**0.0109**	**0.3983**	**0.5067**	**0.9050**	**0.1952**	**0.4661**	**0.6614**	**0.0000**	**1,098.8686**	**1,098.8686**	**0.3421**		**1,107.4209**

3.4 Grading - 2018

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	1.4887	47.9070	10.4612	0.1166	2.5575	0.1833	2.7408	0.7010	0.1753	0.8764		12,594.6611	12,594.6611	0.9162		12,617.5661
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	0.0612	0.0462	0.4973	1.1900e-003	0.1118	1.0000e-003	0.1128	0.0296	9.2000e-004	0.0306		118.0576	118.0576	4.4400e-003		118.1687
Total	**1.5499**	**47.9531**	**10.9585**	**0.1178**	**2.6693**	**0.1843**	**2.8536**	**0.7307**	**0.1763**	**0.9069**		**12,712.7187**	**12,712.7187**	**0.9206**		**12,735.7348**

3.5 Building Construction - 2018

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	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**		**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.5 Building Construction - 2018

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	0.0527	1.3512	0.4052	2.8300e-003	0.0704	9.6500e-003	0.0801	0.0203	9.2300e-003	0.0295		301.5648	301.5648	0.0218		302.1088
Worker	0.1773	0.1339	1.4421	3.4400e-003	0.3242	2.8900e-003	0.3270	0.0860	2.6600e-003	0.0886		342.3670	342.3670	0.0129		342.6892
Total	**0.2301**	**1.4851**	**1.8473**	**6.2700e-003**	**0.3946**	**0.0125**	**0.4071**	**0.1062**	**0.0119**	**0.1181**		**643.9319**	**643.9319**	**0.0346**		**644.7980**

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	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
Total	**1.0848**	**11.0316**	**7.7512**	**0.0114**		**0.7087**	**0.7087**		**0.6520**	**0.6520**	**0.0000**	**1,146.5323**	**1,146.5323**	**0.3569**		**1,155.4555**

3.5 Building Construction - 2018

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	0.0527	1.3512	0.4052	2.8300e-003	0.0704	9.6500e-003	0.0801	0.0203	9.2300e-003	0.0295		301.5648	301.5648	0.0218		302.1088
Worker	0.1773	0.1339	1.4421	3.4400e-003	0.3242	2.8900e-003	0.3270	0.0860	2.6600e-003	0.0886		342.3670	342.3670	0.0129		342.6892
Total	**0.2301**	**1.4851**	**1.8473**	**6.2700e-003**	**0.3946**	**0.0125**	**0.4071**	**0.1062**	**0.0119**	**0.1181**		**643.9319**	**643.9319**	**0.0346**		**644.7980**

3.5 Building Construction - 2019

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	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569		1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**		**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

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	0.0477	1.2747	0.3723	2.8000e-003	0.0704	8.2500e-003	0.0787	0.0203	7.8900e-003	0.0282		298.4048	298.4048	0.0210		298.9289
Worker	0.1606	0.1179	1.2832	3.3300e-003	0.3242	2.8000e-003	0.3270	0.0860	2.5800e-003	0.0885		331.2179	331.2179	0.0114		331.5028
Total	**0.2083**	**1.3926**	**1.6555**	**6.1300e-003**	**0.3946**	**0.0111**	**0.4056**	**0.1063**	**0.0105**	**0.1167**		**629.6228**	**629.6228**	**0.0324**		**630.4317**

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	0.9576	9.8207	7.5432	0.0114		0.6054	0.6054		0.5569	0.5569	0.0000	1,127.6696	1,127.6696	0.3568		1,136.5892
Total	**0.9576**	**9.8207**	**7.5432**	**0.0114**		**0.6054**	**0.6054**		**0.5569**	**0.5569**	**0.0000**	**1,127.6696**	**1,127.6696**	**0.3568**		**1,136.5892**

3.5 Building Construction - 2019

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	0.0477	1.2747	0.3723	2.8000e-003	0.0704	8.2500e-003	0.0787	0.0203	7.8900e-003	0.0282		298.4048	298.4048	0.0210		298.9289
Worker	0.1606	0.1179	1.2832	3.3300e-003	0.3242	2.8000e-003	0.3270	0.0860	2.5800e-003	0.0885		331.2179	331.2179	0.0114		331.5028
Total	**0.2083**	**1.3926**	**1.6555**	**6.1300e-003**	**0.3946**	**0.0111**	**0.4056**	**0.1063**	**0.0105**	**0.1167**		**629.6228**	**629.6228**	**0.0324**		**630.4317**

3.6 Paving - 2019

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	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106		1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**		**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

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	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

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	0.8300	7.8446	7.1478	0.0113		0.4425	0.4425		0.4106	0.4106	0.0000	1,055.1823	1,055.1823	0.3016		1,062.7231
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.8300**	**7.8446**	**7.1478**	**0.0113**		**0.4425**	**0.4425**		**0.4106**	**0.4106**	**0.0000**	**1,055.1823**	**1,055.1823**	**0.3016**		**1,062.7231**

3.6 Paving - 2019

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	0.0997	0.0732	0.7965	2.0700e-003	0.2012	1.7300e-003	0.2029	0.0534	1.6000e-003	0.0550		205.5836	205.5836	7.0700e-003		205.7604
Total	**0.0997**	**0.0732**	**0.7965**	**2.0700e-003**	**0.2012**	**1.7300e-003**	**0.2029**	**0.0534**	**1.6000e-003**	**0.0550**		**205.5836**	**205.5836**	**7.0700e-003**		**205.7604**

3.7 Architectural Coating - 2019

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	37.5041					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288		281.4481	281.4481	0.0238		282.0423
Total	**37.7705**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**		**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

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	0.0332	0.0244	0.2655	6.9000e-004	0.0671	5.8000e-004	0.0676	0.0178	5.3000e-004	0.0183		68.5279	68.5279	2.3600e-003		68.5868
Total	**0.0332**	**0.0244**	**0.2655**	**6.9000e-004**	**0.0671**	**5.8000e-004**	**0.0676**	**0.0178**	**5.3000e-004**	**0.0183**		**68.5279**	**68.5279**	**2.3600e-003**		**68.5868**

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	37.5041					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2664	1.8354	1.8413	2.9700e-003		0.1288	0.1288		0.1288	0.1288	0.0000	281.4481	281.4481	0.0238		282.0423
Total	**37.7705**	**1.8354**	**1.8413**	**2.9700e-003**		**0.1288**	**0.1288**		**0.1288**	**0.1288**	**0.0000**	**281.4481**	**281.4481**	**0.0238**		**282.0423**

3.7 Architectural Coating - 2019

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	0.0332	0.0244	0.2655	6.9000e-004	0.0671	5.8000e-004	0.0676	0.0178	5.3000e-004	0.0183		68.5279	68.5279	2.3600e-003		68.5868
Total	**0.0332**	**0.0244**	**0.2655**	**6.9000e-004**	**0.0671**	**5.8000e-004**	**0.0676**	**0.0178**	**5.3000e-004**	**0.0183**		**68.5279**	**68.5279**	**2.3600e-003**		**68.5868**

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	1.0395	4.8251	12.2005	0.0376	2.9921	0.0400	3.0322	0.8008	0.0375	0.8384		3,826.8219	3,826.8219	0.2268		3,832.4928
Unmitigated	1.0395	4.8251	12.2005	0.0376	2.9921	0.0400	3.0322	0.8008	0.0375	0.8384		3,826.8219	3,826.8219	0.2268		3,832.4928

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	588.24	589.68	428.40	1,349,646	1,349,646
Parking Lot	0.00	0.00	0.00		
Total	588.24	589.68	428.40	1,349,646	1,349,646

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Hotel	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050
NaturalGas Unmitigated	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050

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					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2601.73	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050
Parking Lot	0	0.0000	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		**0.0281**	**0.2551**	**0.2143**	**1.5300e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**		**306.0861**	**306.0861**	**5.8700e-003**	**5.6100e-003**	**307.9050**

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					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	2.60173	0.0281	0.2551	0.2143	1.5300e-003		0.0194	0.0194		0.0194	0.0194		306.0861	306.0861	5.8700e-003	5.6100e-003	307.9050
Parking Lot	0	0.0000	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		**0.0281**	**0.2551**	**0.2143**	**1.5300e-003**		**0.0194**	**0.0194**		**0.0194**	**0.0194**		**306.0861**	**306.0861**	**5.8700e-003**	**5.6100e-003**	**307.9050**

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	0.8984	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336
Unmitigated	0.8984	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336

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	0.1028					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7942					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3900e-003	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336
Total	**0.8983**	**1.4000e-004**	**0.0148**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0315**	**0.0315**	**8.0000e-005**		**0.0336**

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	0.1028					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.7942					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3900e-003	1.4000e-004	0.0148	0.0000		5.0000e-005	5.0000e-005		5.0000e-005	5.0000e-005		0.0315	0.0315	8.0000e-005		0.0336
Total	**0.8983**	**1.4000e-004**	**0.0148**	**0.0000**		**5.0000e-005**	**5.0000e-005**		**5.0000e-005**	**5.0000e-005**		**0.0315**	**0.0315**	**8.0000e-005**		**0.0336**

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

Wingate Hotel El Monte

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Hotel	72.00	Room	0.91	39,601.00	0
Enclosed Parking with Elevator	38.00	Space	0.00	14,925.00	0
Parking Lot	34.00	Space	0.00	13,600.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	9			**Operational Year**	2020
Utility Company	Southern California Edison				
CO2 Intensity (lb/MWhr)	702.44	**CH4 Intensity (lb/MWhr)**	0.029	**N2O Intensity (lb/MWhr)**	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - 0.91 ac lot; Hotel 39,601 sf; 38 space garage 14,925 sf; parking lot 34 spaces

Grading - 8,190 cy export

Demolition - 3,108 sf demolition

Trips and VMT -

Vehicle Trips -

Construction Off-road Equipment Mitigation -

Construction Phase - grading 7, const. 200, pav. 10, paint 10

Off-road Equipment - Excavator

Off-road Equipment -

Off-road Equipment -

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	NumDays	100.00	200.00
tblConstructionPhase	NumDays	2.00	7.00
tblConstructionPhase	NumDays	5.00	10.00
tblConstructionPhase	PhaseEndDate	1/23/2019	7/2/2019
tblConstructionPhase	PhaseEndDate	1/9/2019	6/5/2019
tblConstructionPhase	PhaseEndDate	8/22/2018	8/29/2018
tblConstructionPhase	PhaseEndDate	1/16/2019	6/18/2019
tblConstructionPhase	PhaseStartDate	1/17/2019	6/19/2019
tblConstructionPhase	PhaseStartDate	8/23/2018	8/30/2018
tblConstructionPhase	PhaseStartDate	1/10/2019	6/5/2019
tblGrading	MaterialExported	0.00	8,190.00
tblLandUse	LandUseSquareFeet	104,544.00	39,601.00
tblLandUse	LandUseSquareFeet	15,200.00	14,925.00
tblLandUse	LotAcreage	2.40	0.91
tblLandUse	LotAcreage	0.34	0.00
tblLandUse	LotAcreage	0.31	0.00
tblOffRoadEquipment	LoadFactor	0.38	0.38
tblOffRoadEquipment	OffRoadEquipmentType		Excavators
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00

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					
2018	0.0714	0.8080	0.5301	1.3100e-003	0.0318	0.0375	0.0693	9.0800e-003	0.0346	0.0437	0.0000	123.0155	123.0155	0.0208	0.0000	123.5350
2019	0.2580	0.6784	0.5664	1.0700e-003	0.0230	0.0374	0.0604	6.2000e-003	0.0345	0.0407	0.0000	97.1256	97.1256	0.0213	0.0000	97.6572
Maximum	**0.2580**	**0.8080**	**0.5664**	**1.3100e-003**	**0.0318**	**0.0375**	**0.0693**	**9.0800e-003**	**0.0346**	**0.0437**	**0.0000**	**123.0155**	**123.0155**	**0.0213**	**0.0000**	**123.5350**

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					
2018	0.0714	0.8080	0.5301	1.3100e-003	0.0291	0.0375	0.0666	8.1000e-003	0.0346	0.0427	0.0000	123.0155	123.0155	0.0208	0.0000	123.5349
2019	0.2580	0.6784	0.5664	1.0700e-003	0.0230	0.0374	0.0604	6.2000e-003	0.0345	0.0407	0.0000	97.1256	97.1256	0.0213	0.0000	97.6571
Maximum	**0.2580**	**0.8080**	**0.5664**	**1.3100e-003**	**0.0291**	**0.0375**	**0.0666**	**8.1000e-003**	**0.0346**	**0.0427**	**0.0000**	**123.0155**	**123.0155**	**0.0213**	**0.0000**	**123.5349**

	ROG	**NOx**	**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**	**4.91**	**0.00**	**2.07**	**6.41**	**0.00**	**1.16**	**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)
1	**8-6-2018**	**11-5-2018**	0.5815	0.5815
2	**11-6-2018**	**2-5-2019**	0.4358	0.4358
3	**2-6-2019**	**5-5-2019**	0.3931	0.3931
4	**5-6-2019**	**8-5-2019**	0.3792	0.3792
		Highest	0.5815	0.5815

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	0.1639	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Energy	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	175.7018	175.7018	6.1300e-003	2.0000e-003	176.4502
Mobile	0.1764	0.8580	2.1519	6.6700e-003	0.5123	6.9500e-003	0.5192	0.1373	6.5200e-003	0.1438	0.0000	615.0705	615.0705	0.0357	0.0000	615.9633
Waste						0.0000	0.0000		0.0000	0.0000	8.0019	0.0000	8.0019	0.4729	0.0000	19.8244
Water						0.0000	0.0000		0.0000	0.0000	0.5794	8.2957	8.8751	0.0599	1.4800e-003	10.8114
Total	**0.3454**	**0.9045**	**2.1929**	**6.9500e-003**	**0.5123**	**0.0105**	**0.5228**	**0.1373**	**0.0101**	**0.1474**	**8.5813**	**799.0716**	**807.6529**	**0.5746**	**3.4800e-003**	**823.0531**

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	0.1639	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Energy	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	175.7018	175.7018	6.1300e-003	2.0000e-003	176.4502
Mobile	0.1764	0.8580	2.1519	6.6700e-003	0.5123	6.9500e-003	0.5192	0.1373	6.5200e-003	0.1438	0.0000	615.0705	615.0705	0.0357	0.0000	615.9633
Waste						0.0000	0.0000		0.0000	0.0000	8.0019	0.0000	8.0019	0.4729	0.0000	19.8244
Water						0.0000	0.0000		0.0000	0.0000	0.5794	8.2957	8.8751	0.0599	1.4800e-003	10.8114
Total	**0.3454**	**0.9045**	**2.1929**	**6.9500e-003**	**0.5123**	**0.0105**	**0.5228**	**0.1373**	**0.0101**	**0.1474**	**8.5813**	**799.0716**	**807.6529**	**0.5746**	**3.4800e-003**	**823.0531**

	ROG	NOx	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	8/6/2018	8/17/2018	5	10	
2	Site Preparation	Site Preparation	8/18/2018	8/20/2018	5	1	
3	Grading	Grading	8/21/2018	8/29/2018	5	7	
4	Building Construction	Building Construction	8/30/2018	6/5/2019	5	200	
5	Paving	Paving	6/5/2019	6/18/2019	5	10	
6	Architectural Coating	Architectural Coating	6/19/2019	7/2/2019	5	10	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 59,402; Non-Residential Outdoor: 19,801; Striped Parking Area: 1,712 (Architectural Coating – sqft)

<u>OffRoad Equipment</u>

Wingate Hotel El Monte - Los Angeles-South Coast County, Annual

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Concrete/Industrial Saws	0	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Excavators	1	8.00	158	0.38

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	6.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	29.00	11.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Demolition	4	10.00	0.00	14.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	1,024.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	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 - 2018

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					1.5300e-003	0.0000	1.5300e-003	2.3000e-004	0.0000	2.3000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3297
Total	**5.3200e-003**	**0.0472**	**0.0389**	**6.0000e-005**	**1.5300e-003**	**3.1100e-003**	**4.6400e-003**	**2.3000e-004**	**2.9700e-003**	**3.2000e-003**	**0.0000**	**5.3041**	**5.3041**	**1.0200e-003**	**0.0000**	**5.3297**

3.2 Demolition - 2018

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	7.0000e-005	2.3400e-003	4.8000e-004	1.0000e-005	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5521	0.5521	4.0000e-005	0.0000	0.5531
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	2.8000e-004	2.4000e-004	2.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5444	0.5444	2.0000e-005	0.0000	0.5449
Total	**3.5000e-004**	**2.5800e-003**	**3.0300e-003**	**2.0000e-005**	**6.7000e-004**	**1.0000e-005**	**6.8000e-004**	**1.8000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**1.0965**	**1.0965**	**6.0000e-005**	**0.0000**	**1.0980**

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					6.9000e-004	0.0000	6.9000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3296
Total	**5.3200e-003**	**0.0472**	**0.0389**	**6.0000e-005**	**6.9000e-004**	**3.1100e-003**	**3.8000e-003**	**1.0000e-004**	**2.9700e-003**	**3.0700e-003**	**0.0000**	**5.3041**	**5.3041**	**1.0200e-003**	**0.0000**	**5.3296**

3.2 Demolition - 2018

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	7.0000e-005	2.3400e-003	4.8000e-004	1.0000e-005	1.2000e-004	1.0000e-005	1.3000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.5521	0.5521	4.0000e-005	0.0000	0.5531
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	2.8000e-004	2.4000e-004	2.5500e-003	1.0000e-005	5.5000e-004	0.0000	5.5000e-004	1.5000e-004	0.0000	1.5000e-004	0.0000	0.5444	0.5444	2.0000e-005	0.0000	0.5449
Total	**3.5000e-004**	**2.5800e-003**	**3.0300e-003**	**2.0000e-005**	**6.7000e-004**	**1.0000e-005**	**6.8000e-004**	**1.8000e-004**	**1.0000e-005**	**1.9000e-004**	**0.0000**	**1.0965**	**1.0965**	**6.0000e-005**	**0.0000**	**1.0980**

3.3 Site Preparation - 2018

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					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
Total	**3.9000e-004**	**4.8800e-003**	**2.1300e-003**	**0.0000**	**2.7000e-004**	**2.1000e-004**	**4.8000e-004**	**3.0000e-005**	**1.9000e-004**	**2.2000e-004**	**0.0000**	**0.4458**	**0.4458**	**1.4000e-004**	**0.0000**	**0.4492**

3.3 Site Preparation - 2018

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	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0273
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0272**	**0.0272**	**0.0000**	**0.0000**	**0.0273**

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					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
Total	**3.9000e-004**	**4.8800e-003**	**2.1300e-003**	**0.0000**	**1.2000e-004**	**2.1000e-004**	**3.3000e-004**	**1.0000e-005**	**1.9000e-004**	**2.0000e-004**	**0.0000**	**0.4458**	**0.4458**	**1.4000e-004**	**0.0000**	**0.4492**

3.3 Site Preparation - 2018

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	1.0000e-005	1.0000e-005	1.3000e-004	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0272	0.0272	0.0000	0.0000	0.0273
Total	**1.0000e-005**	**1.0000e-005**	**1.3000e-004**	**0.0000**	**3.0000e-005**	**0.0000**	**3.0000e-005**	**1.0000e-005**	**0.0000**	**1.0000e-005**	**0.0000**	**0.0272**	**0.0272**	**0.0000**	**0.0000**	**0.0273**

3.4 Grading - 2018

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					3.1000e-003	0.0000	3.1000e-003	1.5200e-003	0.0000	1.5200e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9200e-003	0.0302	0.0257	4.0000e-005		1.7700e-003	1.7700e-003		1.6300e-003	1.6300e-003	0.0000	3.4891	3.4891	1.0900e-003	0.0000	3.5162
Total	**2.9200e-003**	**0.0302**	**0.0257**	**4.0000e-005**	**3.1000e-003**	**1.7700e-003**	**4.8700e-003**	**1.5200e-003**	**1.6300e-003**	**3.1500e-003**	**0.0000**	**3.4891**	**3.4891**	**1.0900e-003**	**0.0000**	**3.5162**

3.4 Grading - 2018

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	5.1400e-003	0.1710	0.0353	4.1000e-004	8.8000e-003	6.3000e-004	9.4300e-003	2.4200e-003	6.1000e-004	3.0200e-003	0.0000	40.3846	40.3846	2.8500e-003	0.0000	40.4558
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	1.9000e-004	1.7000e-004	1.7800e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3811	0.3811	1.0000e-005	0.0000	0.3814
Total	**5.3300e-003**	**0.1712**	**0.0371**	**4.1000e-004**	**9.1800e-003**	**6.3000e-004**	**9.8200e-003**	**2.5200e-003**	**6.1000e-004**	**3.1300e-003**	**0.0000**	**40.7657**	**40.7657**	**2.8600e-003**	**0.0000**	**40.8372**

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					1.3900e-003	0.0000	1.3900e-003	6.8000e-004	0.0000	6.8000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.9200e-003	0.0302	0.0257	4.0000e-005		1.7700e-003	1.7700e-003		1.6300e-003	1.6300e-003	0.0000	3.4891	3.4891	1.0900e-003	0.0000	3.5162
Total	**2.9200e-003**	**0.0302**	**0.0257**	**4.0000e-005**	**1.3900e-003**	**1.7700e-003**	**3.1600e-003**	**6.8000e-004**	**1.6300e-003**	**2.3100e-003**	**0.0000**	**3.4891**	**3.4891**	**1.0900e-003**	**0.0000**	**3.5162**

3.4 Grading - 2018

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	5.1400e-003	0.1710	0.0353	4.1000e-004	8.8000e-003	6.3000e-004	9.4300e-003	2.4200e-003	6.1000e-004	3.0200e-003	0.0000	40.3846	40.3846	2.8500e-003	0.0000	40.4558
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	1.9000e-004	1.7000e-004	1.7800e-003	0.0000	3.8000e-004	0.0000	3.9000e-004	1.0000e-004	0.0000	1.1000e-004	0.0000	0.3811	0.3811	1.0000e-005	0.0000	0.3814
Total	**5.3300e-003**	**0.1712**	**0.0371**	**4.1000e-004**	**9.1800e-003**	**6.3000e-004**	**9.8200e-003**	**2.5200e-003**	**6.1000e-004**	**3.1300e-003**	**0.0000**	**40.7657**	**40.7657**	**2.8600e-003**	**0.0000**	**40.8372**

3.5 Building Construction - 2018

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	0.0477	0.4854	0.3411	5.0000e-004		0.0312	0.0312		0.0287	0.0287	0.0000	45.7651	45.7651	0.0143	0.0000	46.1213
Total	**0.0477**	**0.4854**	**0.3411**	**5.0000e-004**		**0.0312**	**0.0312**		**0.0287**	**0.0287**	**0.0000**	**45.7651**	**45.7651**	**0.0143**	**0.0000**	**46.1213**

3.5 Building Construction - 2018

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	2.2700e-003	0.0606	0.0170	1.3000e-004	3.0500e-003	4.2000e-004	3.4700e-003	8.8000e-004	4.0000e-004	1.2800e-003	0.0000	12.2291	12.2291	8.4000e-004	0.0000	12.2500
Worker	7.0700e-003	6.0500e-003	0.0651	1.5000e-004	0.0140	1.3000e-004	0.0141	3.7100e-003	1.2000e-004	3.8300e-003	0.0000	13.8930	13.8930	5.2000e-004	0.0000	13.9061
Total	**9.3400e-003**	**0.0667**	**0.0821**	**2.8000e-004**	**0.0170**	**5.5000e-004**	**0.0176**	**4.5900e-003**	**5.2000e-004**	**5.1100e-003**	**0.0000**	**26.1221**	**26.1221**	**1.3600e-003**	**0.0000**	**26.1561**

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	0.0477	0.4854	0.3411	5.0000e-004		0.0312	0.0312		0.0287	0.0287	0.0000	45.7651	45.7651	0.0143	0.0000	46.1213
Total	**0.0477**	**0.4854**	**0.3411**	**5.0000e-004**		**0.0312**	**0.0312**		**0.0287**	**0.0287**	**0.0000**	**45.7651**	**45.7651**	**0.0143**	**0.0000**	**46.1213**

3.5 Building Construction - 2018

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	2.2700e-003	0.0606	0.0170	1.3000e-004	3.0500e-003	4.2000e-004	3.4700e-003	8.8000e-004	4.0000e-004	1.2800e-003	0.0000	12.2291	12.2291	8.4000e-004	0.0000	12.2500
Worker	7.0700e-003	6.0500e-003	0.0651	1.5000e-004	0.0140	1.3000e-004	0.0141	3.7100e-003	1.2000e-004	3.8300e-003	0.0000	13.8930	13.8930	5.2000e-004	0.0000	13.9061
Total	**9.3400e-003**	**0.0667**	**0.0821**	**2.8000e-004**	**0.0170**	**5.5000e-004**	**0.0176**	**4.5900e-003**	**5.2000e-004**	**5.1100e-003**	**0.0000**	**26.1221**	**26.1221**	**1.3600e-003**	**0.0000**	**26.1561**

3.5 Building Construction - 2019

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	0.0536	0.5500	0.4224	6.4000e-004		0.0339	0.0339		0.0312	0.0312	0.0000	57.2883	57.2883	0.0181	0.0000	57.7414
Total	**0.0536**	**0.5500**	**0.4224**	**6.4000e-004**		**0.0339**	**0.0339**		**0.0312**	**0.0312**	**0.0000**	**57.2883**	**57.2883**	**0.0181**	**0.0000**	**57.7414**

3.5 Building Construction - 2019

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	2.6100e-003	0.0728	0.0199	1.6000e-004	3.8800e-003	4.6000e-004	4.3400e-003	1.1200e-003	4.4000e-004	1.5600e-003	0.0000	15.4040	15.4040	1.0300e-003	0.0000	15.4297
Worker	8.1300e-003	6.7800e-003	0.0737	1.9000e-004	0.0178	1.6000e-004	0.0180	4.7300e-003	1.4000e-004	4.8700e-003	0.0000	17.1065	17.1065	5.9000e-004	0.0000	17.1212
Total	**0.0107**	**0.0795**	**0.0936**	**3.5000e-004**	**0.0217**	**6.2000e-004**	**0.0223**	**5.8500e-003**	**5.8000e-004**	**6.4300e-003**	**0.0000**	**32.5105**	**32.5105**	**1.6200e-003**	**0.0000**	**32.5509**

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	0.0536	0.5500	0.4224	6.4000e-004		0.0339	0.0339		0.0312	0.0312	0.0000	57.2882	57.2882	0.0181	0.0000	57.7413
Total	**0.0536**	**0.5500**	**0.4224**	**6.4000e-004**		**0.0339**	**0.0339**		**0.0312**	**0.0312**	**0.0000**	**57.2882**	**57.2882**	**0.0181**	**0.0000**	**57.7413**

3.5 Building Construction - 2019

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	2.6100e-003	0.0728	0.0199	1.6000e-004	3.8800e-003	4.6000e-004	4.3400e-003	1.1200e-003	4.4000e-004	1.5600e-003	0.0000	15.4040	15.4040	1.0300e-003	0.0000	15.4297
Worker	8.1300e-003	6.7800e-003	0.0737	1.9000e-004	0.0178	1.6000e-004	0.0180	4.7300e-003	1.4000e-004	4.8700e-003	0.0000	17.1065	17.1065	5.9000e-004	0.0000	17.1212
Total	**0.0107**	**0.0795**	**0.0936**	**3.5000e-004**	**0.0217**	**6.2000e-004**	**0.0223**	**5.8500e-003**	**5.8000e-004**	**6.4300e-003**	**0.0000**	**32.5105**	**32.5105**	**1.6200e-003**	**0.0000**	**32.5509**

3.6 Paving - 2019

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	4.1500e-003	0.0392	0.0357	6.0000e-005		2.2100e-003	2.2100e-003		2.0500e-003	2.0500e-003	0.0000	4.7862	4.7862	1.3700e-003	0.0000	4.8204
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.1500e-003**	**0.0392**	**0.0357**	**6.0000e-005**		**2.2100e-003**	**2.2100e-003**		**2.0500e-003**	**2.0500e-003**	**0.0000**	**4.7862**	**4.7862**	**1.3700e-003**	**0.0000**	**4.8204**

3.6 Paving - 2019

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	4.5000e-004	3.8000e-004	4.0900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9480	0.9480	3.0000e-005	0.0000	0.9488
Total	**4.5000e-004**	**3.8000e-004**	**4.0900e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9480**	**0.9480**	**3.0000e-005**	**0.0000**	**0.9488**

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	4.1500e-003	0.0392	0.0357	6.0000e-005		2.2100e-003	2.2100e-003		2.0500e-003	2.0500e-003	0.0000	4.7862	4.7862	1.3700e-003	0.0000	4.8204
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**4.1500e-003**	**0.0392**	**0.0357**	**6.0000e-005**		**2.2100e-003**	**2.2100e-003**		**2.0500e-003**	**2.0500e-003**	**0.0000**	**4.7862**	**4.7862**	**1.3700e-003**	**0.0000**	**4.8204**

3.6 Paving - 2019

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	4.5000e-004	3.8000e-004	4.0900e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.9480	0.9480	3.0000e-005	0.0000	0.9488
Total	**4.5000e-004**	**3.8000e-004**	**4.0900e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.9480**	**0.9480**	**3.0000e-005**	**0.0000**	**0.9488**

3.7 Architectural Coating - 2019

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	0.1875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	9.1800e-003	9.2100e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1.2766	1.2766	1.1000e-004	0.0000	1.2793
Total	**0.1889**	**9.1800e-003**	**9.2100e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.1000e-004**	**0.0000**	**1.2793**

3.7 Architectural Coating - 2019

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	1.5000e-004	1.3000e-004	1.3600e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3160	0.3160	1.0000e-005	0.0000	0.3163
Total	**1.5000e-004**	**1.3000e-004**	**1.3600e-003**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.3160**	**0.3160**	**1.0000e-005**	**0.0000**	**0.3163**

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	0.1875					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.3300e-003	9.1800e-003	9.2100e-003	1.0000e-005		6.4000e-004	6.4000e-004		6.4000e-004	6.4000e-004	0.0000	1.2766	1.2766	1.1000e-004	0.0000	1.2793
Total	**0.1889**	**9.1800e-003**	**9.2100e-003**	**1.0000e-005**		**6.4000e-004**	**6.4000e-004**		**6.4000e-004**	**6.4000e-004**	**0.0000**	**1.2766**	**1.2766**	**1.1000e-004**	**0.0000**	**1.2793**

3.7 Architectural Coating - 2019

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	1.5000e-004	1.3000e-004	1.3600e-003	0.0000	3.3000e-004	0.0000	3.3000e-004	9.0000e-005	0.0000	9.0000e-005	0.0000	0.3160	0.3160	1.0000e-005	0.0000	0.3163
Total	**1.5000e-004**	**1.3000e-004**	**1.3600e-003**	**0.0000**	**3.3000e-004**	**0.0000**	**3.3000e-004**	**9.0000e-005**	**0.0000**	**9.0000e-005**	**0.0000**	**0.3160**	**0.3160**	**1.0000e-005**	**0.0000**	**0.3163**

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	0.1764	0.8580	2.1519	6.6700e-003	0.5123	6.9500e-003	0.5192	0.1373	6.5200e-003	0.1438	0.0000	615.0705	615.0705	0.0357	0.0000	615.9633
Unmitigated	0.1764	0.8580	2.1519	6.6700e-003	0.5123	6.9500e-003	0.5192	0.1373	6.5200e-003	0.1438	0.0000	615.0705	615.0705	0.0357	0.0000	615.9633

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Enclosed Parking with Elevator	0.00	0.00	0.00		
Hotel	588.24	589.68	428.40	1,349,646	1,349,646
Parking Lot	0.00	0.00	0.00		
Total	588.24	589.68	428.40	1,349,646	1,349,646

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
Enclosed Parking with Elevator	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0
Hotel	16.60	8.40	6.90	19.40	61.60	19.00	58	38	4
Parking Lot	16.60	8.40	6.90	0.00	0.00	0.00	0	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Enclosed Parking with Elevator	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Hotel	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907
Parking Lot	0.547726	0.045437	0.201480	0.122768	0.016614	0.006090	0.019326	0.029174	0.002438	0.002359	0.005005	0.000677	0.000907

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive 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	125.0258	125.0258	5.1600e-003	1.0700e-003	125.4731
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	125.0258	125.0258	5.1600e-003	1.0700e-003	125.4731
NaturalGas Mitigated	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	50.6760	50.6760	9.7000e-004	9.3000e-004	50.9771
NaturalGas Unmitigated	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	50.6760	50.6760	9.7000e-004	9.3000e-004	50.9771

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					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	949632	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	50.6760	50.6760	9.7000e-004	9.3000e-004	50.9771
Parking Lot	0	0.0000	0.0000	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		**5.1200e-003**	**0.0466**	**0.0391**	**2.8000e-004**		**3.5400e-003**	**3.5400e-003**		**3.5400e-003**	**3.5400e-003**	**0.0000**	**50.6760**	**50.6760**	**9.7000e-004**	**9.3000e-004**	**50.9771**

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					
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hotel	949632	5.1200e-003	0.0466	0.0391	2.8000e-004		3.5400e-003	3.5400e-003		3.5400e-003	3.5400e-003	0.0000	50.6760	50.6760	9.7000e-004	9.3000e-004	50.9771
Parking Lot	0	0.0000	0.0000	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		**5.1200e-003**	**0.0466**	**0.0391**	**2.8000e-004**		**3.5400e-003**	**3.5400e-003**		**3.5400e-003**	**3.5400e-003**	**0.0000**	**50.6760**	**50.6760**	**9.7000e-004**	**9.3000e-004**	**50.9771**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	87460.5	27.8668	1.1500e-003	2.4000e-004	27.9665
Hotel	300176	95.6424	3.9500e-003	8.2000e-004	95.9845
Parking Lot	4760	1.5166	6.0000e-005	1.0000e-005	1.5221
Total		**125.0258**	**5.1600e-003**	**1.0700e-003**	**125.4731**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Enclosed Parking with Elevator	87460.5	27.8668	1.1500e-003	2.4000e-004	27.9665
Hotel	300176	95.6424	3.9500e-003	8.2000e-004	95.9845
Parking Lot	4760	1.5166	6.0000e-005	1.0000e-005	1.5221
Total		**125.0258**	**5.1600e-003**	**1.0700e-003**	**125.4731**

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	0.1639	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Unmitigated	0.1639	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003

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	0.0188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Total	**0.1639**	**2.0000e-005**	**1.8500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5700e-003**	**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.8100e-003**

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	0.0188					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.1449					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.7000e-004	2.0000e-005	1.8500e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	3.5700e-003	3.5700e-003	1.0000e-005	0.0000	3.8100e-003
Total	**0.1639**	**2.0000e-005**	**1.8500e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**	**0.0000**	**3.5700e-003**	**3.5700e-003**	**1.0000e-005**	**0.0000**	**3.8100e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	8.8751	0.0599	1.4800e-003	10.8114
Unmitigated	8.8751	0.0599	1.4800e-003	10.8114

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	1.82641 / 0.202934	8.8751	0.0599	1.4800e-003	10.8114
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**8.8751**	**0.0599**	**1.4800e-003**	**10.8114**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Enclosed Parking with Elevator	0 / 0	0.0000	0.0000	0.0000	0.0000
Hotel	1.82641 / 0.202934	8.8751	0.0599	1.4800e-003	10.8114
Parking Lot	0 / 0	0.0000	0.0000	0.0000	0.0000
Total		**8.8751**	**0.0599**	**1.4800e-003**	**10.8114**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	8.0019	0.4729	0.0000	19.8244
Unmitigated	8.0019	0.4729	0.0000	19.8244

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	39.42	8.0019	0.4729	0.0000	19.8244
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.0019**	**0.4729**	**0.0000**	**19.8244**

8.2 Waste by Land Use

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Enclosed Parking with Elevator	0	0.0000	0.0000	0.0000	0.0000
Hotel	39.42	8.0019	0.4729	0.0000	19.8244
Parking Lot	0	0.0000	0.0000	0.0000	0.0000
Total		**8.0019**	**0.4729**	**0.0000**	**19.8244**

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

CNDDB / CNPS Search Results / Protected Tree Report

APPENDIX B

Map of Project Area (12300 Valley Boulevard Project)

California Natural Diversity Database (CNDDB) Commercial [ds85]

- Plant (80m)
- Plant (specific)
- Plant (non-specific)
- Plant (circular)
- Animal (80m)
- Animal (specific)
- Animal (non-specific)
- Animal (circular)
- Terrestrial Comm. (80m)
- Terrestrial Comm. (specific)
- Terrestrial Comm. (non-specific)
- Terrestrial Comm. (circular)
- Aquatic Comm. (80m)
- Aquatic Comm. (specific)
- Aquatic Comm. (non-specific)
- Aquatic Comm. (circular)
- Multiple (80m)
- Multiple (specific)
- Multiple (non-specific)
- Multiple (circular)
- Sensitive EO's (Commercial only)

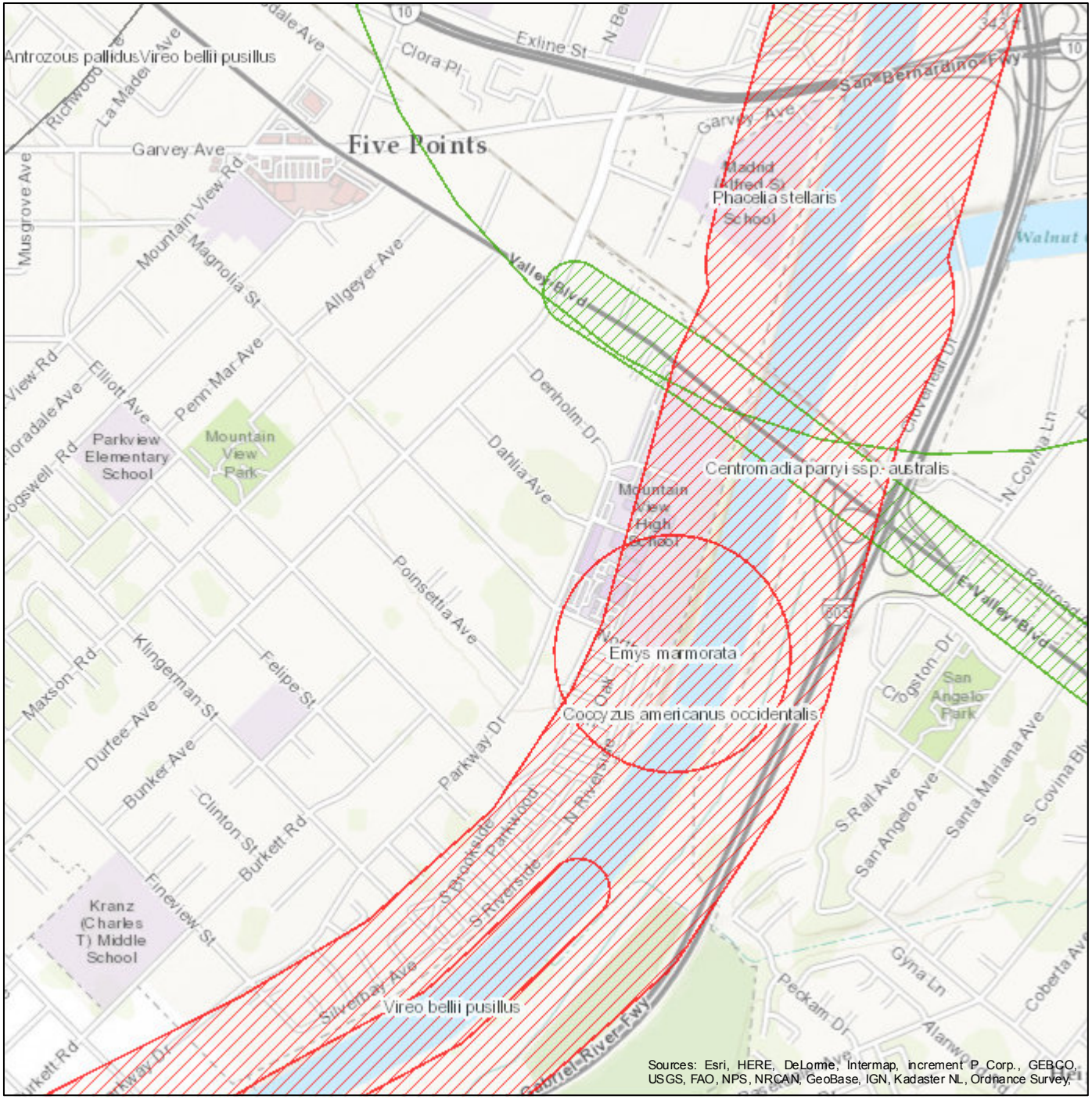
1:18,056

0 0.15 0.3 0.6 mi

0 0.25 0.5 1 km

N

July 12, 2017



Author: cnddb_com
Printed from http://bios.dfg.ca.gov

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (El Monte (3411811) OR Baldwin Park (3411718))

12300 Valley Boulevard Project

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Accipiter cooperii Cooper's hawk	ABNKC12040	None	None	G5	S4	WL
Antrozous pallidus pallid bat	AMACC10010	None	None	G5	S3	SSC
Arizona elegans occidentalis California glossy snake	ARADB01017	None	None	G5T2	S2	SSC
Aspidoscelis tigris stejnegeri coastal whiptail	ARACJ02143	None	None	G5T5	S3	SSC
Berberis nevinii Nevin's barberry	PDBER060A0	Endangered	Endangered	G1	S1	1B.1
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
Buteo swainsoni Swainson's hawk	ABNKC19070	None	Threatened	G5	S3	
California Walnut Woodland California Walnut Woodland	CTT71210CA	None	None	G2	S2.1	
Calochortus plummerae Plummer's mariposa-lily	PMLIL0D150	None	None	G4	S4	4.2
Calochortus weedii var. intermedius intermediate mariposa-lily	PMLIL0D1J1	None	None	G3G4T2	S2	1B.2
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Cuscuta obtusiflora var. glandulosa Peruvian dodder	PDCUS01111	None	None	G5T4T5	SH	2B.2
Dudleya multicaulis many-stemmed dudleya	PDCRA040H0	None	None	G2	S2	1B.2
Empidonax traillii extimus southwestern willow flycatcher	ABPAE33043	Endangered	Endangered	G5T2	S1	
Emys marmorata western pond turtle	ARAAD02030	None	None	G3G4	S3	SSC
Eumops perotis californicus western mastiff bat	AMACD02011	None	None	G5T4	S3S4	SSC
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Icteria virens yellow-breasted chat	ABPBX24010	None	None	G5	S3	SSC
Lasiurus cinereus hoary bat	AMACC05030	None	None	G5	S4	

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Lasiurus xanthinus western yellow bat	AMACC05070	None	None	G5	S3	SSC
Lepus californicus bennettii San Diego black-tailed jackrabbit	AMAEB03051	None	None	G5T3T4	S3S4	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G4	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T2Q	S2	SSC
Pseudognaphalium leucocephalum white rabbit-tobacco	PDAST440C0	None	None	G4	S2	2B.2
Ribes divaricatum var. parishii Parish's gooseberry	PDGRO020F3	None	None	G4TX	SX	1A
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Riversidian Alluvial Fan Sage Scrub Riversidian Alluvial Fan Sage Scrub	CTT32720CA	None	None	G1	S1.1	
Scutellaria bolanderi ssp. austromontana southern mountains skullcap	PDLAM1U0A1	None	None	G4T3	S3	1B.2
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Taxidea taxus American badger	AMAJF04010	None	None	G5	S3	SSC
Vireo bellii pusillus least Bell's vireo	ABPBW01114	Endangered	Endangered	G5T2	S2	
Walnut Forest Walnut Forest	CTT81600CA	None	None	G1	S1.1	

Record Count: 36

CNPS California Native Plant Society

Plant List

Inventory of Rare and Endangered Plants

12 matches found. *Click on scientific name for details*

Search Criteria

Found in Quad 3411811

Modify Search Criteria | Export to Excel | Modify Columns | Modify Sort | Display Photos

Scientific Name	Common Name	Family	Lifeform	Blooming Period	CA Rare Plant Rank	State Rank	Global Rank
Berberis nevinii	Nevin's barberry	Berberidaceae	perennial evergreen shrub	(Feb)Mar-Jun	1B.1	S1	G1
Calochortus catalinae	Catalina mariposa lily	Liliaceae	perennial bulbiferous herb	(Feb)Mar-Jun	4.2	S4	G4
Calochortus plummerae	Plummer's mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	4.2	S4	G4
Calochortus weedii var. intermedius	intermediate mariposa lily	Liliaceae	perennial bulbiferous herb	May-Jul	1B.2	S2	G3G4T2
Centromadia parryi ssp. australis	southern tarplant	Asteraceae	annual herb	May-Nov	1B.1	S2	G3T2
Cuscuta obtusiflora var. glandulosa	Peruvian dodder	Convolvulaceae	annual vine (parasitic)	Jul-Oct	2B.2	SH	G5T4T5
Dudleya multicaulis	many-stemmed dudleya	Crassulaceae	perennial herb	Apr-Jul	1B.2	S2	G2
Horkelia cuneata var. puberula	mesa horkelia	Rosaceae	perennial herb	Feb-Jul(Sep)	1B.1	S1	G4T1
Juglans californica	Southern California black walnut	Juglandaceae	perennial deciduous tree	Mar-Aug	4.2	S3	G3
Phacelia stellaris	Brand's star phacelia	Hydrophyllaceae	annual herb	Mar-Jun	1B.1	S1	G1
Ribes divaricatum var. parishii	Parish's gooseberry	Grossulariaceae	perennial deciduous shrub	Feb-Apr	1A	SX	G4TX
Scutellaria bolanderi ssp. austromontana	southern mountains skullcap	Lamiaceae	perennial rhizomatous herb	Jun-Aug	1B.2	S3	G4T3

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PROTECTED TREE REPORT

Wingate Hotel Project

12300 Valley Boulevard

El Monte, California

PREPARED FOR:

Zhonghong Zhaofeng USA, Inc.

1848 Calle Madrid
Rowland Heights, California 91748
Attn: Ms. Julia Chu

PREPARED BY:

envicom CORPORATION
4165 E. Thousand Oaks Boulevard, Suite 290
Westlake Village, California 91362
Contact: Ms. Erin Roberts
ISA Certified Arborist (WE-10365A)
(818) 879-4700

April 2018

PROTECTED TREE REPORT

Wingate Hotel Project
12300 Valley Boulevard

Prepared for:

ZHONGHONG ZHAOFENG USA, INC.
1848 Calle Madrid
Rowland Heights, California 91748
Attn: Ms. Julia Chu

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April 2018

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Appendix 2	Arborist Survey Data Forms
Appendix 3	Photographs of Protected Trees
Appendix 4	Surveyed Tree Map
Appendix 5	Tree Appraisal Worksheets

I. BACKGROUND INFORMATION

Property Owner/Applicant Information

The agent for the Property Owner/Applicant for this Project is:

Ms. Julia Chu
Zhonghong Zhaofeng USA, Inc.
1848 Calle Madrid
Rowland Heights, CA. 91748

Preparer Information

The preparer of this Arborist Report is:

Erin Roberts, Arborist/Biologist
ISA arborist certification #WE-10365A
Envicom Corporation
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Project Location

The project site is located at 12300 Valley Boulevard in the City of El Monte. The subject property is situated on the southeast corner of Valley Boulevard and Durfee Avenue. The Project site is currently developed with commercial buildings and a small, dilapidated hamburger stand that is no longer in use.

Assignment

The Applicant proposes to demolish the existing structures on the site and construct a four-story hotel structure and a basement garage, hereinafter referred to as the Project. In accordance with the City of El Monte Tree Protection and Preservation Ordinance (Chapter 14.03 of the El Monte Municipal Code), in anticipation of Project development an evaluation of Protected Trees proposed for removal was conducted. This report provides survey results for the Protected Trees and provides information in accordance with Section 14.03.070 of the subject Tree Protection and Preservation Ordinance.

Method of Field Evaluation

The Tree Protection and Preservation Ordinance defines "Protected Trees" as any public tree, Heritage Tree or Native Tree (Section 14.03.020). Certified arborist Ms. Erin Roberts (ISA # WE-10365A) conducted a survey and evaluation of Protected Trees within the limits of proposed Project development. A blue aluminum tree tag marked with an identifying number was affixed to the north side of each surveyed tree, approximately 4.5 feet above normal grade. Visual inspections and measurements were recorded on March 26, 2018 and included the following:

1. The trunk circumference at 4½ feet above grade;
2. The height of the tree as measured from the root crown to the highest point above the root crown;

3. The canopy extent; and
4. Tree health, vigor, and aesthetic values. These values were evaluated by visually inspecting the tree for signs of disease and pests, evidence of new growth and continued survival, and overall value to the surrounding landscape. **Appendix 1** provides an overview of field observation definitions and grading criteria.

In accordance with presently accepted industry procedures, the evaluation provided for each tree was performed using ground-plane macro-visual observation only and reflects the overall visual appearance of the trees on the date surveyed. No extensive micro-biological, soil-root excavations, upper crown examination, nor internal tree investigations were conducted and therefore, the reporting herein reflects the overall visual appearance of the trees on the date reviewed and no warranty is implied to the potential failure, health, or demise of any part or whole of any tree described in the report.

II. SITE OBSERVATIONS

The proposed location of the proposed Project comprises commercial buildings, a parking lot, and a small hamburger stand not currently in use. A total of 11 non-native landscape trees were recorded along the western edge of the site, including three (3) Canary Island pines (*Pinus canariensis*) and eight (8) carrotwood trees (*Cupaniopsis anacardioides*). No native vegetation was recorded onsite.

A total of four (4) of the surveyed trees qualify as Heritage Trees and are afforded protection in the City of El Monte. A Heritage Tree is defined as any woody plant having a circumference of 36 inches or more for a single trunk, or a circumference of 75 inches or more for a multi-trunk tree, measured at a point four and one-half above the natural grade; and/or a tree that is 35 feet or more in height. The results of the survey for each of the four (4) Protected Trees are documented on the survey forms provided in **Appendix 2**. Photographs are provided in **Appendix 3,** which document the visual condition of each tree. **Appendix 4** provides the location of the Protected Trees, and the remaining seven (7) trees recorded during the March 26th survey.

III. PROJECT IMPACTS AND TREE CONDITIONS

Development of the Project would result in the removal of the four (4) Protected Trees, including three (3) Canary Island pines and one (1) carrotwood tree. Appendix 4 provides the location of the Protected Trees in relation to structures and improvements related to the proposed Project. Based on the visual inspections conducted on March 26th, a total of two (2) of the Protected Trees (Tree #'s 2 and 4) anticipated for removal exhibit signs of stress, exhibited by lower branch dieback, leaf wilt, and substantial insect infestation. The remaining two (2) Protected Trees (Tree #'s 1 and 3) appeared to be in satisfactory health. **Table 1** provides the assigned number, species name, common name, trunk circumference, trunk diameter, the protection designation, and the health rating, as well notes regarding the health of the tree and a statement as to reasons for the removal of the subject tree.

Table 1
Protected Trees to be Removed

Tree #	Species Name	Common Name	Trunk Circumference (inches)	Trunk Diameter (inches)	Height (Feet)	Protection Status	Health Rating	Health Notes	Reason for Removal
1	*Pinus canariensis*	Canary Island Pine	90.0	28.6	65	Heritage	B	Exhibits no evidence of disease or substantial insect infestation.	To allow for development of the proposed hotel project.
2	*Pinus canariensis*	Canary Island Pine	94.0	29.9	72	Heritage	C	Exhibits signs of stress evidenced by lower branch dieback and insect infestation.	To allow for development of the proposed hotel project.
3	*Pinus canariensis*	Canary Island Pine	79.0	25.1	64	Heritage	B	Exhibits no evidence of disease or substantial insect infestation.	To allow for development of the proposed hotel project.
4	*Cupaniopsis anacardioides*	Carrotwood	43.0	13.7	27	Heritage	C	Exhibits signs of stress evidenced by leaf wilt and insect infestation.	To allow for development of the proposed hotel project.

IV. MITIGATION AND PROTECTION MEASURES

It is anticipated that the proposed Project will result in the removal of four (4) Protected Trees without attempting to transplant. Pursuant to the City of El Monte Tree Protection and Preservation Ordinance, Tree Replacement Policy (Section 14.03.090) all removed trees shall be replaced with a tree ratio of 2:1. Specifically, a total of two (2) thirty-six inch box trees with a minimum height of twelve feet shall be planted with suitable species selected from the City's recommended tree palette and with approval from the Economic Development Department. If any trees cannot be planted on the subject property, or the immediate public right-of-way, an in-lieu fee may be paid into the City's tree mitigation and planting fund pursuant to the fee schedule as adopted in Section 14.030.130 of the El Monte Tree Protection and Preservation Ordinance. The mitigation options to offset the removal of the four (4) Protected Trees are summarized in **Table 2**.

It is anticipated that the four (4) Protected Trees will be removed during the demolition of the existing commercial buildings and the associated parking lot. Due to the close proximity of the trees to streets and pedestrian activity, measures shall be taken to safely remove the trees using a licensed tree removal company. Following the substantial removal of the aboveground growth, all portions of the trees shall be completely removed from the site using grading equipment and relocated to a recognized county refuse disposal site.

V. TREE APPRAISALS

The combined trunk area and ISA value for the four (4) Protected Trees is 1,985.8 square inches and $25,000, respectively. Appraisals are provided in **Appendix 5** and the ISA value for the subject trees are summarized in **Table 2**.

Table 2
Tree Mitigation Summary

Tree Number	Species	Trunk Diameter (in.)	Trunk Area (sq. inches)	Health Rating	ISA Value	Potential Mitigation Offsets
Trees to be Removed						
1	*Pinus canariensis*	28.6	642.1	B	$8,900	• 2 – 36" box trees; or • $8,900 mitigation fee.
2	*Pinus canariensis*	29.9	701.8	C	$8,500	• 2 – 36" box trees; or • $8,500 mitigation fee.
3	*Pinus canariensis*	25.1	494.6	B	$6,900	• 2 – 36" box trees; or • $6,900 mitigation fee.
4	*Cupaniopsis anacardioides*	13.7	147.3	C	$700	• 2 – 36" box trees; or • $700 mitigation fee.

APPENDIX 1
Field Observation Definitions

SUMMARY OF FIELD OBSERVATIONS DEFINITIONS

The following provides a reference for terms and ratings used on the survey datasheet and criteria used during the evaluation process of the oak and native tree survey.

- Tree Number - Each Protected Tree surveyed within the field has been assigned a number. This assigned number corresponds to a tree location on the "Tree Location and Project Impacts Map".
- Protection Status – Tree protection status in accordance with the City of El Monte Tree Protection and Preservation Ordinance. Options include, public tree, Heritage Tree or Native Tree.
- Species - The identity of the tree being evaluated.

FORM

- Tree Height - Approximate height of tree
- Lean - Indicates the direction the tree is leaning from vertical
- Trunk Circumference / Diameter - Circumference / diameter of trunk as measured from 4 ½ feet above natural grade

PHYSICAL CONDITION

- Trunk Cavity - hollow spaces along the trunk / branches
- Trunk Exudation - substance secreting or oozing from the trunk or branches
- Trunk Damage - Substantial visual damage to trunk
- Buried Root Collar - Root collar buried by fill soil or debris
- Exposed Root – Root system exposed above-ground
- Weak Crotch - Poorly formed branch attachments
- Fungal Disease – Evidenced by presence of fungal fruiting bodies
- Insect Damage - Evidenced by presence of insect frass, boring holes, chewed leaves, etc.
- Evidence of Disease - Evidenced by the presence of fruiting bodies
- Parasites - Evidenced by presence of parasites, including mistletoe, in the canopy and branches
- Fire Damage - The extent of structural damage caused from a recent or a fire
- Mainstem/Branch Dieback – Evidenced by the substantial decline or death of branches in the tree crown from the tips towards the center
- Epicormic Growth - Shoots growing from the trunk, stem, or branch of a tree
- Sparse Foliage - Canopy defoliation and/or twig dieback
- Drought Stressed – Stress caused from drought that may make the tree susceptible to insects and disease if occurs over prolonged periods of time
- Excessive Branching - tree exhibiting increased levels of horizontal branching not characteristic of the species

TREATMENT

- Remove Deadwood - Measures should be taken to remove dead branches in the canopy
- Insect Treatment - Measures should be taken to treat the tree for specific insect infestation
- Disease Treatment - Measures should be taken to treat the tree for specific diseases
- Safety Prune – Measures should be taken to remove twigs, branches, etc. that pose a safety hazard to persons and / or property

RATINGS

Health

Tree health was determined by visually inspecting the tree for signs of disease and pests and canopy density. The following rationale for determining health grades is as follows:

- **A (Excellent)** = A healthy tree typical of species. Individual shows no visible signs of disease or pest infestation. Canopy density 90 - 100%.
- **B (Above Average)** = A healthy tree typical of species with minimal visible signs of disease or pest infestation. Canopy density 80 - 89%.
- **C (Average)** = Although healthy in overall appearance there is an abnormal amount of stress or disease and/or pest infestation. Canopy density 60 - 79%.
- **D (Below Average/Poor)** = Exhibits a greater degree of disease and/or pest infestation than normal and appears to be in a state of rapid decline. The degree of decline may vary in signs of dieback, disease and pest infestation and appears to be in an advanced state of decline. Canopy density 20 - 59%.
- **F (Dead/Dying)** = Exhibits no signs of new growth or evidence of live tissue.

Aesthetics and Conformity

The aesthetics of a tree is an overall inspection of the appearance based on type specimens of the subject species and value it adds to the surrounding landscape. The ratings and characteristics used during this process include the following:

- **A (Excellent)** Visually symmetrical and balanced, exhibits the ideal appearance and form for this species.
- **B (Average)** = Although, not symmetrical is visually appealing exhibiting very little canopy dieback and deadwood.
- **C (Below Average)** = Non-symmetrical and/or is visually unappealing exhibiting substantial canopy dieback and deadwood.
- **D (Poor)** = Displays few characteristics that are visually appealing.
- **F (Dead)** = Dead

Vigor

The vigor of a tree is the capacity for growth and continued survival. Observable growth characteristics used to determine the following vigor ratings are described below.

- **Good** = Evidence of new growth, healthy leaf color, and bark is relatively free of uncharacteristic cracks and decay.
- **Moderate** = Very little evidence of new growth, minor unseasonal browning and thinning of foliage, and galls may be present.
- **Poor** = No evidence of new growth, unhealthy leaf and bark color, large amounts of deadwood, and severely unseasonal thinned canopy.

APPENDIX 2
Arborist Survey Data Forms

PROJECT: Wingate Hotel Project – 12300 Valley Blvd. **DATE: March 26, 2018** **PREPARER:** Erin Roberts

TREE NUMBER		1	**NOTES:** Relatively healthy tree; No evidence of substantial disease or insect infestation	2	**NOTES:** Drought stressed evidenced by defoliation of lower branch and presence of insects	3	**NOTES:** Relatively healthy tree; No evidence of substantial disease or insect infestation	4	**NOTES:** Drought stressed evidenced by wilting leaves in lower canopy and presence of insects
PROTECTION STATUS		Heritage		Heritage		Heritage		Heritage	
SPECIES		*Pinus canariensis*		*Pinus canariensis*		*Pinus canariensis*		*Cupaniopsis anacardioides*	
FORM	TREE HEIGHT (~ FEET)	65		72		64		27	
	LEAN					East		South	
	TRUNK CIRCUMFERENCE / DIAMETER (INCHES)	90.0 / 28.6		94.0 / 29.9		79.0 / 25.1		43.0 / 13.7	
PHYSICAL CONDITION	TRUNK CAVITY								
	TRUNK EXUDATION								
	TRUNK DAMAGE								
	BURIED ROOT COLLAR								
	EXPOSED ROOTS								
	WEAK CROTCH								
	INSECT DAMAGE			X		X		X	
	EVIDENCE OF DISEASE								
	PARASITES								
	FIRE DAMAGE								
	MAINSTEM/BRANCH DIEBACK								
	EPICORMIC GROWTH								
	SPARSE FOLIAGE								
	DROUGHT STRESSED			X				X	
	EXCESS. BRANCH.								
	TERRAIN (SLOPE/LEVEL)	Level		Level		Level		Level	
TREATMENT	REMOVE DEADWOOD			X		X			
	INSECT TREATMENT								
	DISEASE TREATMENT								
	SAFETY PRUNE								
RATING	HEALTH	B		C		B		B	
	AESTHETICS & CONFORMITY	B		B		B		B	
	VIGOR	Good		Good		Good		Good	

APPENDIX 3
Photographs of Protected Trees

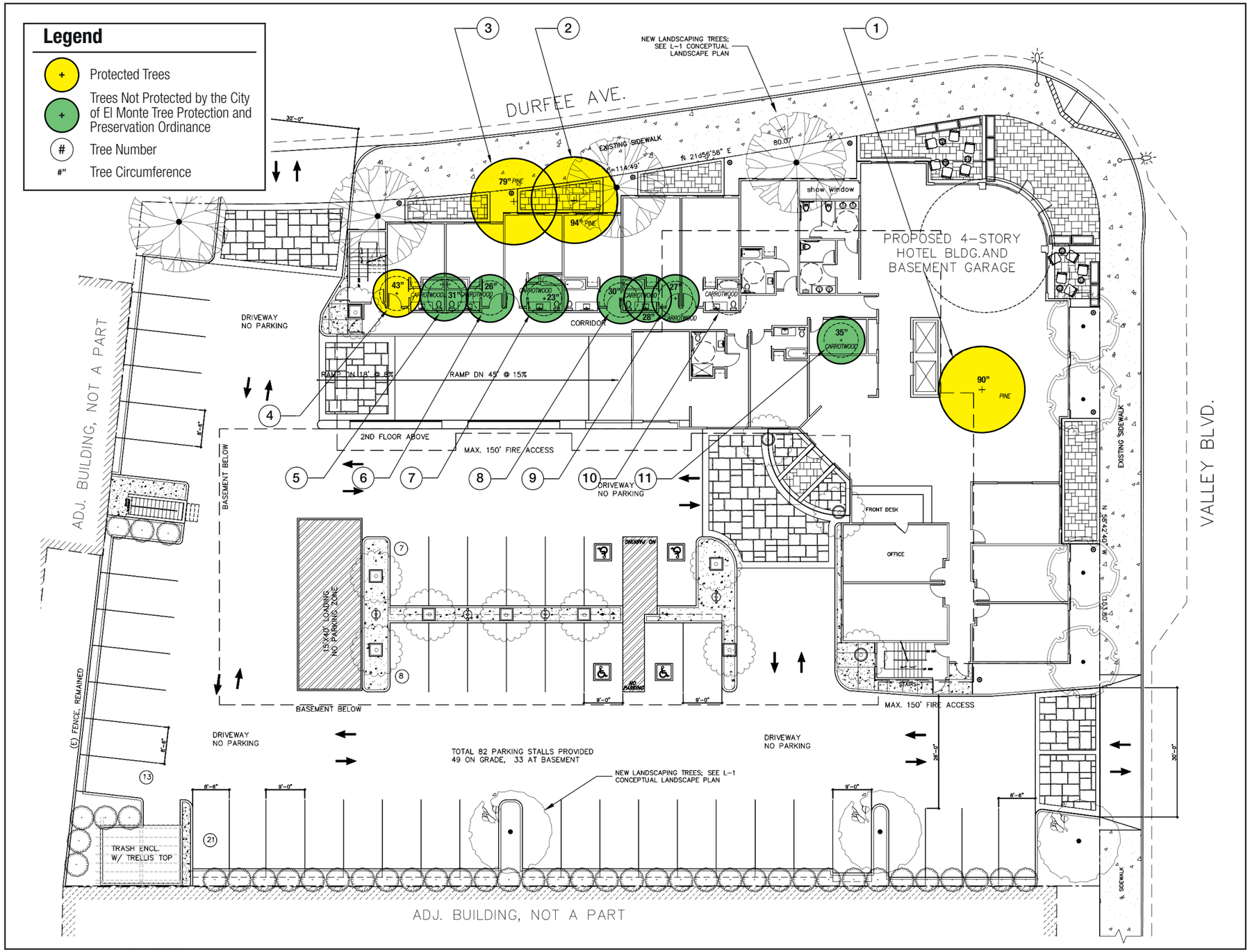
Tree 1

Trees 2 & 3

Tree 4

Surveyed Trees

APPENDIX 4
Surveyed Tree Map



Source: Two Trees Design, Inc., Sep. 15, 2016.

envicom

Surveyed Tree Map

FEET 0 12.5 25

Appendix 4

APPENDIX 5
Tree Appraisal Worksheets

Wingate Hotel Project
12300 Valley Blvd - City of El Monte

Arborist Report Valuations
March 2018

Tree number and species:	*Pinus canariensis* Canary Island Pine		Tree # 1
1. Replacement Cost of largest transplantable tree:			$0
2. Basic Price of replacement tree:			
A. Trunk Diameter of replacement tree	0	inches	
B. Wholesale, retail or installed cost	$0		
C. Trunk Area of replacement tree	0	square inches	
D. Unit value of replacement tree	$62.00	/sq. inch	
3. Difference in trunk areas			
A. Trunk Diameter of evaluated tree (must be 30" or less	28.6	inches	642.10
B. Trunk Area of evaluated tree	642.1	square inches	
C. Trunk Area of replacement tree	0	square inches	
D. Difference of trunk areas	642.1	square inches	
TOTAL TRUNK AREA	642.1	square inches	
4. Value of trunk area difference			$39,810
5. Species Rating	80%		$31,848
6. Basic Value			$31,848
7. Condition	80%		
Adjusted Value			$25,478
8. Location (Site + Contribution + Placement)	35%		
A. Site	25%		
B. Contribution	40%		
C. Placement	40%		
9. Appraised Value			$8,900

Wingate Hotel Project
12300 Valley Blvd - City of El Monte

Arborist Report Valuations
March 2018

Tree number and species:	*Pinus canariensis* Canary Island Pine		Tree # 2
1. Replacement Cost of largest transplantable tree:			$0
2. Basic Price of replacement tree:			
A. Trunk Diameter of replacement tree	0	inches	
B. Wholesale, retail or installed cost	$0		
C. Trunk Area of replacement tree	0	square inches	
D. Unit value of replacement tree	$62.00	/sq. inch	
3. Difference in trunk areas			
A. Trunk Diameter of evaluated tree (must be 30" or less)	29.9	inches	
B. Trunk Area of evaluated tree	701.8	square inches	
C. Trunk Area of replacement tree	0	square inches	
D. Difference of trunk areas	701.8	square inches	
TOTAL TRUNK AREA	701.8	square inches	
4. Value of trunk area difference			$43,511
5. Species Rating	80%		$34,809
6. Basic Value			$34,809
7. Condition	70%		
Adjusted Value			$24,366
8. Location (Site + Contribution + Placement)	35%		
A. Site	25%		
B. Contribution	40%		
C. Placement	40%		
			$8,500

Wingate Hotel Project
12300 Valley Blvd - City of El Monte

Arborist Report Valuations
March 2018

Tree number and species:	*Pinus canariensis* Canary Island Pine		Tree # 3
1. Replacement Cost of largest transplantable tree:			$0
2. Basic Price of replacement tree:			
A. Trunk Diameter of replacement tree	0	inches	
B. Wholesale, retail or installed cost	$0		
C. Trunk Area of replacement tree	0	square inches	
D. Unit value of replacement tree	$62.00	/sq. inch	
3. Difference in trunk areas			
A. Trunk Diameter of evaluated tree (must be 30" or less)	25.1	inches	
B. Trunk Area of evaluated tree	494.6	square inches	
C. Trunk Area of replacement tree	0	square inches	
D. Difference of trunk areas	494.6	square inches	
TOTAL TRUNK AREA	494.6	square inches	
4. Value of trunk area difference			$30,663
5. Species Rating	80%		$24,530
6. Basic Value			$24,530
7. Condition	80%		
Adjusted Value			$19,624
8. Location (Site + Contribution + Placement)	35%		
A. Site	25%		
B. Contribution	40%		
C. Placement	40%		
9. Appraised Value			$6,900

Wingate Hotel Project
12300 Valley Blvd - City of El Monte

Arborist Report Valuations
March 2018

Tree number and species:	*Cupaniopsis anacardioides* Carrotwood Tree		Tree # 4
1. Replacement Cost of largest transplantable tree:			$0
2. Basic Price of replacement tree:			
A. Trunk Diameter of replacement tree	0	inches	
B. Wholesale, retail or installed cost	$0		
C. Trunk Area of replacement tree	0	square inches	
D. Unit value of replacement tree	$62.00	/sq. inch	
3. Difference in trunk areas			
A. Trunk Diameter of evaluated tree (must be 30" or less)	13.7	inches	
B. Trunk Area of evaluated tree	147.3	square inches	
C. Trunk Area of replacement tree	0	square inches	
D. Difference of trunk areas	147.3	square inches	
TOTAL TRUNK AREA	147.3	square inches	
4. Value of trunk area difference			$9,135
5. Species Rating	50%		$4,567
6. Basic Value			$4,567
7. Condition	70%		
Adjusted Value			$3,197
8. Location (Site + Contribution + Placement)	22%		
A. Site	25%		
B. Contribution	20%		
C. Placement	20%		
9. Appraised Value			$700

Cultural Resources Assessment

APPENDIX C

July 25, 2017

Zhonghong Zhaofeng USA, Inc.
1848 Calle Madrid
Rowland Heights, CA 91748

Attn: Ms. Julia Chu

Subj: **12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment, El Monte, California *(Envicom Project #17-722-101)***

Dear Ms. Chu:

On July 21, 2017, Envicom Corporation (Envicom) completed a Phase I cultural resource assessment of the property at 12300 Valley Boulevard in El Monte, California. The Project is fully contained on the El Monte USGS quad (**Figure 1**). The general location is as follows:

The Project is located at:

Latitude: 34° 3'33.34"N
Longitude: 118° 0'47.12"W
Township: T1S
Range: R11W
Quad: El Monte, CA

A Phase I cultural resource study includes a cultural resource record search conducted by the South Central Coast Information Center (SCCIC), and a Native American cultural resource record search conducted by the Native American Heritage Commission (NAHC). The purpose of the record searches are to identify any previous cultural resources that have been recorded within the proposed project area, to provide cultural resource context for the project, and to assess the overall cultural resource sensitivity of the project region. A cultural resource is often defined as any building, structure, object, or archaeological site that is older than 50-years in age, and can include historic or prehistoric locations of human habitation.

A Phase I cultural resource survey also often includes a physical inspection of the project area to determine if previously unrecorded cultural resources can be identified from surface observation of the project area of direct impacts (ADI). However, for this project, the location is entirely within a paved and built urban environment, resulting in a pedestrian survey not being a practical project task (**Figure 2**). Instead, recent street images have been included that show the current project built environment. The only structures present are a modern fast-food restaurant and a somewhat larger commercial building, neither of which appear to be historic resources (older than 50-years) from examination of the exterior (**Figure 3** and **Figure 4**).

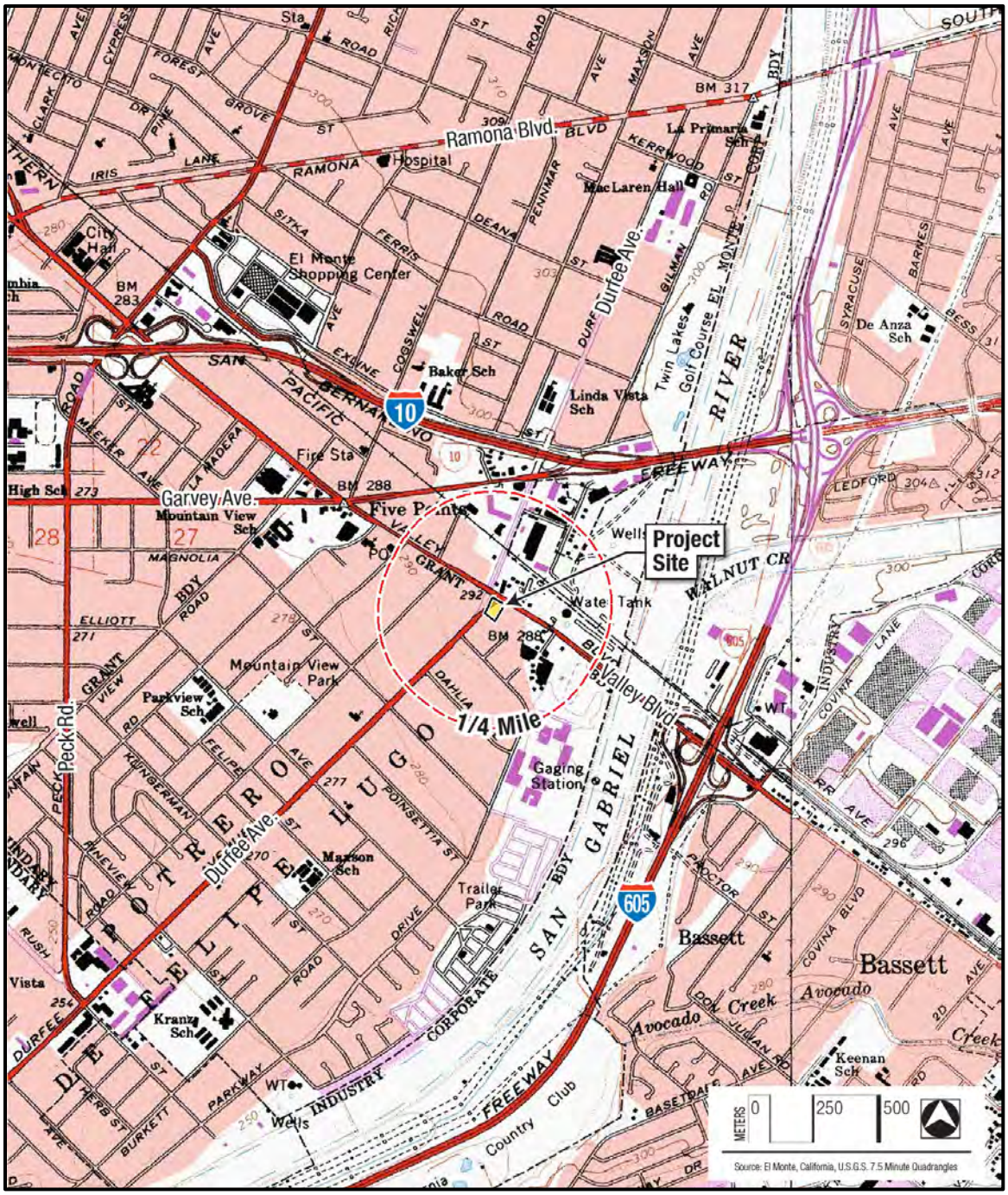


Figure 1: Proposed project location at 12300 Valley Boulevard in El Monte, California.

Figure 2: Project property, showing urban environment (2017 Google Street Image).

Figure 3: Project property, showing modern fast food building.

Figure 4: Project property, showing modern commercial building.

RECORD SEARCH RESULTS

On June 27, 2017, Envicom contacted the SCCIC with a request to search their database for cultural resources within the project area, plus a 0.25-mile study area for regional context (see Figure 1). The record search included a request for all complete site records for cultural resources within the project area, as well as copies of any cultural resource technical reports that intersect with the location of the proposed project. The NAHC was also contacted on June 27, 2017, with a similar record search request.

Envicom received the cultural resource records search results from the SCCIC on July 5, 2017. The record search provided a map of all known cultural resources that are located within the project area and within the 0.25-mile study area, as well as all previously published cultural resource reports. The SCCIC report determined that no previously identified cultural resources were located within the proposed property. Further, the SCCIC identified that no previously identified cultural resources were within the 0.25-mile study area.

The 2017 SCCIC record search did identify one previous cultural resource (P-19-186112; the Union Pacific Railroad) located within the project 0.25-mile study area. This cultural resource was not close enough to the project area to warrant further consideration. The record search also identified three (3) cultural resource reports (LA04835, LA-10502, and LA-10641) that were completed within the study area. Further, five overview reports (LA_03511, LA-03583, LA-4323, LA-11747, and LA-11748) broadly discussed the El Monte, California, region. Such "overview" documents often contain general historic or prehistoric information, but do not include detailed discussions of cultural resources, and are therefore not relevant for this cultural resource assessment.

Examination of early 19th Century local historical maps of the area showed no historical resources within the project property, however, such maps did not often show actual historic structures. Examination of 21 historic USGS topographic maps indicated that the project area was first improved in the early 1920s, with one large and one small buildings being shown at the corner of Valley Boulevard and Durfee Avenue (the project area; shown at red cross) first on the 1923 USGS regional map (**Figure 5**). The 1926 USGS regional map shows the same buildings (**Figure 6**).

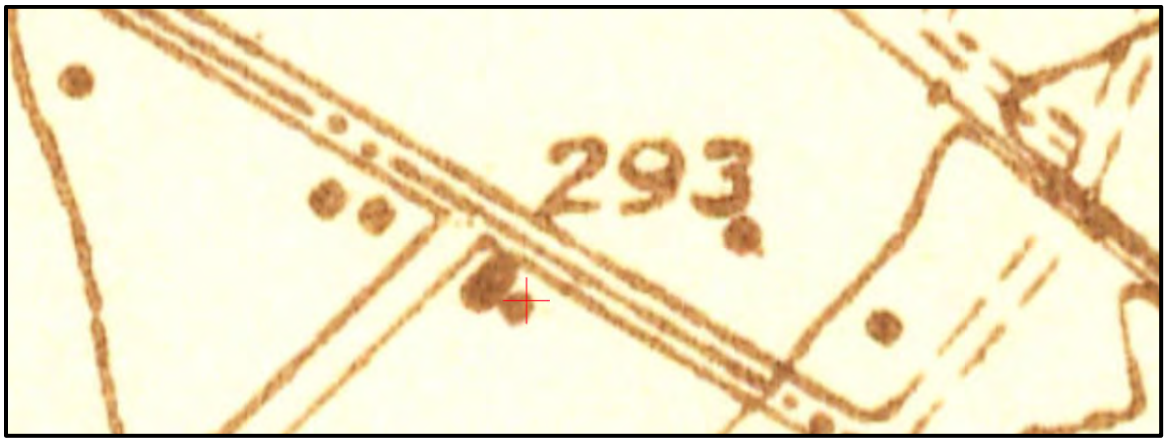


Figure 5: 1923 USGS map, showing large and small buildings at the corner of Durfee and Valley Boulevard.

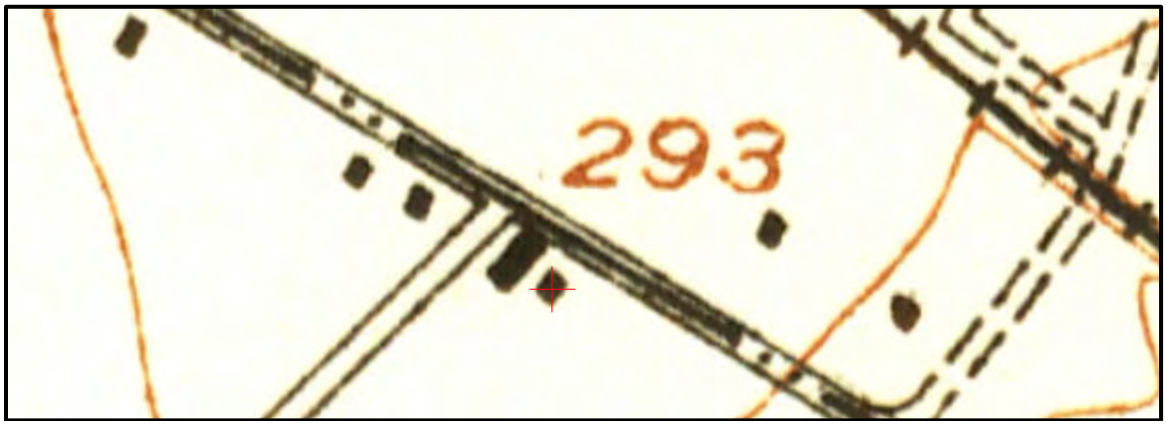


Figure 6: 1926 USGS map, again showing large and small buildings at the corner of Durfee and Valley Boulevard.

The 1948 USGS map no longer shows the large structure on the map, instead showing a much smaller building (**Figure 7**). The modification to the built environment in this area in the 1940s may have been a response to the reconfiguration of the Durfee Avenue/Valley Boulevard intersection, which had several distinct widening episodes from the 1940s onward.

Figure 7: 1948 USGS map, showing a small building at the corner of Durfee and Valley Boulevard.

By 1953, no structures are shown at the project location (**Figure 8**), however, this may have been an intentional omission due to the high number of structures that are removed between 1948 and 1953 on the maps. This absence of structures may also have been a reflection of the incorporation of the El Monte area, as it is now clearly a municipal zone shaded in red (see Figure 8). This absence of structures continues through the rest of the historic USGS maps.

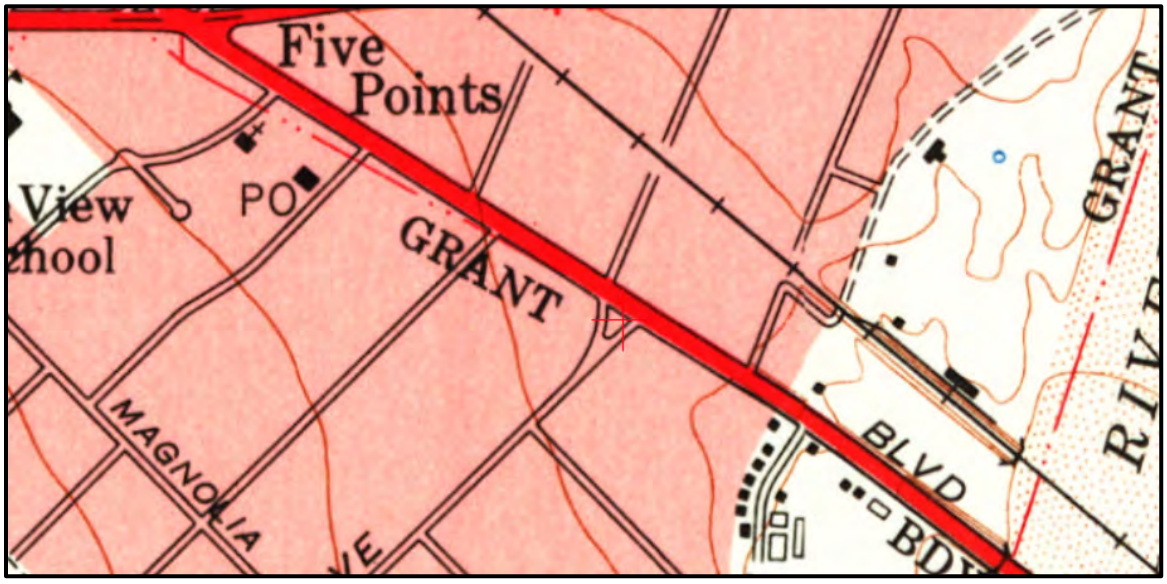


Figure 8: 1953 USGS map, showing a small building at the corner of Durfee and Valley Boulevard.

Currently, the local USGS map database shows the two modern buildings mentioned previously (**Figure 9**). It is difficult from these past maps, therefore, to determine the original date of construction for the two standing buildings within the project area, however, stylistically they appear to be of 1970s or later construction.

Figure 9: 2017 USGS map, showing the current small and larger buildings within the project area at the corner of Durfee and Valley Boulevard.

Examination of historic satellite images through Google Earth has clear images back to 2003, which show no change on the property.

<u>IN SUMMARY:</u>

Cultural Resources Located within the Project Property:
None.

Cultural Resource Technical Reports Located within the Project Property:
None.

Cultural Resources Located within the Project Study Area:
One: (P-19-186112; the Union Pacific Railroad

Cultural Resource Technical Reports Located within the Project Study Area:
Three: (LA04835, LA-10502, and LA-10641)

LA-04835
Ashkar, Shahira
1999 *Cultural Resources Inventory Report for Williams Communications, Inc. Proposed Fiber Optic Cable System Installation Project, Los Angeles to Riverside, Los Angeles and Riverside Counties*. Jones and Stokes, Inc.

LA-10502
Wrobleski, David E. and Richard A. Krautkramer
2001 *A Class III Archaeological Investigation for Proposed Wells and Trated Water Pipelines Adjoining the Plant B-6 and B-5 Treatment Facility Project, Los Angeles County, California.* (Express Archaeological Solutions).

LA-10641
Tang, Bai "Tom"
2010 *Preliminary Historical/Archaeological Resources Study, San Bernardino Line Positive Train Control Project, Southern California Regional Rail Authority, Counties of Los Angeles and San Bernardino.* (CRM Tech).

The results from the 2017 NAHC record search were received on June 29, 2017, with negative findings. Envicom did not contact Native American groups on the NAHC list as communications with Tribal Group representative under Assembly Bill-52 is the responsibility of the permitting agency if required as part of this project.

Copies of the request letter to the SCCIC and to the NAHC are included in **Appendix A** of this report. The response letter from the NAHC is also included in Appendix A. The findings from the SCCIC as per cultural resource physical location and details are considered confidential by state law and are, therefore, not included in this report.

RECOMMENDATIONS

The results of the SCCIC and the NAHC record searches were negative for cultural resources or for built environment resources within, adjacent, or near the project property. Review of local historic maps, the historic USGS map database, and historic Google Earth aerial imagery was also negative. No pedestrian survey was conducted due to the urban nature of the project property.

The examination of the project study area concluded that the cultural resource context of the project was not significant due to the urban development of the project area and the lack of significant cultural resources in the study area. The project location is, therefore, not recommended as being directly within a local sensitive area for prehistoric or built environment resources. The findings from the Phase I survey of the proposed project and the project property are, therefore, negative for cultural resources, with no further cultural resource tasks being recommended.

Envicom does, however, recommend the following project compliance measures:

Archaeological Discovery Compliance Measure:

If buried materials of potentially-archaeological significance are accidentally discovered during any earth-moving operation associated with the proposed Project, then all work in that area shall be halted or diverted away from the discovery until a qualified archaeologist can evaluate the nature and/or significance of the find(s). The Lead/Permitting Agency will be immediately notified of the discovery.

In the event that the unanticipated discovery proves to be a significant cultural resource, then work will be halted within 100 feet of the discovery, until consultation between the Lead/Permitting Agency and all parties as to response to the discovery can occur. If a significant cultural resource is discovered during earth-moving, complete avoidance of the find is preferred, however, removal or data recovery of the significant resource may be required by the Lead Agency if the resource cannot be avoided.

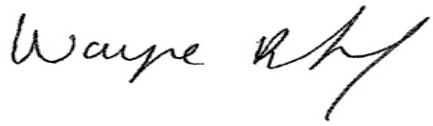
The Lead/Permitting Agency and the qualified archaeologist shall also establish additional appropriate mitigation measures for further site development, which may include archaeological and Native American (if the discovery is prehistoric) monitoring or subsurface testing. All responses to the discovery of a significant cultural resource will be outlined in a Cultural Resource Data Recovery and/or Management Plan submitted to the Lead Agency. Any required monitoring will be outlined in a Cultural Resource Monitoring Plan, which will also be submitted to the Lead Agency prior to the recommencement of ground-disturbance activities.

Inadvertent Discovery of Human Remains Compliance Measure:

The inadvertent discovery of human remains is always a possibility during ground disturbances; State of California Health and Safety Code Section 7050.5 addresses these findings. This code section states that in the event human remains are uncovered, no further disturbance shall occur until the County Coroner has made a determination as to the origin and disposition of the remains pursuant to PRC Section 5097.98. The Coroner must be notified of the find immediately, together with the City and the property owner.

If the human remains are determined to be prehistoric, the Coroner will notify the NAHC, which will determine and notify a Most Likely Descendant (MLD). The MLD shall complete the inspection of the site within 48 hours of notification and may recommend scientific removal and nondestructive analysis of human remains and items associated with Native American burials and an appropriate re-internment site. The Lead/Permitting Agency and a qualified archaeologist shall also establish additional appropriate mitigation measures for further site development, which may include archaeological and Native American monitoring or subsurface testing. All responses to the discovery of human remains will be outlined in a Recovery and/or Management Plan submitted to the Lead Agency. Any required monitoring will be outlined in a Cultural Resource Monitoring Plan, which will also be submitted to the Lead Agency prior to the recommencement of ground-disturbance activities.

Sincerely,



Dr. Wayne Bischoff
Director of Cultural Resources

<u>ATTACHMENT:</u>
Appendix A: Letter to SCCIC, Letter to NAHC, and NAHC Response Letters

APPENDIX A - LETTER TO SCCIC:

June 16, 2017

Stacy St. James, Coordinator
South Central Coastal Information Center
C.S.U.F, Dept. of Anthropology, MH 426
800 N. State College Blvd.
Fullerton, CA 92834-6846

Attn: Ms. St. James

Subj: **12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment, El Monte, California *(Envicom Project #17-722-101)***

Dear Ms. St. James:

Envicom is requesting an **EXPEDITED** record search of the SCCIC database for cultural resources within the attached Project area, plus a **0.25-mile buffer**. The Project is located at:

Latitude: 34° 3'33.34"N
Longitude: 118° 0'47.12"W
Township: T1S
Range: R11W
Quad: El Monte, CA

We are requesting to receive the following:

Resource Database Printout (list), Resource Database Printout (details), Resource Digital Database (spreadsheet), Report Database Printout (list), Report Database Printout (details), Historical Maps.

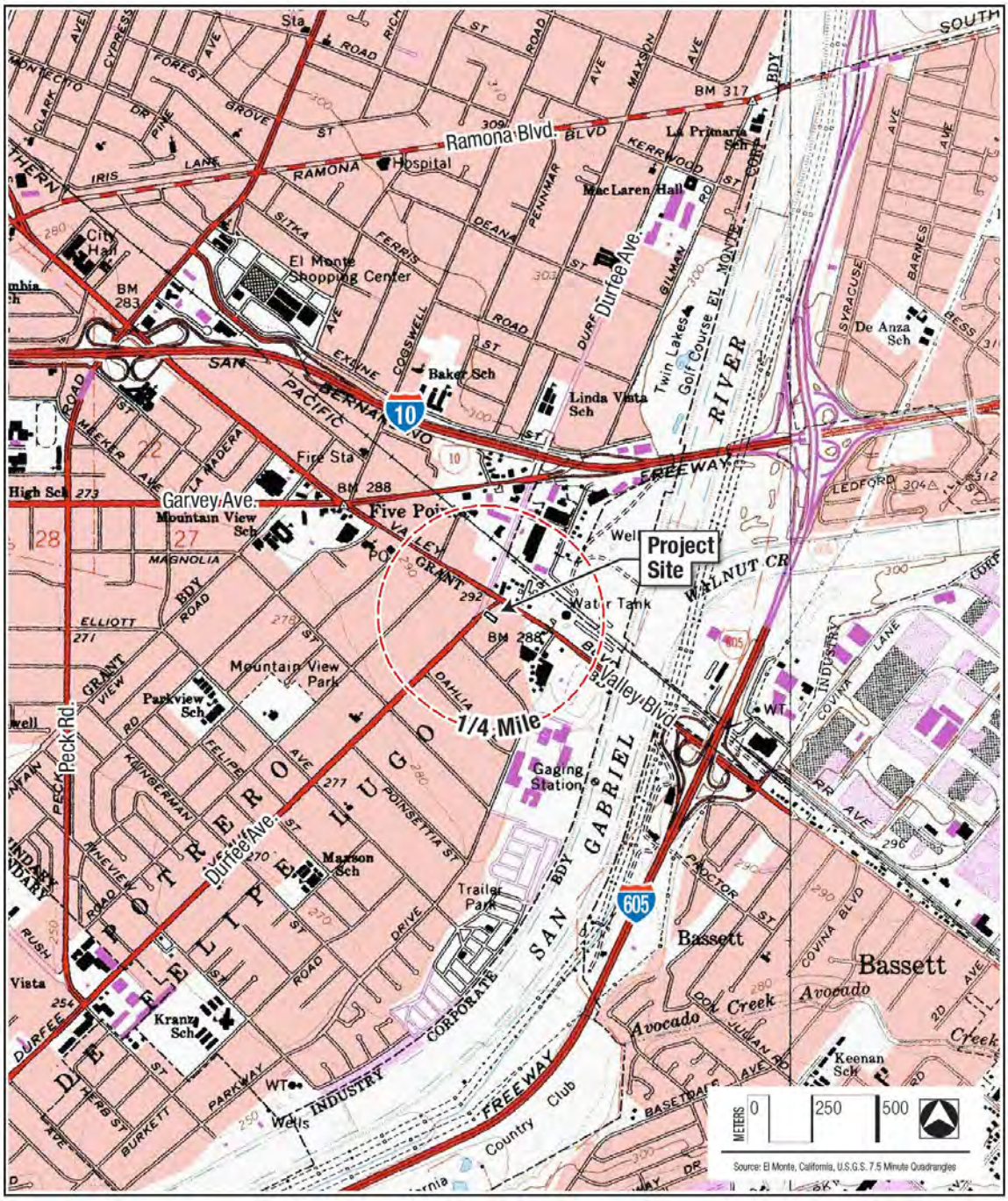
We also request the complete reports and/or site records for any cultural resources found within the project area only.

Envicom appreciates the SCCIC's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Dr. Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


Ramona Blvd.
Garvey Ave.
Peck Rd.
Durfee Ave.
Valley Blvd.
Project Site
1/4 Mile
Five Poi
Hospital
City Hall
El Monte Shopping Center
Baker Sch
Linda Vista Sch
Mac Laren Hall
La Primaria Sch
Twin Lakes Golf Course
De Anza Sch
Fire Sta
Mountain View Sch
Mountain View Park
Parkview Sch
Water Tank
Gaging Station
Trailer Park
Manson Sch
Kranz Sch
Keenan Sch
Bassett
Avocado
Country Club
SAN GABRIEL RIVER
FREEWAY
10
605
METERS 0 250 500
Source: El Monte, California, U.S.G.S. 7.5 Minute Quadrangles

APPENDIX A - LETTER TO NAHC:

June 27, 2017

Native American Heritage Commission
1550 Harbor Boulevard, Room 100
West Sacramento, CA 95691

Subj: **12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment, El Monte, California *(Envicom Project #17-722-101)***

Greetings,

Envicom is requesting a record search of the NAHC database for cultural resources for the attached Project area, plus a **0.25-mile buffer**. We also request a list of Tribal Group representatives for the area in case we need to contact their offices.

The Project is located at:

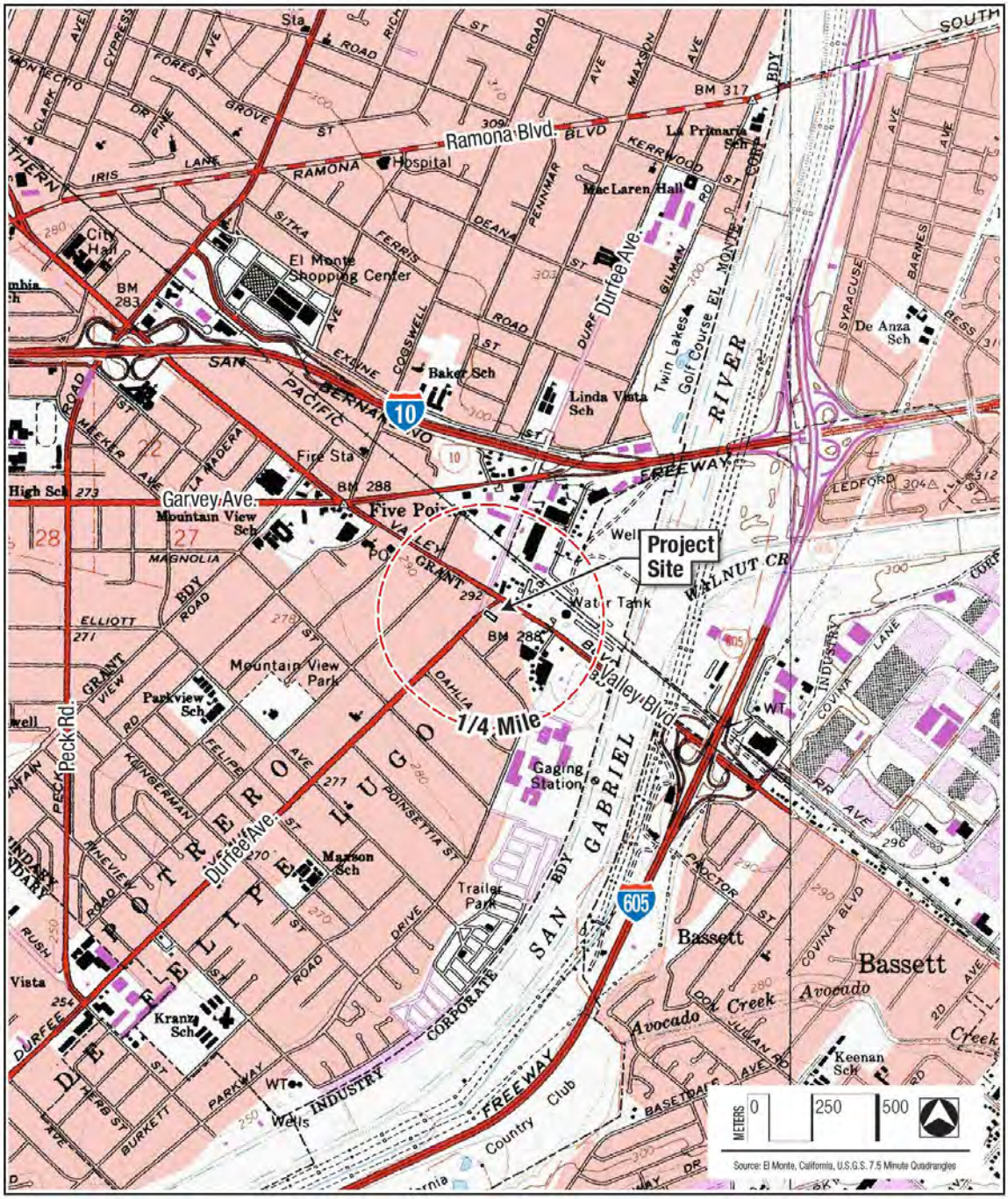
Latitude: 34° 3'33.34"N
Longitude: 118° 0'47.12"W
Township: T1S
Range: R11W
Quad: El Monte, CA

Envicom appreciates the NAHC's help with this request. For correspondence or questions regarding this Project, please contact Wayne Bischoff at 818-879-4700 (wbischoff@envicomcorporation.com).

Sincerely,

Dr. Wayne Bischoff
Director of Cultural Resources

Attachment:
Project vicinity map on 1:24,000 topographic map


Project Site
1/4 Mile
Ramona Blvd.
Garvey Ave.
Durfee Ave.
Peck Rd.
Valley Blvd.
Five Poi
Hospital
City Hall
El Monte Shopping Center
Baker Sch
Linda Vista Sch
Twin Lakes Golf Course
MacLaren Hall
La Primaria Sch
De Anza Sch
Fire Sta
Mountain View Sch
Mountain View Park
Parkview Sch
Maxson Sch
Kranz Sch
Keenan Sch
Gaging Station
Trailer Park
Water Tank
Country Club
Bassett
Avocado
Creek
Vista
Wells
WT
BM 317
BM 283
BM 288
High Sch
SAN GABRIEL RIVER
SOUTHERN PACIFIC
SAN BERNARDINO FREEWAY
10
605
DEL TEROLEUGO
EL MONTE
INDUSTRY
CORPORATE
METERS 0 250 500
Source: El Monte, California, U.S.G.S. 7.5 Minute Quadrangles

APPENDIX A - LETTER FROM NAHC:

STATE OF CALIFORNIA Edmund G. Brown, Jr., Governor

NATIVE AMERICAN HERITAGE COMMISSION
Environmental and Cultural Department
1550 Harbor Blvd., Suite 100
West Sacramento, CA 95691
(916) 373-3710

June 29, 2017

Dr. Wayne Bischoff
Envicom Corporation

Sent by E-mail: wbischoff@envicomcorporation.com
waynebischoff@gmail.com

RE: Proposed 12300 Valley Boulevard New Hotel Phase I Cultural Resources Assessment Project, City of El Monte; El Monte USGS Quadrangle, Los Angeles County, California

Dear Dr. Bischoff:

A record search of the Native American Heritage Commission (NAHC) *Sacred Lands File* was completed for the area of potential project effect (APE) referenced above with negative results. Please note that the absence of specific site information in the *Sacred Lands File* does not indicate the absence of Native American cultural resources in any APE.

Attached is a list of tribes culturally affiliated to the project area. I suggest you contact all of the listed Tribes. If they cannot supply information, they might recommend others with specific knowledge. The list should provide a starting place to locate areas of potential adverse impact within the APE. By contacting all those on the list, your organization will be better able to respond to claims of failure to consult. If a response has not been received within two weeks of notification, the NAHC requests that you follow-up with a telephone call to ensure that the project information has been received.

If you receive notification of change of addresses and phone numbers from any of these individuals or groups, please notify me. With your assistance we are able to assure that our lists contain current information. If you have any questions or need additional information, please contact via email: gayle.totton@nahc.ca.gov.

Sincerely,

Gayle Totton

Gayle Totton, M.A., PhD.
Associate Governmental Program Analyst

Native American Heritage Commission
Native American Contact List
Los Angeles County
6/29/2017

Gabrieleno Band of Mission Indians - Kizh Nation
Andrew Salas, Chariperson
P.O. Box 393 — Gabrieleno
Covina, CA, 91723
Phone: (626) 926 - 4131
gabrielenoindians@yahoo.com

Gabrieleno/Tongva San Gabriel Band of Mission Indians
Anthony Morales, Chairperson
P.O. Box 693 — Gabrieleno
San Gabriel, CA, 91778
Phone: (626) 483 - 3564
Fax: (626)286-1262
GTTribalcouncil@aol.com

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
106 1/2 Judge John Aiso St., #231 — Gabrielino
Los Angeles, CA, 90012
Phone: (951)807-0479
sgoad@gabrielino-tongva.com

Gabrielino Tongva Indians of California Tribal Council
Robert Dorame, Chairperson
P.O. Box 490 — Gabrielino
Bellflower, CA, 90707
Phone: (562) 761 - 6417
Fax: (562) 761-6417
gtongva@gmail.com

Gabrielino-Tongva Tribe
Charles Alvarez,
23454 Vanowen Street — Gabrielino
West Hills, CA, 91307
Phone: (310) 403 - 6048
roadkingcharles@aol.com

San Fernando Band of Mission Indians
John Valenzuela, Chairperson
P.O. Box 221838 — Kitanemuk
Newhall, CA, 91322 — Serrano
Phone: (760) 885 - 0955 — Tataviam
tsen2u@hotmail.com

This list is current only as of the date of this document. 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 Resource Section 5097.98 of the Public Resources Code.

This list is only applicable for contacting local Native Americans with regard to cultural resources assessment for the proposed 12300 Valley Boulevard New Hotel Project, Los Angeles County.

Preliminary Hydrology Study / LID

APPENDIX D

Cal Land Engineering, Inc.
dba Quartech Consultants
Geotechnical, Environmental, and Civil Engineering

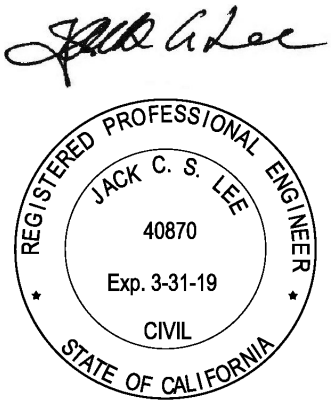
Preliminary Hydrology Study/LID Report

for

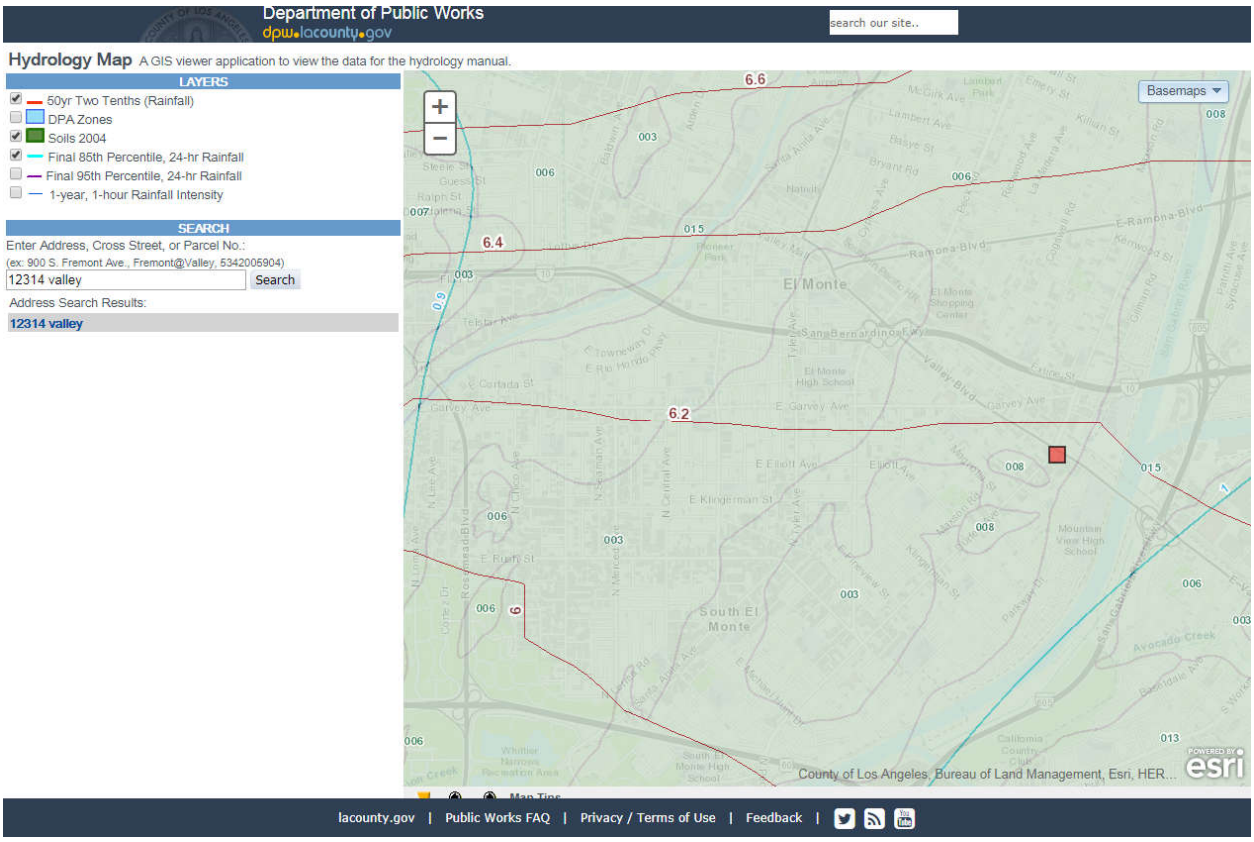
12314 Valley Blvd.
El Monte, CA 91732

Preparation Date:

April 18, 2018



576 E. Lambert Road, Brea, California 92821; Tel: 714-671-1050; Fax: 714-671-1090


Department of Public Works
dpw.lacounty.gov
search our site..
Hydrology Map A GIS viewer application to view the data for the hydrology manual.
LAYERS
50yr Two Tenths (Rainfall)
DPA Zones
Soils 2004
Final 85th Percentile, 24-hr Rainfall
Final 95th Percentile, 24-hr Rainfall
1-year, 1-hour Rainfall Intensity
SEARCH
Enter Address, Cross Street, or Parcel No.:
(ex: 900 S. Fremont Ave., Fremont@Valley, 5342005904)
12314 valley
Search
Address Search Results:
12314 valley
Basemaps
6.6
6.4
6.2
El Monte
South El Monte
County of Los Angeles, Bureau of Land Management, Esri, HER...
esri
lacounty.gov | Public Works FAQ | Privacy / Terms of Use | Feedback

Introduction

The project site is located at the southeast corner of the intersection between Durfee Avenue and Valley Boulevard in the City of El Monte, County of Los Angeles, State of California.

The project has an existing drainage pattern involving direct sheet flow from the property. Valley Blvd drains to the southeast from the northwest, while Durfee Ave. drains southwesterly from the northeast. There is some potential off-site drainage from the roofs of the adjacent commercial buildings. Most of the stormwater will be drained into the two catch basin on-site and allowed to infiltrate into the native soil (via Stormtech chambers) prior to overflowing and leaving the property via parkway drains.

Existing Condition

The existing slopes of the job site are relatively flat. Existing drainage is from the southwest to northeast via sheet flow and to street. The site currently consists of several on-site commercial buildings with pavement. The existing site is approximately 93% impervious. There is some potential off-site drainage from the roofs of the adjacent commercial buildings.

Proposed Condition

The proposed development is a hotel with surface and basement parking and some landscaping areas. The drainage pattern consists mostly of surface flow to the two proposed on-site catch basins. Runoff from the proposed site will first drain to the catch basins, which subsequently diverts to the on-site chamber infiltration system. If the storage capacity and infiltration rate of the chambers are exceeded, the extra runoff will overflow from the chamber infiltration basins back into the catch basin and drain to the public street via proposed parkway drains.

Designated Project

The design storm, from which the SWQDv is calculated, is defined as the greater of:

- The 0.75-inch, 24-hour rain event (1853.2840 cu-ft)

  Or

- The 85th percentile, 24-hour rain event as determined from the Los Angeles County 85th percentile precipitation map (2422.4408 cu-ft)

SWQDv 100% retained on-site? (Section 7.3) Yes

SWQDv = 2422.4408 cu-ft

Use Chambers System – Stormtech (See attached)

A = 38,332 ft^2 (0.880 Acres)
LID V = 2422.4408 ft^3
Design infiltration rate = 0.3 in/hr (assumed)

Install 24 unit chambers of Stormtech chambers (Model – MC-3500) - water storage system so:
Chamber Storage: 109.9 CF per unit
Underground retention volume = 24 x109.9= 2,637.6 CF > 2422.4408 CF

Infiltrating surface area = 46.0 ft^2 per unit x 24 units = 1,103.67 ft^2
The time to infiltrate all of DCV storm water: t = 2637.6 ft^3/ ((0.3 in/hr / 12) * 1103.67 ft^2) = 95.6 hr

Peak Flow Hydrologic Analysis

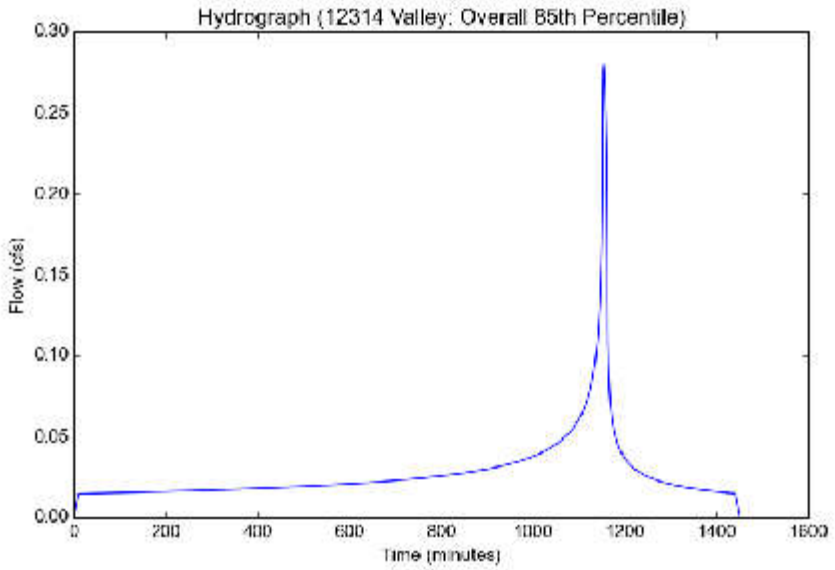
File location: U:/2018/El Monte/12314 Valley/LID/12314 Valley - Overall 85th Percentile.pdf
Version: HydroCalc 0.3.0-beta

Input Parameters

Project Name	12314 Valley
Subarea ID	Overall 85th Percentile
Area (ac)	0.88
Flow Path Length (ft)	125.0
Flow Path Slope (vft/hft)	0.01
85th Percentile Rainfall Depth (in)	0.98
Percent Impervious	0.85
Soil Type	6
Design Storm Frequency	85th percentile storm
Fire Factor	0
LID	True

Output Results

Modeled (85th percentile storm) Rainfall Depth (in)	0.98
Peak Intensity (in/hr)	0.4036
Undeveloped Runoff Coefficient (Cu)	0.1578
Developed Runoff Coefficient (Cd)	0.7887
Time of Concentration (min)	11.0
Clear Peak Flow Rate (cfs)	0.2801
Burned Peak Flow Rate (cfs)	0.2801
24-Hr Clear Runoff Volume (ac-ft)	0.0556
24-Hr Clear Runoff Volume (cu-ft)	2422.4408



Low Impact Development (LID)

I. Project Description

A. Project Information

- Name of Project Owner: ZHONGHONG ZHAOFENG USA INC.
- Address of Project Owner: 1848 Calle Madrid, Rowland Heights, CA 91748
- Telephone for Project Owner: 909-631-9058 (contact: Julia Chu)
- ZHONGHONG ZHAOFENG USA INC. owns all of the land on which the project site is located and
- ZHONGHONG ZHAOFENG USA INC. will be responsible for maintaining the building and grounds of the site
- Project Site Address: 12314 Valley Boulevard, El Monte, CA 91732

B. Project Description

The project site is approximately 38,322 square feet (0.880 acres). The proposed development of the site is to construct a new hotel.

Detailed development characteristics are as follows:

- Approximately 11,306 square feet of the building footprint
- Approximately 14,925 square feet of the basement footprint
- Approximately 20,258 square feet of the concrete driveway and walkway
- Approximately 6,758 square feet of landscaping

C. Site Description

The project site is located at the southeast corner of the intersection between Durfee Avenue and Valley Boulevard in the City of El Monte, County of Los Angeles, State of California.

II. DESIGNATED PROJECT REQUIREMENTS

This section describes the stormwater management requirements for Designated Projects, which are identified as meeting one or more of the following:

☐ All development projects equal to one acre or greater of disturbed area and adding more than 10,000 square feet of impervious surface area;

☐ Industrial parks with 10,000 square feet or more of surface area;

☒ Commercial malls with 10,000 square feet or more of surface area;

☐ Retail gasoline outlets with 5,000 square feet or more of surface area;

☐ Restaurants (Standard Industrial Classification [SIC] Code 5812) with 5,000 square feet or more of surface area;

☐ Parking lots with 5,000 square feet or more of impervious surface area, or with 25 or more parking spaces;

☐ Automotive service facilities (SIC Codes: 5013, 5014, 5511, 5541, 7532-7534, or 7536-7539) with 5,000 square feet or more of surface area;

☐ Projects located in or directly adjacent to, or discharging directly to a Significant Ecological Area (SEA), where the development will:
- o Discharge stormwater runoff that is likely to impact a sensitive biological species or habitat; and
- o Create 2,500 square feet or more of impervious surface area.

☒ Redevelopment projects, which are developments that result in creation or addition or replacement of either: (1) 5,000 square feet or more of impervious surface on a site that was previously developed as described in the above bullets; or (2) 10,000 square feet or more of impervious surface area on a site that was previously developed as a single family home.

- o Where 50 percent or more of the impervious surface of a previously developed site is proposed to be altered and the previous development project was not subject to post-construction stormwater quality control measures, the entire development site (e.g., both the existing development and the proposed alteration) must meet the requirements of the LID Standards Manual.

- o Where less than 50 percent of the impervious surface of a previously developed site is proposed to be altered and the previous development project was not subject to post-construction stormwater quality control measures, only the proposed alteration must meet the requirements of the LID Standards Manual.

- o Redevelopment does not include routine maintenance activities that are conducted to maintain original line and grade, hydraulic capacity, original Low Impact Development Standards Manual County of Los Angeles 2-2 February 2014 purpose of facility or emergency redevelopment activity required to protect public health and safety. Impervious surface replacement, such as the reconstruction of parking lots and roadways, which does not disturb additional area and maintains the original grade and alignment, is considered routine maintenance activity. Redevelopment does not include repaving of existing roads to maintain original line and grade.

IV. SITE ASSESSMENT AND DESIGN CONSIDERATIONS

Project size: 38,332 square feet (0.880 acres).

Geotechnical Conditions
TBD

Topography
TBD
Soil Type and Geology
TBD

Groundwater
TBD
Other Geotechnical Issues
TBD

Collapsible Soil
TBD
Expansive Soil
TBD
Slopes
TBD
Liquefaction
TBD

Setbacks
10' minimum from the building and basement edges.

V. SOURCE CONTROL MEASURES

Low Impact Development Standards Manual

Table 5-1. Source Control Measures Selection Matrix

Project Type	Source Control Measure										
	Storm Drain Message and Signage (S-1)	Outdoor Material Storage Area (S-2)	Outdoor Trash Storage/ Waste Handling Area (S-3)	Outdoor Loading/Unloading Dock Area (S-4)	Outdoor Vehicle/Equipment Repair/Maintenance Area (S-5)	Outdoor Vehicle/ Equipment/ Accessory Wash Area (S-6)	Fuel & Maintenance Area (S-7)	Landscape Irrigation Practices (S-8)	Building Materials (S-9)	Animal Care and Handling Facilities (S-10)	Outdoor Horticulture Areas (S-11)
Designated Projects – New Development											
Development ≥1 acre and ≥10,000 ft^2 new impervious area	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	R[1]	R[1]
Industrial parks (≥10,000 ft^2)	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	–	–
Commercial malls (≥10,000 ft^2)	R	R[1]	R[1]	R[1]	R[1]	R[1]	–	R	R	R[1]	R[1]
Retail gasoline outlets (≥5,000 ft^2)	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	–	–
Restaurants (≥5,000 ft^2)	R	R[1]	R[1]	R[1]	–	–	–	R	R	–	–
Parking lots (≥5,000 ft^2 or ≥25 parking spaces)	R	R[1]	R[1]	R[1]	–	–	–	R	R	R[1]	R[1]
Automotive service facilities (5,000 ft^2)	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	–	–
Projects in/around Significant Ecologic Areas	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	R[1]	R[1]
Projects potentially impacting sensitive biological species or habitats	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	R[1]	R[1]
Projects adding ≥2,500 ft^2 of impervious area	R	R[1]	R[1]	R[1]	R[1]	R[1]	R[1]	R	R	R[1]	R[1]

R = required; R[1] = required if outdoor activity area is included in project; R[2] = required for multi-family dwellings

County of Los Angeles 5-2 February 2014

The Source Control Measure selected is to be implemented to reduce runoff and minimize pollutants in the project.

Source Control Measure	Description	Maintenance Responsibility	Funding Source For O & M	Maintenance Schedule	Start Up Date
Storm Drain Message and Signage (S-1)	Storm drain stencils are placed directly adjacent to storm drain inlets and contain either a graphical icon and/or a brief statement "NO DUMPING-DRAINS TO OCEAN" that warns against dumping wastes into the municipal storm drain system.	Owners	Owners	During Original Installation and yearly	During construction
Landscape Irrigation Practices (S-8)	Project must be designed such that the timing and application methods of irrigation water minimizes runoff into the storm drain system.	Owners	Owners	During Original Installation and yearly	During construction
Building Materials (S-9)	Project must use alternative building materials to reduce pollutant sources in stormwater runoff by eliminating compounds that can leach into stormwater runoff. Alternative building materials may also reduce the need to perform maintenance	Owners	Owners	During Original Installation and yearly	During construction

	activities (i.e. painting) that involve pollutants of concern, and may reduce the volume of stormwater runoff. Alternative material are available to replace lumber and paving. Lumber Decks and other house components constructed using pressure-treated wood may be replaced with cement-fiber or vinyl. Roofs, Fencing and Metals Roofing and gutter, using a copper and galvanized materials may be replaced with coated metal products. Vinyl-coated fencing is an alternative to traditional galvanized chain-link fences.				

1. Owner will be responsible for initial BMP operation and maintenance. As the property is sold, new property owner shall be responsible for operation and maintenance of each BMP's on his/her respective lot.

Owner: ZHONGHONG ZHAOFENG USA INC.
Address: 1848 Calle Madrid, Rowland Heights, CA 91748
Phone No.: (909) 631-9058 (contact: Julia Chu)
Email Address: juliachu13@yahoo.com (contact: Julia Chu)

VI. STORMWATER QUALITY CONTROL MEASURES

The Stormwater quality control measures in the LID Standards manual are categorized into the following types:

- **Retention-based stormwater quality control measures.**
- Biofiltration systems use vegetation and soils or other filtration media to treat stormwater runoff.

- **Vegetation-based stormwater quality control measures.**
- **Treatment-based stormwater quality control measures.**

Technical Infeasibility

- Retention-based stormwater quality control measures
  Reliably retain 100 percent of the SWQDv on-site

- **Biofiltration-.**

- **Vegetation-based stormwater quality control measures.**

- **Harvest and Reuse**

Site Description

The site drains to Los Angeles River Watershed. Rio Hondo Wash(Confl. LA River to Santa Ana FWY), Los Angeles River Reach 2 (Carson to Figueroa St.), Los Angeles River Reach 1 (Estuary to Carson Street) and Los Angeles River Estuary (Queensway bay) is currently listed in the Clean Water Act 303 (d) list due to impairment of Ammonia, Coliform Bacteria, Cyanide, Copper, Lead, pH, Toxicity, Trash, Zinc, Nutrients (Algae), Oil Cadmium, copper dissolved and diazinon.
Drywell will be installed on site to mitigate storm water before leaving the project site.

Low Impact Development Standards Manual

Table 7-3. Typical Pollutants of Concern by Land Use [1]

Land Use	Pollutants of Concern [2]								
	Suspended Solids	Total Phosphorus	Total Nitrogen	Total Kjeldahl Nitrogen	Cadmium, Total	Chromium, Total	Copper, Total	Lead, Total	Zinc, Total
High Density Single Family Residential	X	X			[4]	[4]	X	X	X
Multi-Family Residential	X				[4]	[4]	X		X
Mixed Residential	X	X	X		[4]	[4]	X	X	X
Commercial	X	X	X	X	[4]	[4]	X	X	X
Industrial	X	X	X	X	[4]	[4]	X	X	X
Critical Facilities [3]	X	[4]	[4]	[4]	[4]	[4]	X	X	X
Transportation (streets, roads)	X	X	X	X	[4]	[4]	X	X	X
Institutional (educational facilities)	X				[4]	[4]	X		X

[1] Adapted from Table A-3 of the *Technical Manual for Stormwater Best Management Practices in the County of Los Angeles* (February 2004) and the Southern California Coastal Water Research Project Land Use Specific Storm Water Monitoring Data. X = exceedance of "standard" by observed median/average concentration; blank = no exceedance of "standard" by observed median/average concentration.

[2] Derived from Table 11 of the 2012 Los Angeles County MS4 Permit (page 104).

[3] Critical facilities include automobile dismantling (SIC 50xx), automobile repair (SIC 75xx), metal fabrication (SIC 34xx), motor freight (SIC 42xx), automobile dealerships (SIC 55xx), chemical manufacturing (SIC 28xx), and machinery manufacturing (SIC 35xx).

[4] No available data to determine if these pollutants of concern originate from this land use. Pollutant is assumed to be produced by this land use unless otherwise proven by the project applicant.

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VII. HYDROMODIFICATION

Not Applicable. The storm water is going to Channel or armored with concrete.

VIII. STORMWATER QUALITY CONTROL MEASURE MAINTENANCE

Maintenance Requirements

GENERAL SPECIFICATIONS FOR MAINTENANCE OF
FLOGARD® LOPRO MATRIX FILTERS

SCOPE:

Federal, State and Local Clean Water Act regulations and those of insurance carriers require that stormwater filtration systems be maintained and serviced on a recurring basis. The intent of the regulations is to ensure that the systems, on a continuing basis, efficiently remove pollutants from stormwater runoff thereby preventing pollution of the nation's water resources. These Specifications apply to the FloGard® LoPro Matrix Filter.

RECOMMENDED FREQUENCY OF SERVICE:

Drainage Protection Systems (DPS) recommends that installed FloGard® LoPro Matrix Filters be serviced on a recurring basis. Ultimately, the frequency depends on the amount of runoff, pollutant loading and interference from debris (leaves, vegetation, cans, paper, etc.); however, it is recommended that each installation be serviced a minimum of three times per year, with a change of filter medium once per year. DPS technicians are available to do an on-site evaluation, upon request.

RECOMMENDED TIMING OF SERVICE:

DPS guidelines for the timing of service are as follows:

1. For areas with a definite rainy season: Prior to, during and following the rainy season.
2. For areas subject to year-round rainfall: On a recurring basis (at least three times per year).
3. For areas with winter snow and summer rain: Prior to and just after the snow season and during the summer rain season.
4. For installed devices not subject to the elements (wash racks, parking garages, etc.): On a recurring basis (no less than three times per year).

SERVICE PROCEDURES:

1. The catch basin grate(s) or cover shall be removed and set to one side.
2. The service shall commence with collection and removal of sediment and debris (litter, leaves, papers, cans, etc.) .
3. The catch basin shall be visually inspected for defects and possible illegal dumping. If illegal dumping has occurred, the proper authorities and property owner representative shall be notified as soon as practicable.
4. Using an industrial vacuum, the collected materials shall be removed from the filter liner and interior of the catch basin. (Note: DPS uses a truck-mounted vacuum for servicing FloGard® LoPro Matrix Filters.)
5. When all of the collected materials have been removed, the filter assembly shall be removed from the drainage inlet. The outer filter liner shall be removed from the filter assembly and filter medium pouches shall be removed by unsnapping the tether from the stainless steel hooded outlet cover and set to one side. The filter liner, PVC body and fittings shall be inspected for continued serviceability. Minor damage or defects found shall be corrected on the spot and a notation made on the Maintenance Record. More extensive deficiencies that affect the efficiency of the filter (torn liner, etc.), if approved by the customer representative, will be corrected and a quote submitted to the representative along with the Maintenance Record.
6. The filter liner and filter medium pouches shall be inspected for defects and continued serviceability and replaced as necessary and the pouch tethers re-attached to the stainless steel hooded outlet cover assembly.
7. The grate(s) or cover shall be replaced.

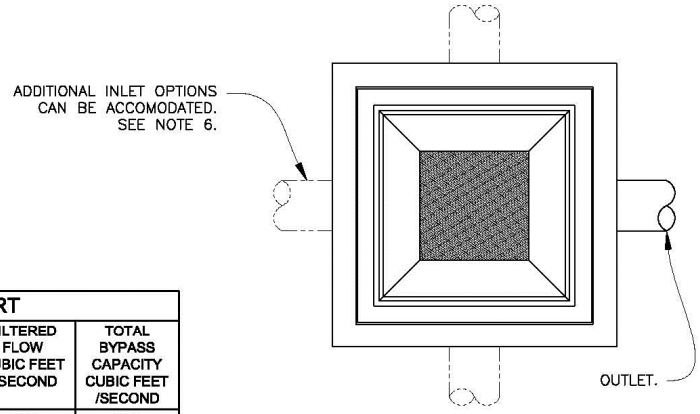
REPLACEMENT AND DISPOSAL OF EXPOSED FILTER MEDIUM AND COLLECTED DEBRIS

The frequency of filter medium pouch exchange will be in accordance with the existing DPS-Customer Maintenance Contract. DPS recommends that the medium be changed at least once per year. During the appropriate service, or if so determined by the service technician during a non-scheduled service, the filter medium pouches will be replaced with new pouches. Once the exposed pouches and debris have been removed, DPS has possession and must dispose of it in accordance with local, state and federal agency requirements.

DPS also has the capability of servicing all types of catch basin inserts and catch basins without inserts, underground oil/water separators, stormwater interceptors and other treatment devices. All DPS personnel are highly qualified technicians and are confined space trained and certified. Call us at (888) 950-8826 for further information and assistance.

04/07

FG-LP-0001

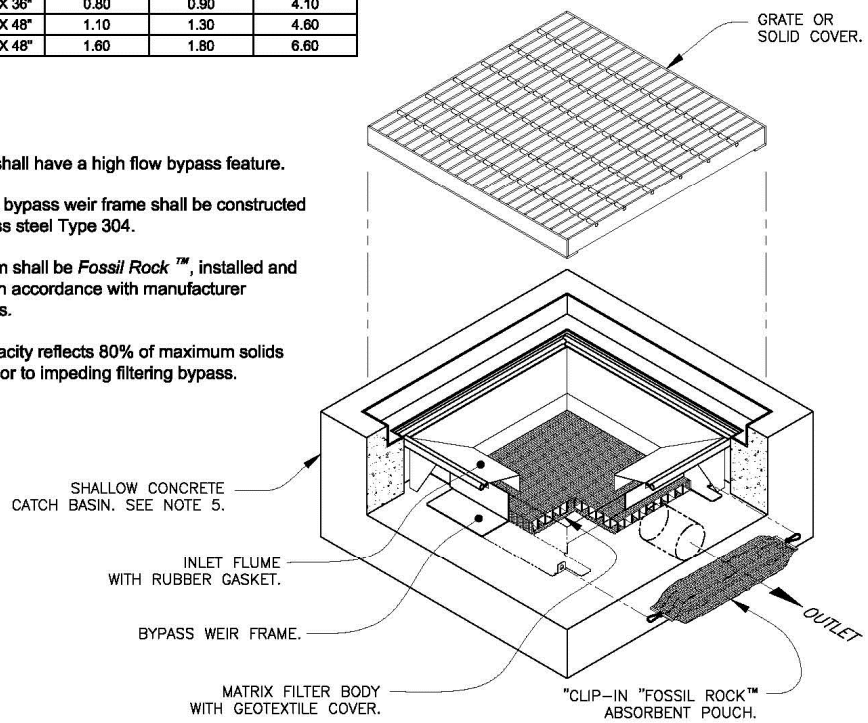


DETAIL A
ADDITIONAL INLETS
SCALE: 1X

SPECIFIER CHART				
MODEL	CATCH BASIN ID	SOLIDS STORAGE CAPACITY CUBIC FEET	FILTERED FLOW CUBIC FEET / SECOND	TOTAL BYPASS CAPACITY CUBIC FEET /SECOND
FG-M1212	12" X 12"	0.05	0.05	0.50
FG-M1818	18" X 18"	0.10	0.10	1.00
FG-M2424	24" X 24"	0.30	0.30	1.70
FG-M2436	24" X 36"	0.40	0.50	2.30
FG-M3030	30" X 30"	0.60	0.60	2.60
FG-M3636	36" X 36"	0.80	0.90	4.10
FG-M3648	36" X 48"	1.10	1.30	4.60
FG-M4848	48" X 48"	1.60	1.80	6.60

NOTES:

1. Filter insert shall have a high flow bypass feature.
2. Inlet flume & bypass weir frame shall be constructed from stainless steel Type 304.
3. Filter medium shall be *Fossil Rock ™*, installed and maintained in accordance with manufacturer specifications.
4. Storage capacity reflects 80% of maximum solids collection prior to impeding filtering bypass.



Inlet Filtration

FloGard®
Catch Basin Insert Filter
Shallow Catch Basin Style

Oldcastle® Stormwater Solutions
7921 Southpark Plaza, Suite 200 | Littleton, CO | 80120 | Ph: 800.579.8819 | oldcastlestormwater.com

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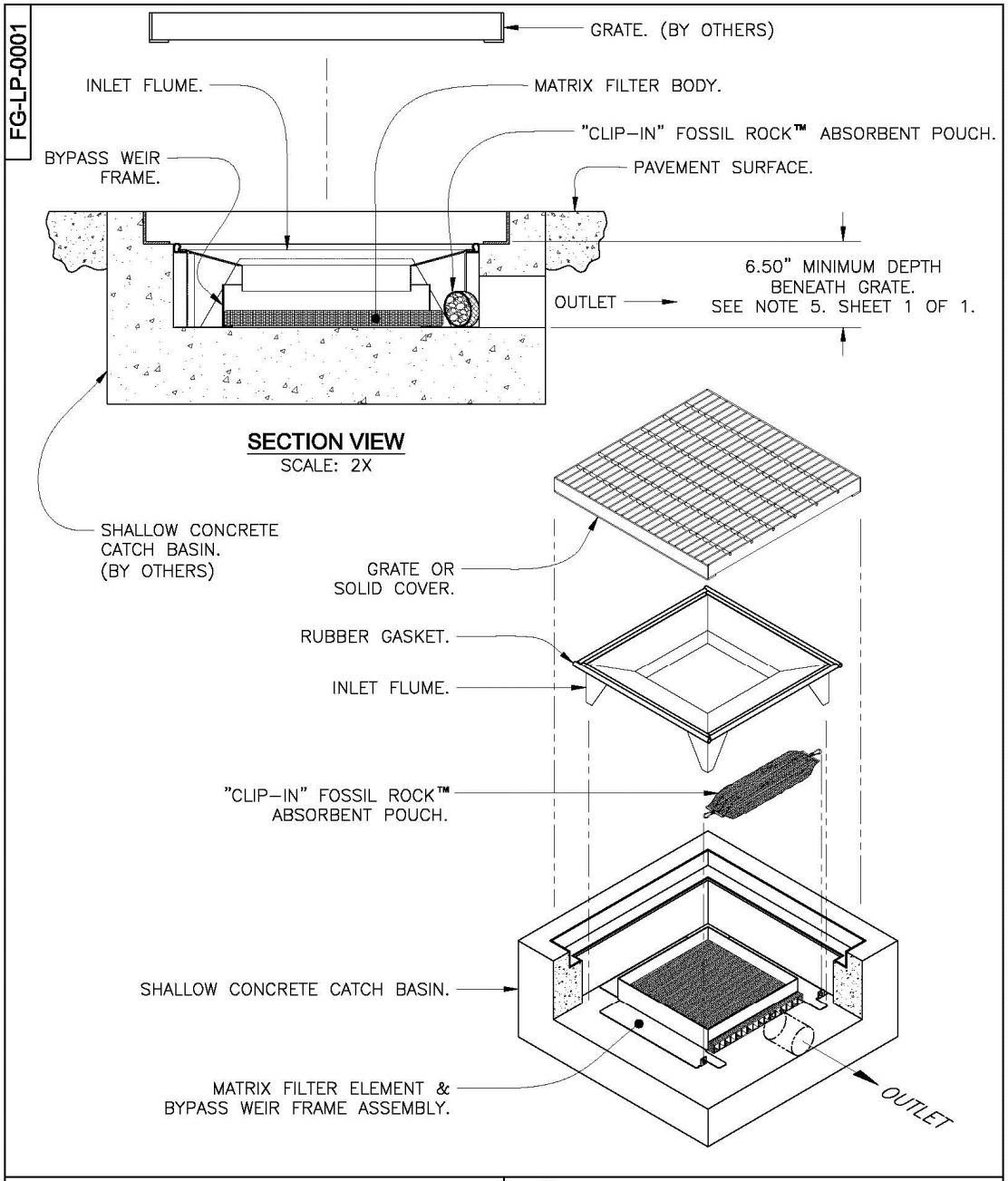
DRAWING NO.	REV	ECO	DATE	
FG-LP-0001	E	ECO-0127 JPR 5/18/15	JPR 12/18/06	SHEET 1 OF 2



Inlet Filtration

FloGard®

Catch Basin Insert Filter

Shallow Catch Basin Style

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DRAWING NO.	REV	ECO	DATE	
FG-LP-0001	E	ECO-0127 JPR 5/18/15	JPR 12/18/06	SHEET 2 OF 2

STORMTECH MC-3500 CHAMBER

Designed to meet the most stringent industry performance standards for superior structural integrity while providing designers with a cost-effective method to save valuable land and protect water resources. The StormTech system is designed primarily to be used under parking lots, thus maximizing land usage for private (commercial) and public applications. StormTech chambers can also be used in conjunction with Green Infrastructure, thus enhancing the performance and extending the service life of these practices.

STORMTECH MC-3500 CHAMBER
(not to scale)

Nominal Chamber Specifications

Size (L x W x H)
90" x 77" x 45"
2,286 mm x 1,956 mm x 1,143 mm

Chamber Storage
109.9 ft³ (3.11 m³)

Min. Installed Storage*
178.9 ft³ (5.06 m³)

Weight
134 lbs (60.8 kg)

Shipping
15 chambers/pallet
7 end caps/pallet
7 pallets/truck

*Assumes a minimum of 12" (300 mm) of stone above, 9" (230 mm) of stone below chambers, 9" (230 mm) of stone between chambers/end caps and 40% stone porosity.

STORMTECH MC-3500 END CAP
(not to scale)

Nominal End Cap Specifications

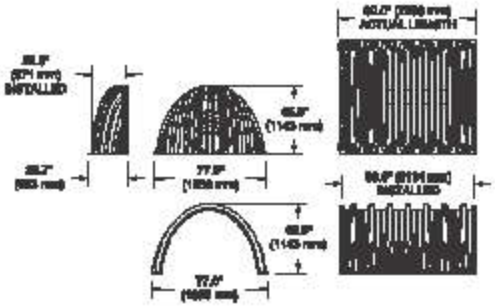
Size (L x W x H)
26.5" x 71" x 45.1"
673 mm x 1,803 mm x 1,145 mm

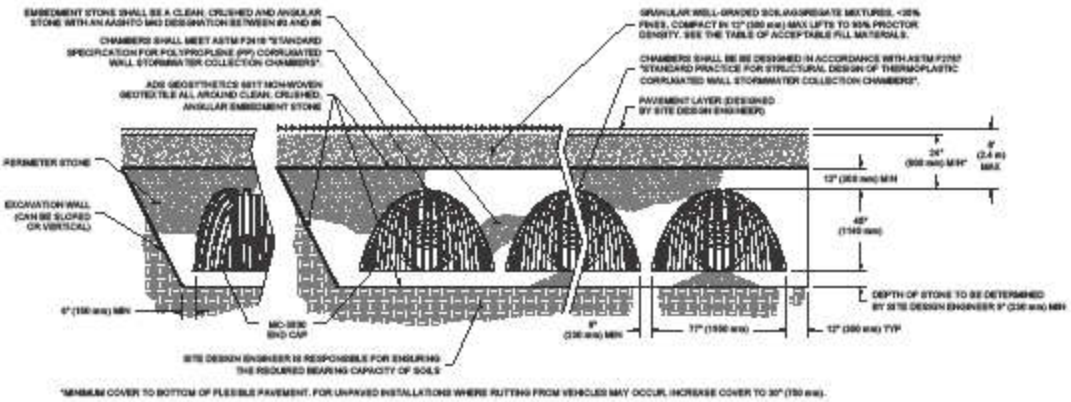
End Cap Storage
14.9 ft³ (1.30 m³)

Min. Installed Storage*
46.0 ft³ (1.30 m³)

Weight
49 lbs (22.2 kg)

*Assumes a minimum of 12" (300 mm) of stone above, 9" (230 mm) of stone below, 6" (150 mm) of stone perimeter, 9" (230 mm) of stone between chambers/end caps and 40% stone porosity.





StormTech

ADS

MC-3500 CHAMBER SPECIFICATION

STORAGE VOLUME PER CHAMBER FT³ (M³)

	Bare Chamber Storage ft³ (m³)	Chamber and Stone Foundation Depth in. (mm)			
		9" (230 mm)	12" (300 mm)	15" (375 mm)	18" (450 mm)
MC-3500 Chamber	109.9 (3.11)	178.9 (5.06)	184.0 (5.21)	189.2 (5.36)	194.3 (5.5)
MC-3500 End Cap	14.9 (.42)	46.0 (1.33)	47.7 (1.35)	49.4 (1.40)	51.1 (1.45)

Note: Assumes 9" (230 mm) row spacing, 40% stone porosity, 12" (300 mm) stone above and includes the bare chamber/end cap volume.

AMOUNT OF STONE PER CHAMBER

ENGLISH TONS (yds³)	Stone Foundation Depth			
	9"	12"	15"	18"
MC-3500 Chamber	9.1 (6.4)	9.7 (6.9)	10.4 (7.3)	11.1 (7.8)
MC-3500 End Cap	4.1 (2.9)	4.3 (3.0)	4.5 (3.2)	4.5 (3.2)
METRIC KILOGRAMS (m³)	**230 mm**	**300 mm**	**375 mm**	**450 mm**
MC-3500 Chamber	8,220 (4.9)	8,831 (5.3)	9,443 (5.6)	10,054 (6.0)
MC-3500 End Cap	3,699 (2.2)	3,900 (2.3)	4,100 (2.5)	4,301 (2.6)

Note: Assumes 12" (300 mm) of stone above and 9" (230 mm) row spacing and 6" (150 mm) of perimeter stone in front of end caps.

VOLUME EXCAVATION PER CHAMBER YD³ (M³)

	Stone Foundation Depth			
	9" (230 mm)	12" (300 mm)	15" (375mm)	18" (450 mm)
MC-3500 Chamber	12.4 (9.5)	12.8 (9.8)	13.3 (10.2)	13.8 (10.5)
MC-3500 End Cap	4.1 (3.1)	4.2 (3.2)	4.4. (3.3)	4.5 (3.5)

Note: Assumes 9" (230 mm) of separation between chamber rows and 24" (600 mm) of cover. The volume of excavation will vary as depth of cover increases.

Working on a project?
Visit us at www.stormtech.com
and utilize the StormTech Design Tool

For more information on the StormTech MC-3500 Chamber and other ADS products, please contact our Customer Service Representatives at 1-800-821-6710

THE MOST ADVANCED NAME IN WATER MANAGEMENT SOLUTIONS™

Advanced Drainage Systems, Inc.
4640 Trueman Blvd., Hilliard, OH 43026
1-800-821-6710 www.ads-pipe.com

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12.0 Inspection and Maintenance

StormTech

12.1 ISOLATOR ROW INSPECTION

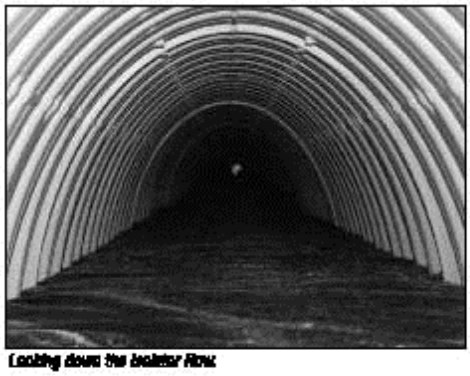
Regular inspection and maintenance are essential to assure a properly functioning stormwater system. Inspection is easily accomplished through the manhole or optional inspection ports of an Isolator Row. Please follow local and OSHA rules for a confined space entry.

Inspection ports can allow inspection to be accomplished completely from the surface without the need for a confined space entry. Inspection ports provide visual access to the system with the use of a flashlight. A stadia rod may be inserted to determine the depth of sediment. If upon visual inspection it is found that sediment has accumulated to an average depth exceeding 3" (76 mm), cleanout is required.

A StormTech Isolator Row should initially be inspected immediately after completion of the site's construction. While every effort should be made to prevent sediment from entering the system during construction, it is during this time that excess amounts of sediments are most likely to enter any stormwater system. Inspection and maintenance, if necessary, should be performed prior to passing responsibility over to the site's owner. Once in normal service, a StormTech Isolator Row should be inspected bi-annually until an understanding of the site characteristics is developed. The site's maintenance manager can then revise the inspection schedule based on experience or local requirements.

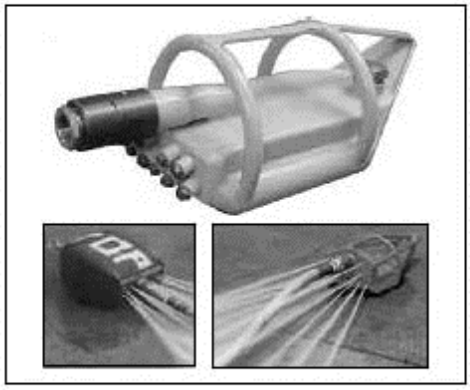
12.2 ISOLATOR ROW MAINTENANCE

JetVac maintenance is recommended if sediment has been collected to an average depth of 3" (76 mm) inside the Isolator Row. More frequent maintenance may be required to maintain minimum flow rates through the Isolator Row. The JetVac process utilizes a high pressure water nozzle to propel itself down the Isolator Row while scouring and suspending sediments. As the nozzle is retrieved, a wave of suspended sediments is flushed back into the manhole for vacuuming. Most sewer and pipe maintenance companies have vacuum/ JetVac combination vehicles. Fixed nozzles designed for culverts or large diameter pipe cleaning are preferable. Rear facing jets with an effective spread of at least 45" (1143 mm) are best. The JetVac process shall only be performed on StormTech Rows that have AASHTO class 1 woven geotextile over the foundation stone (ADS 3153T or equal).



Looking down the Isolator Row

A typical JetVac truck. (This is not a StormTech product.)



Examples of select cleaning nozzles appropriate for Isolator Row maintenance. (These are not StormTech products.)

12.0 Inspection & Maintenance

STORMTECH ISOLATOR™ ROW - STEP-BY-STEP MAINTENANCE PROCEDURES

Step 1) Inspect Isolator Row for sediment

A) Inspection ports (if present)

i. Remove lid from floor box frame

ii. Remove cap from inspection riser

iii. Using a flashlight and stadia rod, measure depth of sediment

iv. If sediment is at, or above, 3" (76 mm) depth proceed to Step 2. If not proceed to Step 3.

B) All Isolator Rows

i. Remove cover from manhole at upstream end of Isolator Row

ii. Using a flashlight, inspect down Isolator Row through outlet pipe

1. Follow OSHA regulations for confined space entry if entering manhole

2. Mirrors on poles or cameras may be used to avoid a confined space entry

iii. If sediment is at or above the lower row of sidewall holes [approximately 3" (76 mm)] proceed to Step 2. If not proceed to Step 3.

Step 2) Clean out Isolator Row using the JetVac process

A) A fixed floor cleaning nozzle with rear facing nozzle spread of 45" (1143 mm) or more is preferable

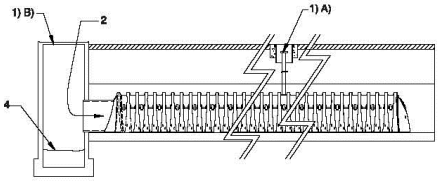
B) Apply multiple passes of JetVac until back-flush water is clean

C) Vacuum manhole sump as required during jetting

Step 3) Replace all caps, lids and covers

Step 4) Inspect and clean catch basins and manholes upstream of the StormTech system following local guidelines.

Figure 20 – StormTech Isolator Row (not to scale)



12.3 ECCENTRIC PIPE HEADER INSPECTION

Theses guidelines do not supercede a pipe manufacturer's recommended I&M procedures. Consult with the manufacturer of the pipe header system for specific I&M procedures. Inspection of the header system should be carried out quarterly. On sites which generate higher levels of sediment more frequent inspections may be necessary. Headers may be accessed through risers, access ports or manholes. Measurement of sediment may be taken with a stadia rod or similar device. Clean-out of sediment should occur when the sediment volume has reduced the storage area by 25% or the depth of sediment has reached approximately 25% of the diameter of the structure.

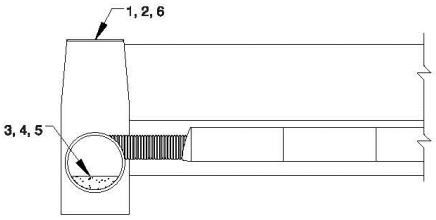
12.4 ECCENTRIC PIPE MANIFOLD MAINTENANCE

Cleanout of accumulated material should be accomplished by vacuum pumping the material from the header. Cleanout should be accomplished during dry weather. Care should be taken to avoid flushing sediments out through the outlet pipes and into the chamber rows.

Eccentric Header Step-by-Step Maintenance Procedures

1. Locate manholes connected to the manifold system
2. Remove grates or covers
3. Using a stadia rod, measure the depth of sediment
4. If sediment is at a depth of about 25% pipe volume or 25% pipe diameter proceed to step 5. If not proceed to step 6.
5. Vacuum pump the sediment. Do not flush sediment out inlet pipes.
6. Replace grates and covers
7. Record depth and date and schedule next inspection

Figure 21 – Eccentric Manifold Maintenance



Please contact StormTech's Technical Services Department at 888-892-2894 for a spreadsheet to estimate cleaning intervals.

BMP Description	Description of BMP	Maintenance Responsibility	Funding Source For O & M	Maintenance Schedule	Start Up Date
Infiltration Chamber	Each Chamber Capacity = 109.9 cu-ft	Owners	Owners	During Original Installation and yearly	Upon start of operation

1. Owner will be responsible for initial BMP operation and maintenance. As the property is sold, new property owner shall be responsible for operation and maintenance of each BMP's on his/her respective lot.

Owner: ZHONGHONG ZHAOFENG USA INC.
Address: 1848 Calle Madrid, Rowland Heights, CA 91748
Phone No.: (909) 631-9058 (contact: Julia Chu)

Traffic Study

APPENDIX E

LINSCOTT
LAW &
GREENSPAN
engineers

TRAFFIC IMPACT STUDY

12300 VALLEY BOULEVARD HOTEL PROJECT

City of El Monte, California
May 1, 2018

Prepared for:

Envicom Corporation
4165 E. Thousand Oaks Boulevard, Suite 290
Thousand Oaks, CA 91362

LLG Ref. 5-17-0355-1

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B. ICU and Levels of Service Explanation
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C. HCM and Levels of Service Explanation
HCM Data Worksheets – AM and PM Peak Hours

TRAFFIC IMPACT STUDY

12300 VALLEY BOULEVARD HOTEL PROJECT

City of El Monte, California
May 1, 2018

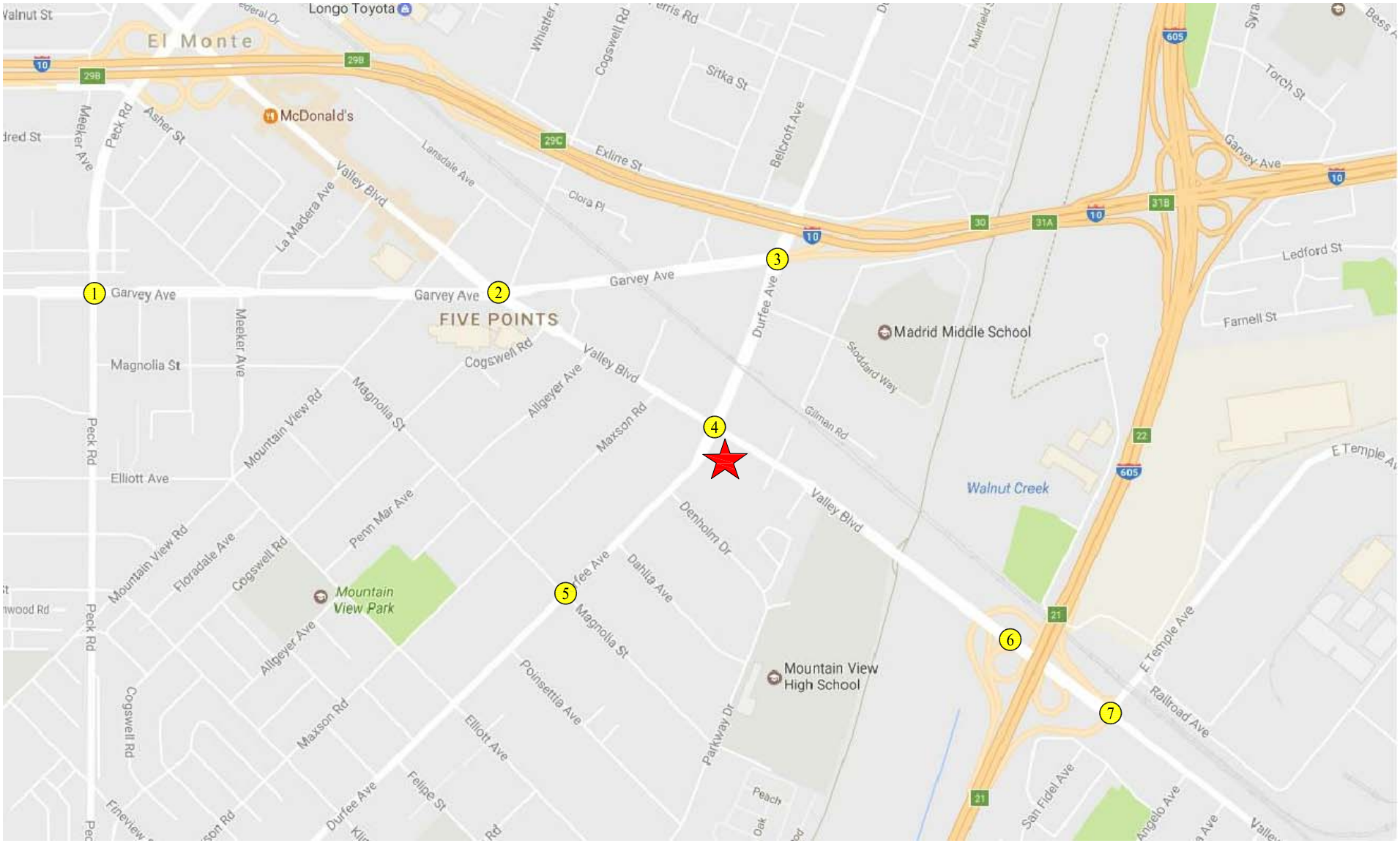
1.0 INTRODUCTION

This traffic analysis has been conducted to identify and evaluate the potential traffic impacts generated by the proposed hotel project at 12300 Valley Boulevard Hotel in the City of El Monte. The project applicant proposes to construct a hotel with up to 80 guest rooms.[1] The proposed project is located at 12300 Valley Boulevard in the City of El Monte. The project site location and general vicinity are shown in ***Figure 1–1***.

The traffic analysis follows City of El Monte traffic study guidelines and is consistent with traffic impact assessment guidelines set forth in the Los Angeles County Congestion Management Program[2]. This traffic analysis evaluates potential project-related impacts at seven key intersections in the vicinity of the project site. The study intersections were determined in consultation with City of El Monte staff. The Intersection Capacity Utilization (ICU) method was used to determine Volume-to-Capacity (V/C) ratios and corresponding Levels of Service (LOS) at all seven study intersections. A review was also conducted of Los Angeles County Metropolitan Transportation Authority freeway and intersection monitoring stations to determine if a Congestion Management Program (CMP) transportation impact assessment analysis is required for the proposed project.

This study (i) presents existing traffic volumes, (ii) includes existing traffic volumes with the forecast net new traffic volumes from the proposed project, (iii) recommends mitigation measures, where necessary, (iv) forecasts future cumulative traffic volumes with the proposed project, (v) determines future forecast with project-related impacts, and (vi) recommends mitigation measures, where necessary.

[1] LLG understands the current project description consists of 72 guest rooms, however, this traffic study has been prepared based on a prior proposal to provide 80 guest rooms for the site. Thus, this traffic study provides a conservative ("worst case") assessment of the potential traffic impacts of the project as the relative traffic effects of the 72-room hotel project will be less as compared to what is analyzed herein.
[2] *2010 Congestion Management Program*, Los Angeles County Metropolitan Transportation Authority, 2010.



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
STUDY INTERSECTION

FIGURE 1-1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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1.1 Study Area

Upon coordination with City of El Monte staff, seven study intersections have been identified for evaluation during the weekday morning and afternoon peak hours. The seven study intersections provide local access to the study area and define the extent of the boundaries for this traffic impact analysis. Further discussion of the existing street system and study area is provided in Section 4.0.

The general location of the project in relation to the study locations and surrounding street system is presented in *Figure 1–1*. The traffic analysis study area is generally comprised of those locations which have the greatest potential to experience significant traffic impacts due to the proposed project as defined by the Lead Agency. In the traffic engineering practice, the study area generally includes those intersections that are:

a. Immediately adjacent or in close proximity to the project site;

b. In the vicinity of the project site that are documented to have current or projected future adverse operational issues; and

c. In the vicinity of the project site that are forecast to experience a relatively greater percentage of project-related vehicular turning movements (e.g., at freeway ramp intersections).

The locations selected for analysis were based on the above criteria, the forecast 12300 Valley Boulevard Hotel project peak hour vehicle trip generation, City of El Monte staff, the anticipated distribution of project vehicular trips, and existing intersection/corridor operations.

2.0 PROJECT DESCRIPTION

2.1 Site Location

The site of the proposed 12300 Valley Boulevard Hotel project is located at the southeast corner of the intersection of Durfee Avenue and Valley Boulevard in the City of El Monte, California. The project site location and general vicinity are shown in *Figure 1–1*.

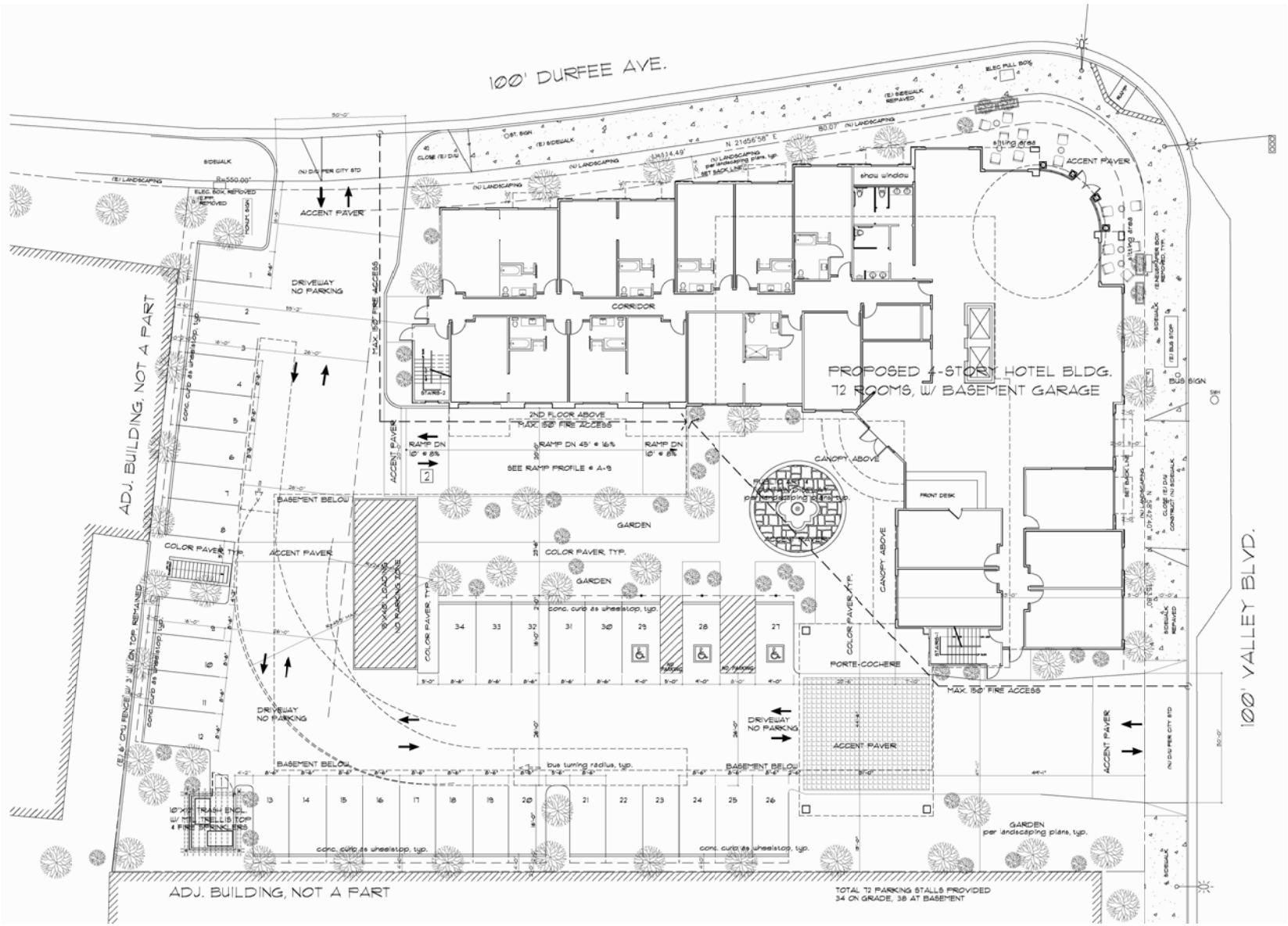
2.2 Existing Project Site

The existing project site is currently occupied by 3,108 square feet of commercial floor area. Vehicular access to the project site is provided via one driveway along Durfee Avenue, and one driveway along Valley Boulevard undeveloped.

2.3 Proposed Project Description

The 12300 Valley Boulevard Hotel project proposes to develop a hotel with up to 80 guest rooms. Construction and occupancy of the proposed project is anticipated to be completed by the year 2019. The existing commercial buildings will be removed to accommodate development of the proposed project. The site plan for the proposed project is illustrated in ***Figure 2–1***.

Vehicular access will be provided via Durfee Avenue and Valley Boulevard. Further discussion of the project site access and circulation schemes is provided in section 3.0.



MAP SOURCE: P.J. DESIGN SQUARE

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FIGURE 2-1
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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3.0 SITE ACCESS AND CIRCULATION

The proposed site access scheme for the 12300 Valley Boulevard Hotel project is displayed in *Figure 2–1*. A description of the proposed site access and circulation scheme is provided in the following subsections.

3.1 Existing Vehicular Site Access

Vehicular access to the existing project site is provided via one driveway along the east side of Durfee Avenue, and one driveway along the north side of Valley Boulevard.

3.2 Vehicular Project Site Access

Vehicular access to the l2300 Valley Boulevard Hotel project site will be provided via one driveway along Durfee Avenue, and one driveway along Valley Boulevard. As shown on *Figure 2-1*, the driveways will provide access to both the surface and below-grade parking areas.

Descriptions of the project site driveways are provided in the following paragraphs:

- *Durfee Avenue Project Driveway:*

  The Durfee Avenue site driveway is proposed on the east side of Durfee Avenue. The Durfee Avenue driveway is proposed to accommodate right-turn vehicular ingress and egress only (i.e., left-turn ingress and egress movements are not permitted).

  To enforce the right-turn in/right-turn out operation at the project's Durfee Avenue driveway, it is recommended that the project construct a physical barrier (e.g., raised island, delineators, etc.) within the existed painted median of Durfee Avenue to the satisfaction of the City of El Monte.

- *Valley Boulevard Project Driveway:*

  The Valley Boulevard site driveway is proposed on the north side of Valley Boulevard. The Valley Boulevard driveway is proposed to accommodate left-turn and right-turn vehicular ingress, but right-turn vehicular egress only (i.e., left-turn egress traffic movements are not permitted).

  To enforce the right-turn only exit movements from the project's Valley Boulevard driveway, it is recommended that the project provide a physical design feature (e.g., channelization or "pork chop" island) at the project's Valley Boulevard driveway to direct exiting motorists to complete a right-turn only to the satisfaction of the City of El Monte.

4.0 EXISTING STREET SYSTEM

4.1 Regional Highway System

Primary regional access is provided by the I-10 (San Bernardino) Freeway and I-605 (San Gabriel River) Freeway, as shown in *Figure 1-1*. A brief description of the I-10 and I-605 freeways are provided in the following paragraphs.

I-10 (San Bernardino) Freeway is an east-west freeway that spans the entirety of California. In the project vicinity, one HOV lane and four mixed-flow travel lanes are provided in each direction on the I-10 Freeway. An eastbound on-ramp and a westbound off-ramp are provided on the I-10 Freeway at Durfee Avenue, which are located approximately 0.3 miles north of the project site. Additionally, eastbound and westbound ramps are provided on the I-10 Freeway at Peck Road and Valley Boulevard, which are located approximately 1.1 miles northwest of the project site.

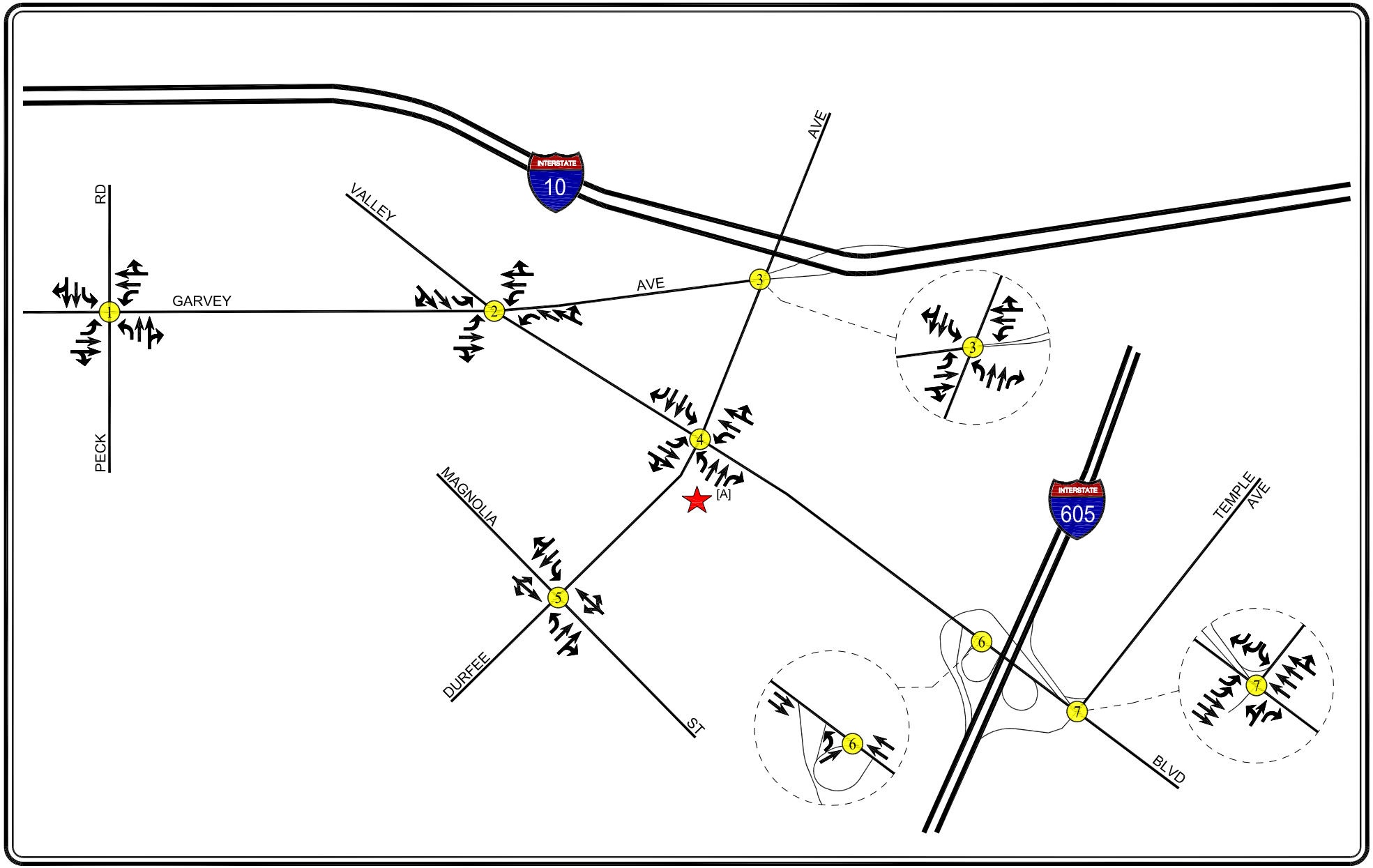
I-605 (San Gabriel River) Freeway is a north-south freeway that extends from Duarte to Long Beach. In the project vicinity, one HOV lane and four mixed-flow travel lanes are provided in each direction on the I-605 Freeway. Northbound and southbound ramps are provided on the I-605 Freeway at Valley Boulevard, which are located approximately 0.75 miles east of the project site.

4.2 Local Street System

Immediate access to the project site is provided via Durfee Avenue and Valley Boulevard. The following study intersections were selected in consultation with City of El Monte staff for analysis of potential impacts due to the proposed project:

1. Peck Road / Garvey Avenue
2. Valley Boulevard / Garvey Avenue
3. Durfee Avenue / I-10 Ramps – Garvey Avenue
4. Durfee Avenue / Valley Boulevard
5. Durfee Avenue / Magnolia Street
6. I-605 Southbound Off-Ramp / Valley Boulevard (Stop-Controlled Intersection)
7. I-605 Northbound Off-Ramp – Temple Avenue / Valley Boulevard (County of Los Angeles)

Six of the seven study intersections selected for analysis are presently controlled by a traffic signal. The existing lane configurations at the study intersections are displayed in ***Figure 4–1.***



PROJECT SITE
STUDY INTERSECTION
[A] = RIGHT-TURN OVERLAP

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FIGURE 4-1
EXISTING LANE CONFIGURATIONS

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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4.3 Roadway Descriptions

A brief description of the important roadways in the project vicinity is provided in the following paragraphs.

Peck Road is a north-south oriented roadway that is located west of the project site. Within the Project vicinity, Peck Road is designated as a Major Arterial in the City of El Monte General Plan. Two through travel lanes are provided in each direction on Peck Road within the project vicinity. Separate exclusive left-turn pockets are provided at major intersections along Peck Road. Peck Road is posted for a 35 miles per hour speed limit in the project vicinity.

Durfee Avenue is a north-south oriented roadway that borders the project site to the west. Within the Project vicinity, Durfee Avenue is designated as a Collector Street north of Valley Boulevard, and as a Secondary Arterial south of Valley Boulevard in the City of El Monte General Plan. Two through travel lanes are provided in each direction on Durfee Avenue within the project vicinity. Separate exclusive left-turn pockets are provided at major intersections along Durfee Avenue. Durfee Avenue is posted for a 35 miles per hour speed limit in the project vicinity.

Temple Avenue is a north-south oriented roadway that is located east of the project site. Within the Project vicinity, Temple Avenue is designated as a Major Highway in the County of Los Angeles Highway Plan. Two through travel lanes are provided in each direction on Temple Avenue within the project vicinity. Separate exclusive left-turn pockets are provided at major intersections along Temple Avenue. Temple Avenue is posted for a 40 miles per hour speed limit in the project vicinity.

Garvey Avenue is an east-west oriented roadway that is located north of the project site. Within the Project vicinity, Garvey Avenue is designated as a Major Arterial in the City of El Monte General Plan. Two through travel lanes are provided in each direction on Garvey Avenue within the project vicinity. Separate exclusive left-turn pockets are provided at major intersections along Garvey Avenue. Garvey Avenue is posted for a 35 miles per hour speed limit in the project vicinity.

Valley Boulevard is an east-west oriented roadway that borders the project site to the north. Within the Project vicinity, Valley Boulevard is designated as a Major Arterial in the City of El Monte General Plan, and as a Major Highway in the County of Los Angeles Highway Plan. Two through travel lanes are provided in each direction on Valley Boulevard within the project vicinity. Separate exclusive left-turn pockets are provided at major intersections along Valley Boulevard. Valley Boulevard is posted for a 35 miles per hour speed limit in the project vicinity.

Magnolia Street is an east-west oriented roadway that is located south of the project site. Within the Project vicinity, Magnolia Street is designated as a Local Street in the City of El Monte General Plan. One through travel lane is provided in each direction on Magnolia Street within

the project vicinity. Magnolia Street is posted for a 25 miles per hour speed limit in the project vicinity.

4.4 Public Transit Services

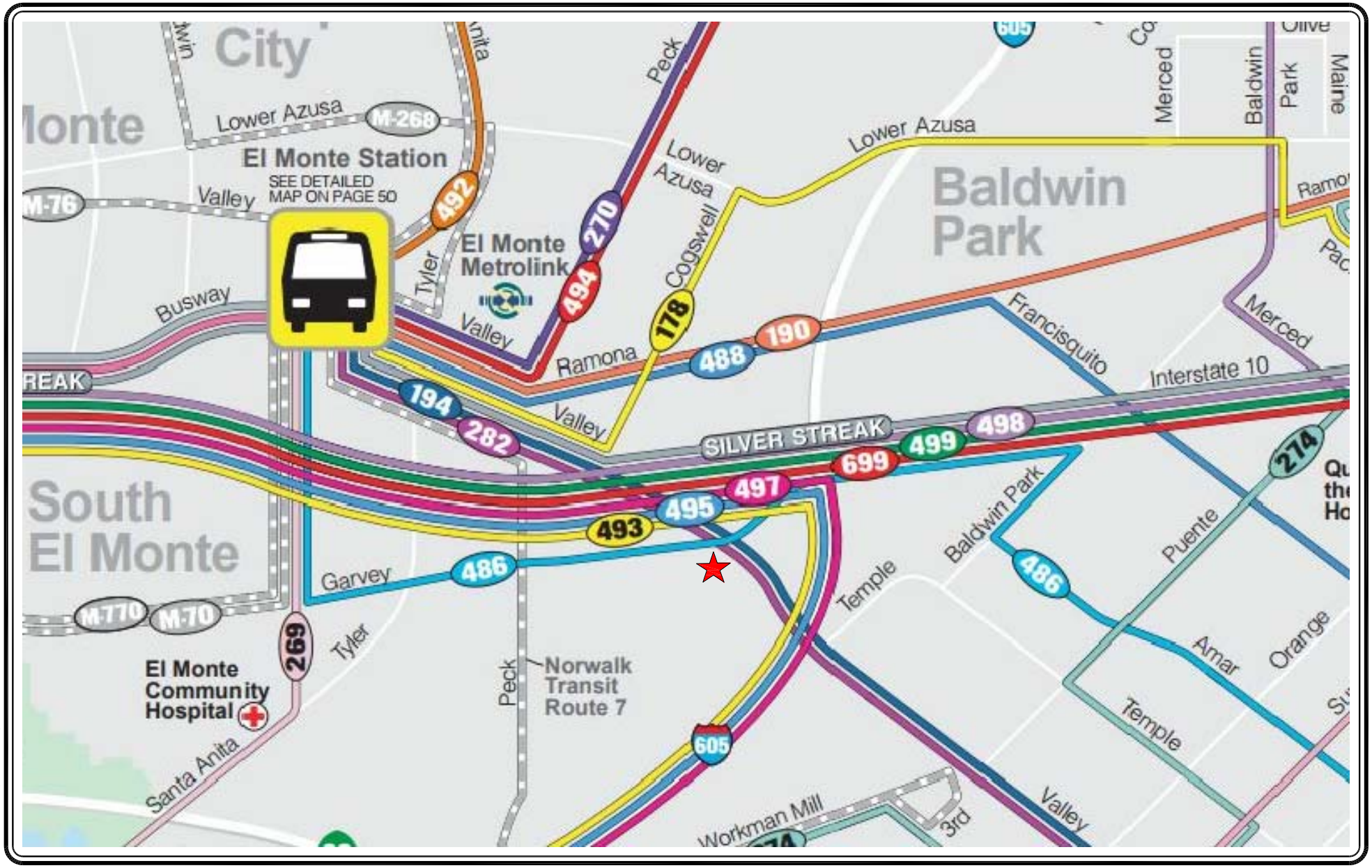
Public transit services within the project study area are currently provided by City of El Monte Transit, Foothill Transit, and Norwalk Transit. A summary of the existing transit service, including the transit route, destinations, and peak hour headways is presented in ***Table 4-1***. The existing public transit routes in the project study area are shown in ***Figure 4–2***.

Table 4-1
EXISTING PUBLIC TRANSIT ROUTES [1]

01-Nov-17

ROUTE	DESTINATIONS	ROADWAY(S) NEAR SITE	NO. OF BUSES/TRAINS DURING PEAK HOUR		
			DIR	AM	PM
Foothill Tranist 178	Puente Hills Mall to El Monte Station (via Nogales Street & Los Angeles Avenue)	Valley Boulevard	EB WB	4 5	4 4
Foothill Tranist 194	Cal Poly Pomona to El Monte Station (via Valley Boulevard)	Valley Boulevard	EB WB	7 9	8 6
Foothill Tranist 282	Puente Hills Mall to El Monte Station (via Valley Boulevard)	Valley Boulevard	EB WB	4 4	4 4
Foothill Transit 486	Pomona to El Monte (via Amar Road)	Garvey Avenue	EB WB	11 9	9 8
Norwalk Transit 7	Norwalk Green Line Station to El Monte Station (via Santa Fe Springs Road & Peck Road)	Peck Road	NB SB	3 6	5 2
El Monte Orange	Roundtrip from El Monte Trolley Station	Valley Boulevard, Garvey Avenue, Durfee Avenue, Peck Road	CW CCW	4 0	3 0
			Total	**66**	**57**

[1] Sources: Foothill Transit website, 2017.
Norwalk Transit website, 2017.
City of El Monte Transit website, 2017.
CW=Clockwise
CCW=Counterclockwise



MAP SOURCE: FOOTHILL TRANSIT

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FIGURE 4-2
EXISTING PUBLIC TRANSIT ROUTES

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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5.0 TRAFFIC COUNTS

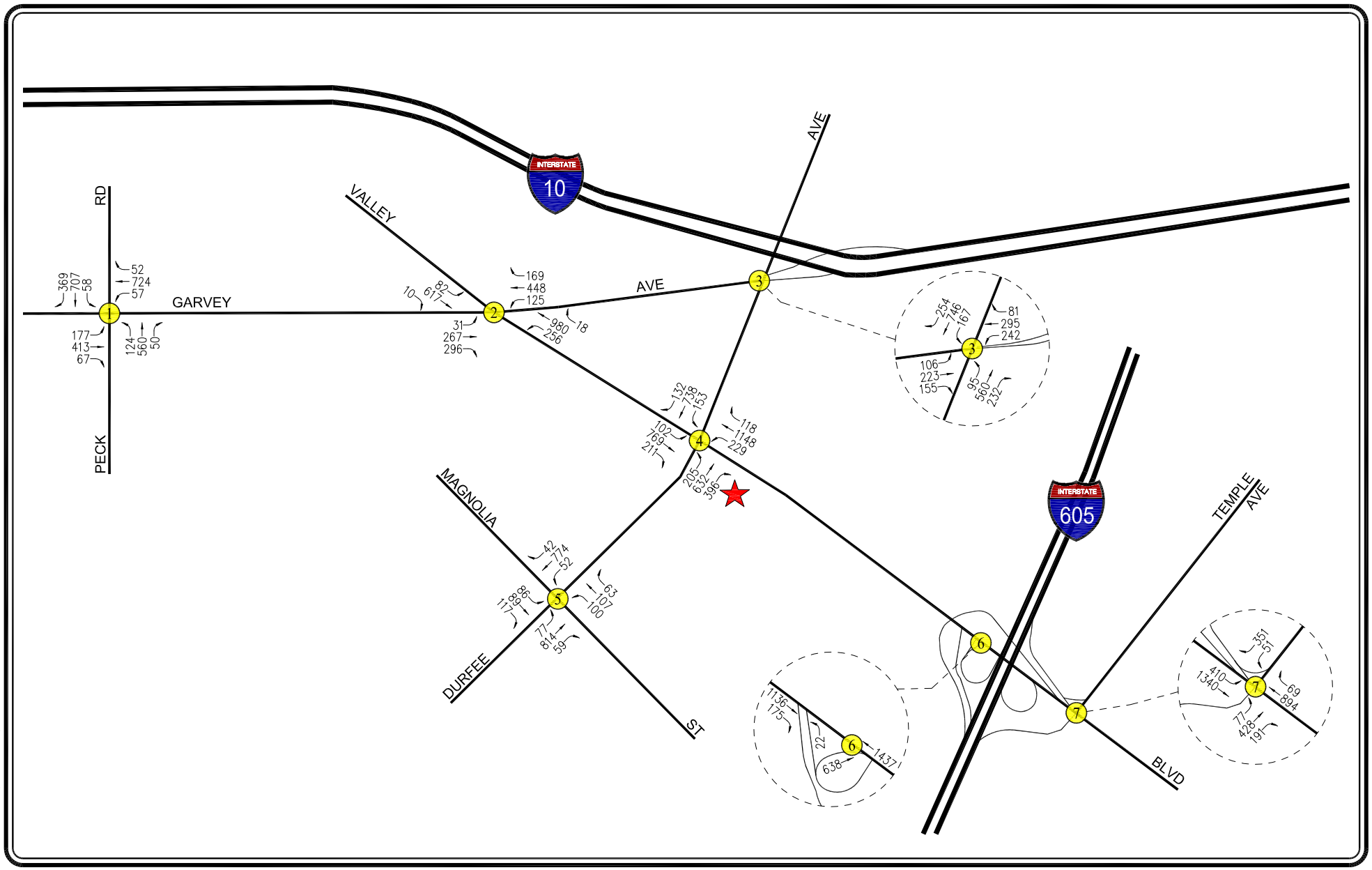
Manual traffic counts of vehicular turning movements were conducted at each of the seven study intersections during the weekday morning and afternoon commuter period to determine the peak hour traffic volume. The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM to determine the AM peak commuter hour and from 4:00 to 6:00 PM to determine the PM peak commuter hour. Traffic volumes at the study intersections show the typical peak periods between 7:00 and 9:00 AM generally associated with the peak morning commuter hours and 4:00 and 6:00 PM generally associated with the afternoon commuter hours.

The weekday AM and PM peak period manual counts of vehicle movements at the study intersections are summarized in ***Table 5–1***. The existing traffic volumes at the study intersections during the AM and PM peak hours are shown in ***Figures 5–1 and 5–2***, respectively. Summary data worksheets of the manual traffic counts at the study intersections are contained in ***Appendix A***.

Table 5-1
EXISTING TRAFFIC VOLUMES [1]

NO.	INTERSECTION	DATE	DIR	AM PEAK HOUR BEGAN	AM PEAK HOUR VOLUME	PM PEAK HOUR BEGAN	PM PEAK HOUR VOLUME
1	Peck Road / Garvey Avenue	10/12/2017	NB	7:15	734	5:00	725
			SB		1,134		1,467
			EB		657		1,154
			WB		833		562
2	Valley Boulevard / Garvey Avenue	10/12/2017	NB	7:15	1,254	5:00	888
			SB		709		944
			EB		594		1,012
			WB		742		512
3	Durfee Avenue / I-10 Ramps-Garvey Avenue	10/12/2017	NB	7:00	887	5:00	783
			SB		1,167		716
			EB		484		842
			WB		618		706
4	Durfee Avenue / Valley Boulevard	10/12/2017	NB	7:15	1,233	4:45	1,386
			SB		1,023		815
			EB		1,082		985
			WB		1,495		1,131
5	Durfee Avenue / Magnolia Street	10/12/2017	NB	7:15	950	4:45	1,241
			SB		868		747
			EB		292		430
			WB		270		89
6	I-605 Southbound Off-Ramp / Valley Boulevard	10/12/2017	NB	7:15	660	5:00	899
			SB		0		0
			EB		1,311		1,766
			WB		1,437		1,098
7	Temple Avenue / I-605 Northbound Off-Ramp-Valley Boulevard	10/12/2017	NB	7:30	696	5:00	862
			SB		402		402
			EB		1,750		2,381
			WB		963		835

[1] Counts conducted by National Data & Surveying Services.



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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 5-1
EXISTING TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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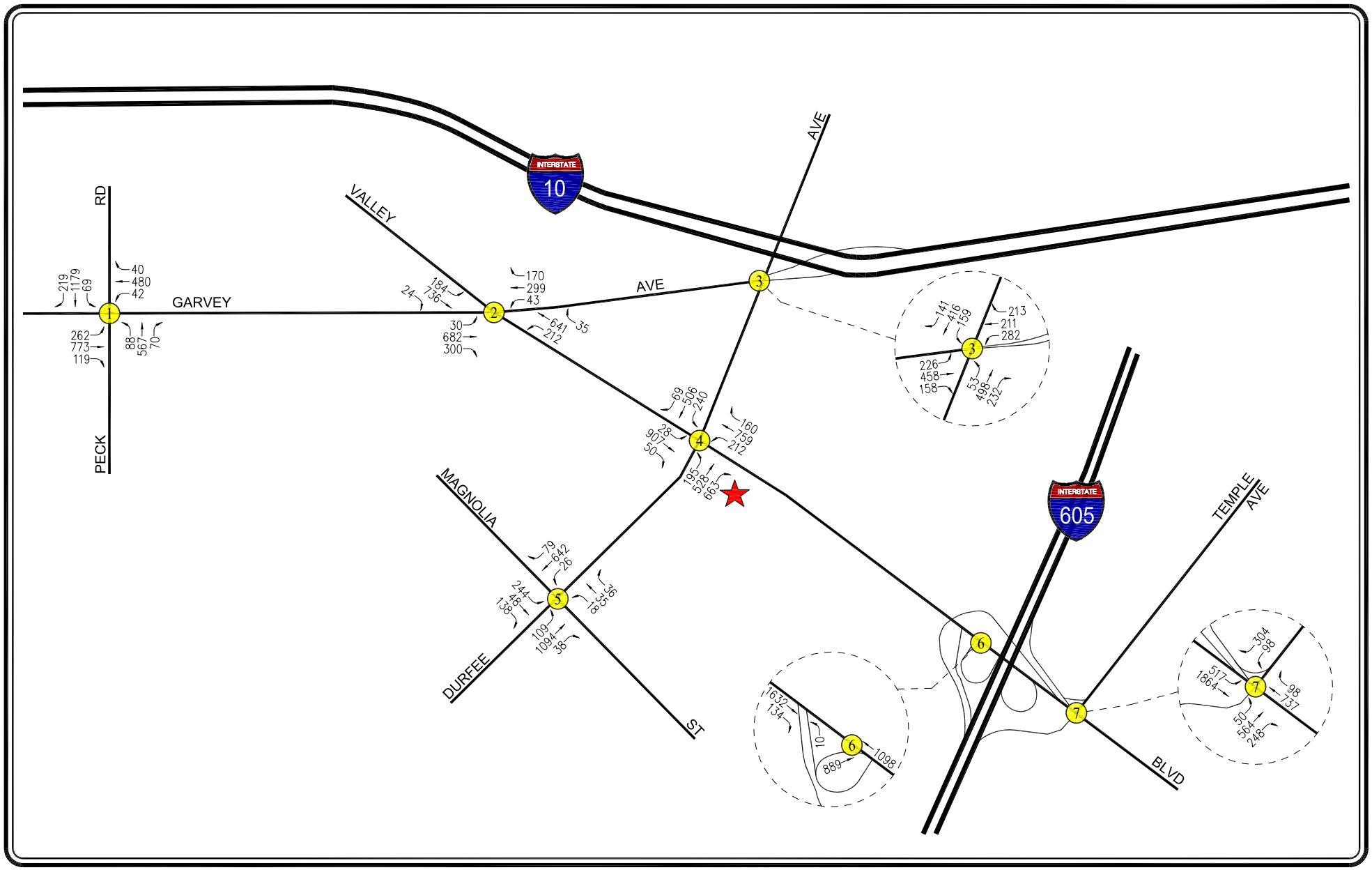

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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 5-2
EXISTING TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.0 CUMULATIVE DEVELOPMENT PROJECTS

The forecast of future pre-project conditions was prepared in accordance to procedures outlined in Section 15130 of the CEQA Guidelines. Specifically, the CEQA Guidelines provide two options for developing the future traffic volume forecast:

> "(A) A list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those projects outside the control of the [lead] agency, or
>
> (B) A summary of projections contained in an adopted local, regional or statewide plan, or related planning document, that describes or evaluates conditions contributing to the cumulative effect. Such plans may include: a general plan, regional transportation plan, or plans for the reduction of greenhouse gas emissions. A summary of projections may also be contained in an adopted or certified prior environmental document for such a plan. Such projections may be supplemented with additional information such as a regional modeling program. Any such document shall be referenced and made available to the public at a location specified by the lead agency."

Accordingly, the traffic analysis utilizes option "A" outlined in CEQA Guidelines for purposes of developing the future pre-project traffic volume forecast.

6.1 Related Projects

A forecast of on-street traffic conditions with occupancy of the proposed project was prepared by incorporating the potential trips associated with other known development projects (related projects) in the area. With this information, the potential impact of the proposed project can be evaluated within the context of the cumulative impact of all ongoing development. The related projects research was based on information on file at the City of El Monte Planning Division. The list of related projects that was determined by LLG to be applicable in the project site area is presented in ***Table 6–1***. The location of the related projects is shown in ***Figure 6–1***.

Traffic volumes expected to be generated by the related projects were calculated using rates provided in the Institute of Transportation Engineers' (ITE) *Trip Generation* manual[3]. The related projects' respective traffic generation for the weekday AM and PM peak hours, as well as on a daily basis for a typical weekday, is summarized in *Table 6–1*. Related projects traffic volumes have been distributed and assigned to the adjacent street system based on considerations similar to the methodology used for the proposed project's traffic distribution and assignment as described in Section 7.2. The distribution of the related projects traffic volumes to the study intersections during the weekday AM and PM peak hours are displayed in ***Figures 6–2*** and ***6–3***, respectively.

[3] Institute of Transportation Engineers *Trip Generation* manual, 9th Edition, Washington, D.C., 2012.

Table 6-1
RELATED PROJECTS LIST AND TRIP GENERATION [1]

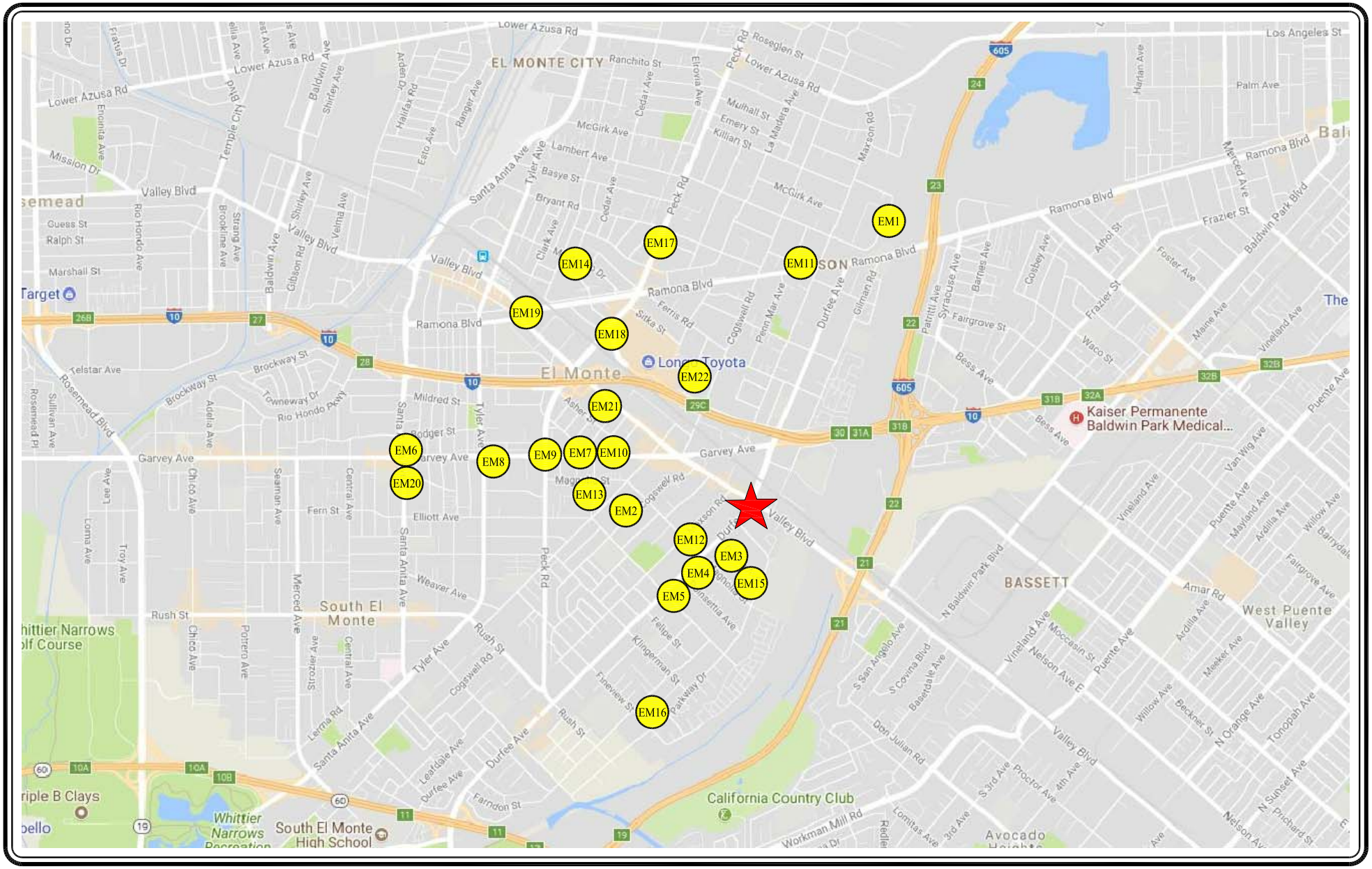
23-Mar-18

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
EM1	TTM 72192 WC Homes	Proposed	4422-4436 Bannister Street	Single-Family Homes	23 DU	[3]	220	4	13	17	14	9	23
EM2	2709 Cogswell Road Subdivision	Proposed	2709 Cogswell Road	Single-Family Homes	4 DU	[4]	38	1	2	3	3	1	4
EM3	12345 Dahlia Avenue Subdivision	Approved	12345 Dahlia Avenue	Single-Family Homes	2 DU	[4]	19	1	1	2	1	1	2
EM4	2728 Durfee Avenue Commercial Project	Approved	2728 Durfee Avenue	Commercial	1,364 GLSF	[5]	58	1	0	1	2	3	5
EM5	2616 Durfee Avenue Residential Project	Proposed	2616 Durfee Avenue	Apartments	13 DU	[6]	86	1	6	7	5	3	8
EM6	Starbucks	Proposed	10613 Garvey Avenue	Coffee Shop	890 GSF	[7]	729	46	44	90	19	19	38
EM7	11605 Garvey Avenue Senior Housing Project	Proposed	11605 Garvey Avenue	Senior Housing Retail	30 DU 6,000 GLSF	[8] [5]	103 256	2 4	4 2	6 6	4 11	4 11	8 22
EM8	11022-11048 Garvey Avenue Mixed-Use Project	Under Construction	11022-11048 Garvey Avenue	Townhomes Retail	70 DU 2,000 GLSF	[9] [5]	407 85	5 1	26 1	31 2	24 3	12 4	36 7
EM9	11301-11401 Garvey Avenue Mixed-Use Project	Approved	11301-11401 Garvey Avenue	Townhomes Retail	114 DU 5,400 GLSF	[9] [5]	662 231	9 3	41 2	50 5	40 10	19 10	59 20
EM10	El Monte Mixed-Use and Assisted Living Development	Approved	11619-11707 Garvey Avenue, 11726-11728 Asher Street, 3024 La Madera Avenue	Retail Senior Housing Assisted Living Memory Care	5,700 GLSF 28 DU 74 Occ. Beds 13 Occ. Beds	[10]	3,002	131	122	253	97	84	181
EM11	12119 Kerwood Street Subdivision	Approved	12119 Kerwood Street	Single-Family Homes	2 DU	[4]	19	1	1	2	1	1	2
EM12	11217 Magnolia Street Single-Family Homes	Approved	11217 Magnolia Street	Single-Family Homes	3 DU	[4]	29	1	1	2	2	1	3
EM13	2711 Meeker Avenue Subdivision	Approved	2711 Meeker Avenue	Single-Family Homes	2 DU	[4]	19	1	1	2	1	1	2

Table 6-1 (Continued)
RELATED PROJECTS LIST AND TRIP GENERATION [1]

MAP NO.	PROJECT NAME/ PROJECT NUMBER	PROJECT STATUS	ADDRESS/ LOCATION	LAND USE DATA		PROJECT DATA SOURCE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
				LAND-USE	SIZE			IN	OUT	TOTAL	IN	OUT	TOTAL
EM14	11234 Montecito Drive Subdivision	Proposed	11234 Montecito Drive	Single-Family Homes	5 DU	[4]	48	1	3	4	3	2	5
EM15	2857 Parkway Drive Single-Family Homes	Approved	2857 Parkway Drive	Single-Family Homes	2 DU	[4]	19	1	1	2	1	1	2
EM16	2231 Parkway Drive Subdivision	Under Construction	2231 Parkway Drive	Single-Family Homes	9 DU	[4]	86	2	5	7	6	3	9
EM17	4014 Peck Road Commercial Building	Proposed	4014 Peck Road	Commercial	3,999 GLSF	[5]	171	2	2	4	7	8	15
EM18	Wendy's	Proposed	3520 Peck Road	Fast-Food Restaurant Bank	3,333 GSF (3,333) GSF	[11] [12]	1,654 (494)	77 (23)	74 (17)	151 (40)	57 (41)	52 (40)	109 (81)
EM19	11127 Ramona Boulevard Townhome Project	Under Construction	11127 Ramona Boulevard	Townhomes	62 DU	[9]	360	5	22	27	21	11	32
EM20	Santa Anita/Owens Townhomes	Proposed	2704-2728 Santa Anita Avenue	Townhomes	40 DU	[13]	320	2	19	21	19	10	29
EM21	Valley Plaza Mixed-Use Development	Approved	11640-11707 Valley Boulevard	Townhomes Commercial	76 DU 30,000 GLSF	[9] [5]	442 1,281	6 18	27 11	33 29	27 53	13 58	40 111
EM22	3442 Whistler Avenue Single-Family Homes	Proposed	3442 Whistler Avenue	Single-Family Homes	2 DU	[4]	19	1	1	2	1	1	2
TOTAL							9,869	304	415	719	391	302	693

[1] Source: City of El Monte Cumulative Projects List, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Source: Traffic Impact Analysis for TTM 72192-WC Homes, prepared by Arch Beach Consulting, August 2014.
[4] ITE Land Use Code 210 (Single Family Detached Housing) trip generation average rates.
[5] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
[6] ITE Land Use Code 220 (Apartment) trip generation average rates.
[7] ITE Land Use Code 937 (Coffee/Donut Shop with Drive-Through Window) trip generation avergage rates.
[8] ITE Land Use Code 252 (Senior Adult Housing - Attached) trip generation average rates.
[9] ITE Land Use Code 230 (Residential Condominium/Townhouse) trip generation equation rates.
[10] Source: Traffic Impact Study for the El Monte Mixed-Use Project, prepared by LLG Engineers, April 2016.
[11] ITE Land Use Code 934 (Fast-Food Restaurant With Drive-Through) trip generation equation rates.
[12] ITE Land Use Code 912 (Drive-in Bank) trip generation equation rates.
[13] Source: Focused Traffic Analysis for the Proposed 2704-2728 Santa Anita Avenue Project, prepared by Kimley-Horn & Associates, Inc., July 2017.



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MAP SOURCE: GOOGLE MAPS
PROJECT SITE
RELATED PROJECT

FIGURE 6-1
LOCATION OF RELATED PROJECTS

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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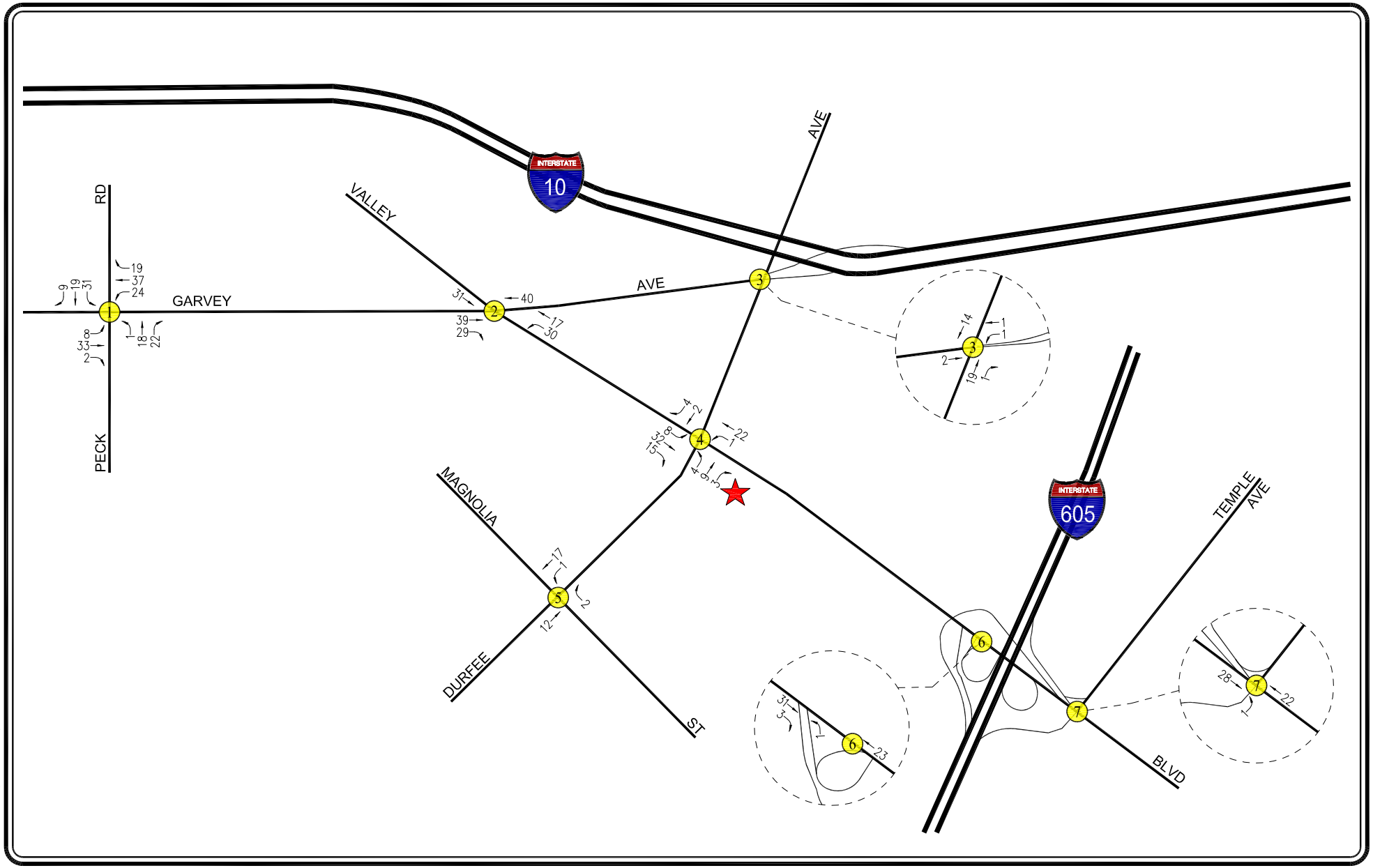

PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 6-2
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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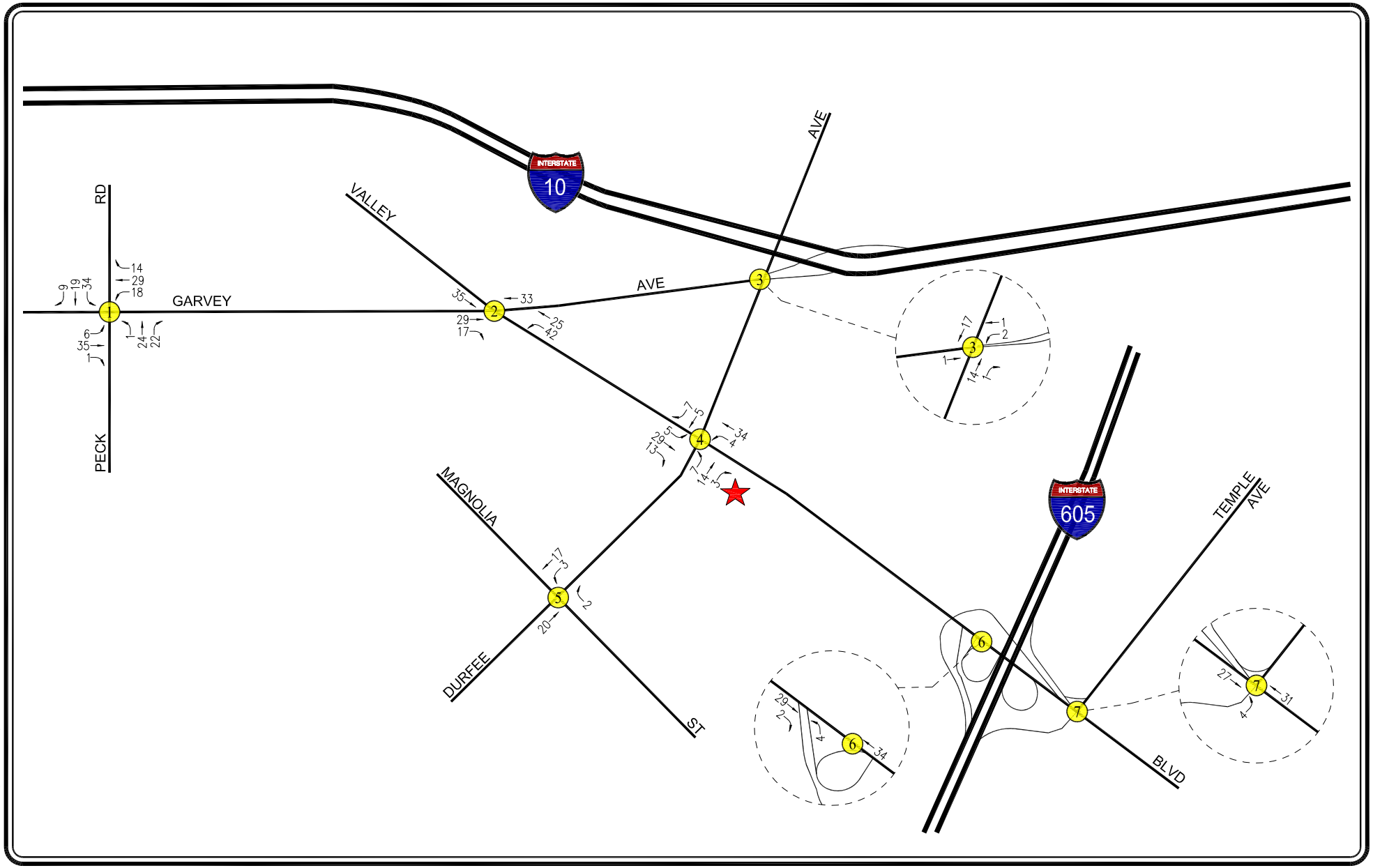

PROJECT SITE

STUDY INTERSECTION

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FIGURE 6-3
RELATED PROJECTS TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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6.2 Ambient Traffic Growth Factor

In order to account for unknown related projects not included in this analysis, the existing traffic volumes were increased at an annual rate of 1.0 percent (1.0%) per year to the year 2019 (i.e., the anticipated year of project build-out). The ambient growth factor was based on general traffic growth factors provided in the *2010 Congestion Management Program for Los Angeles County* (the "CMP manual") and determined in consultation with City of El Monte staff. It is noted that based on review of the general traffic growth factors provided in the CMP manual for the project study area (i.e., RSA 25, Pasadena) it is anticipated that the existing traffic volumes are expected to increase at an annual rate of 0.82% per year between the years 2010 and 2020. Thus, application of an annual growth factor of the 1.0% annual growth rate provides a conservative, worst case forecast of future traffic volumes in the area as it substantially exceeds the annual traffic growth rate published in the CMP manual. Further, it is noted that the CMP manual's traffic growth rate is intended to anticipate future traffic generated by development projects in the project vicinity. Thus, the inclusion in this traffic analysis of both a forecast of traffic generated by known related projects plus the use of an ambient growth traffic factor based on CMP traffic model data results in a conservative estimate of future traffic volumes at the study intersections.

7.0 TRAFFIC FORECASTING METHODOLOGY

In order to estimate the traffic impact characteristics of the 12300 Valley Boulevard Hotel project, a multi-step process has been utilized. The first step is trip generation, which estimates the total arriving and departing traffic volumes on a peak hour and daily basis. The traffic generation potential is forecast by applying the appropriate vehicle trip generation equations or rates to the project development tabulation.

The second step of the forecasting process is trip distribution, which identifies the origins and destinations of inbound and outbound project traffic volumes. These origins and destinations are typically based on demographics and existing/anticipated travel patterns in the study area.

The third step is traffic assignment, which involves the allocation of project traffic to study area streets and intersections. Traffic assignment is typically based on minimization of travel time, which may or may not involve the shortest route, depending on prevailing operating conditions and travel speeds. Traffic distribution patterns are indicated by general percentage orientation, while traffic assignment allocates specific volume forecasts to individual roadway links and intersection turning movements throughout the study area.

With the forecasting process complete and project traffic assignments developed, the impact of the proposed project is isolated by comparing operational (i.e., Levels of Service) conditions at the selected key intersections using existing and expected future traffic volumes without and with forecast project traffic. The need for site-specific and/or cumulative local area traffic improvements can then be evaluated and the significance of the project's impacts identified.

7.1 Project Traffic Generation

Traffic volumes expected to be generated by the proposed 12300 Valley Boulevard Hotel project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using rates published in the ITE *Trip Generation* manual[4]. Traffic volumes expected to be generated by the proposed project were based upon rates per hotel room. The following trip generation rates were used to forecast the traffic volumes expected to be generated by the project land use component:

- Hotel: ITE Land Use Code 310 (Hotel) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Hotel component of the proposed 12300 Valley Boulevard Hotel project.

An adjustment was made to the trip generation forecast based on the project site's existing land uses. The existing land uses to be removed include 3,108 square feet of commercial floor area. ITE Land Use Code 820 (Shopping Center) trip generation average rates were used to estimate the trips generated by the existing commercial buildings within the project site.

[4] Institute of Transportation Engineers *Trip Generation* manual, 10th Edition, Washington, D.C., 2017.

The trip generation forecast for the proposed project was submitted for review and approval by City of El Monte staff. As presented in ***Table 7-1***, the proposed project (i.e., 80 new hotel guest rooms) is expected to generate 35 net new vehicle trips (20 inbound trips and 15 outbound trips) during the AM peak hour. During the PM peak hour, the proposed project is expected to generate 36 net new vehicle trips (18 inbound trips and 18 outbound trips). Over a 24-hour period, the proposed project is forecast to generate a net increase of 552 daily trip ends (approximately 276 inbound trips and 276 outbound trips) during a typical weekday.

7.2 Project Traffic Distribution and Assignment

Project traffic volumes both entering and exiting the site have been distributed and assigned to the adjacent street system based on the following considerations:

- The site's proximity to major traffic corridors (i.e., Durfee Avenue, Valley Boulevard, Garvey Avenue, I-10 Freeway, I-605 Freeway, etc.);
- Expected localized traffic flow patterns based on adjacent roadway channelization and presence of traffic signals;
- Existing intersection traffic volumes;
- Ingress/egress availability at the project site assuming the site access and circulation scheme described in Section 3.0;
- Nearby population and employment centers as well as adjacent residential neighborhoods; and
- Input from City of El Monte staff.

The general, directional traffic distribution patterns for the proposed project are presented in ***Figure 7–1***. The forecast net new weekday AM and PM peak hour project traffic volumes at the study intersections associated with the proposed project are presented in ***Figures 7–2*** and ***7–3***, respectively. The traffic volume assignments presented in *Figures 7–2* and *7–3* reflect the traffic distribution characteristics shown in *Figure 7–1* and the project traffic generation forecast presented in *Table 7–1*.

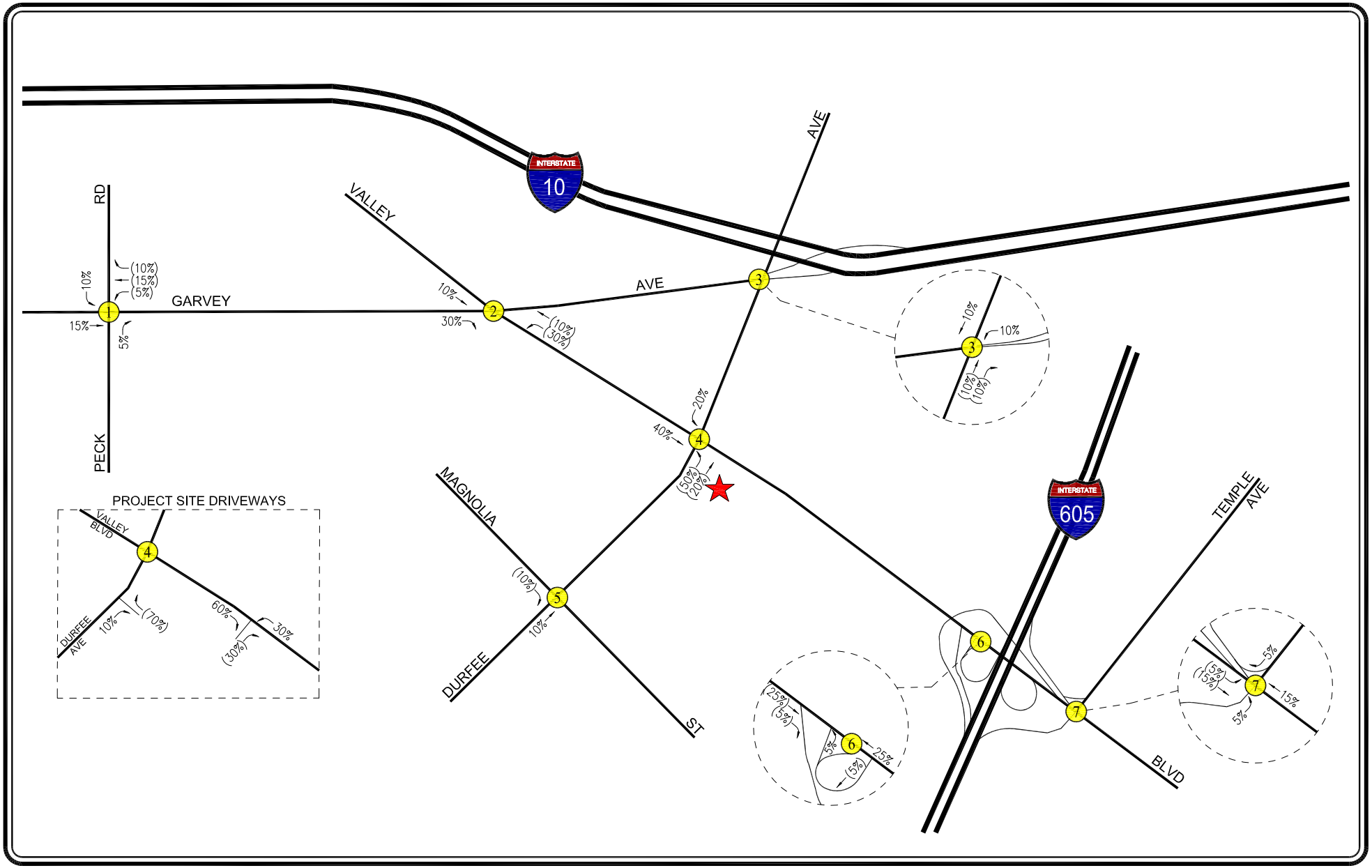
Table 7-1
PROJECT TRIP GENERATION [1]

25-Apr-18

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project								
Hotel [3]	80 Rooms	669	22	16	38	24	24	48
Existing Site								
Commercial [4]	(3,108) GSF	(117)	(2)	(1)	(3)	(6)	(6)	(12)
NET PROJECT TRIPS		**552**	**20**	**15**	**35**	**18**	**18**	**36**

[1] Source: ITE "Trip Generation", 10th Edition, 2017.
[2] Trips are one-way traffic movements, entering or leaving.
[3] ITE Land Use Code 310 (Hotel) trip generation average rates.
- Daily Trip Rate: 8.36 trips/room; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.47 trips/room; 59% inbound/41% outbound
- PM Peak Hour Trip Rate: 0.60 trips/room; 51% inbound/49% outbound

[4] ITE Land Use Code 820 (Shopping Center) trip generation average rates.
- Daily Trip Rate: 37.75 trips/1,000 SF of floor area; 50% inbound/50% outbound
- AM Peak Hour Trip Rate: 0.94 trips/1,000 SF of floor area; 62% inbound/38% outbound
- PM Peak Hour Trip Rate: 3.81 trips/1,000 SF of floor area; 48% inbound/52% outbound



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PROJECT SITE

XX STUDY INTERSECTION

= INBOUND PERCENTAGES

(##) = OUTBOUND PERCENTAGES

FIGURE 7-1
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

12300 VALLEY BOULEVARD HOTEL PROJECT

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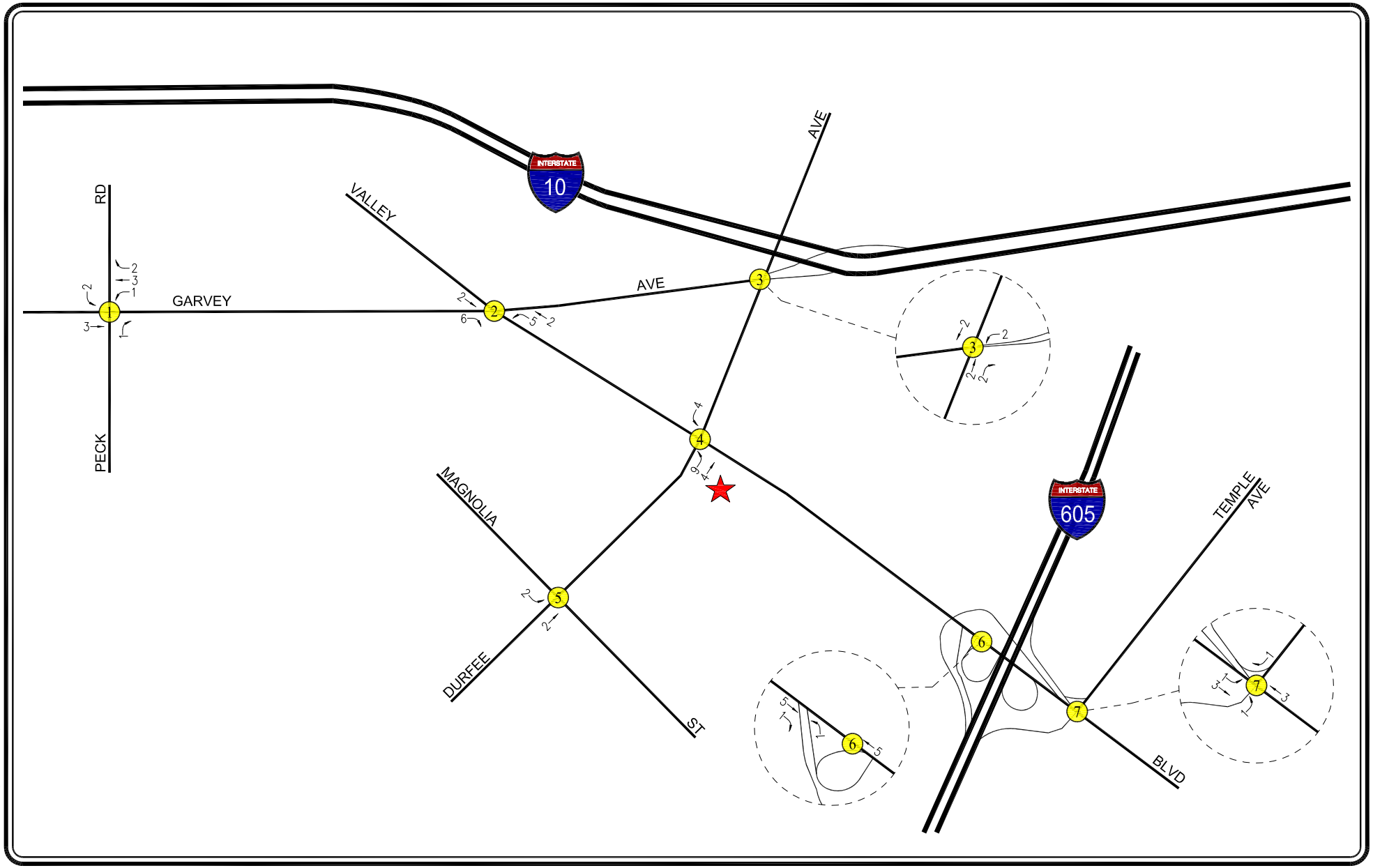

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 7-2
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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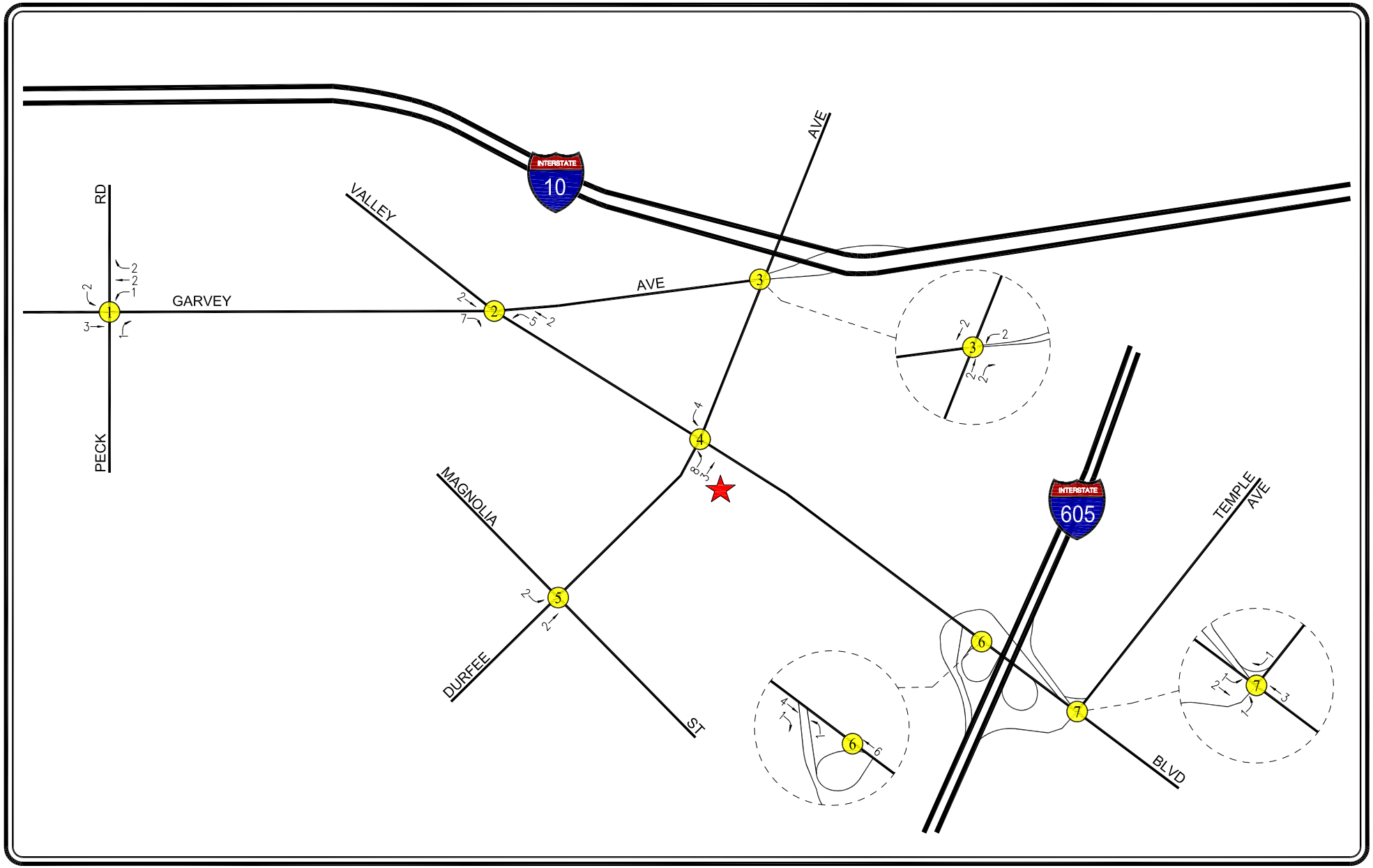

PROJECT SITE

XX STUDY INTERSECTION

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FIGURE 7-3
NET NEW PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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8.0 TRAFFIC IMPACT ANALYSIS METHODOLOGY

Six of the the seven study intersections were evaluated using the Intersection Capacity Utilization (ICU) method of analysis based on the City of El Monte and County of Los Angeles traffic study guidelines. Specifically, the ICU method was used to determine Volume-to-Capacity (*v/c*) ratios. The ICU calculations uses a lane capacity of 1,600 vehicles per hour (vph) for left-turn, through, and right-turn lanes, and dual left-turn capacity of 2,880 vph. The overall intersection *v/c* ratio is subsequently assigned a Level of Service (LOS) value to describe intersection operations.

One study intersection is controlled by a stop sign, and therefore was evaluated using the *Highway Capacity Manual 2010* (HCM 2010) methodology outlined in *Chapter 20 of the HCM 6* for two-way stop-controlled (TWSC) study intersections. The HCM 2010 methodology estimates the average control delay for each of the subject movements and determines the LOS for each constrained movement. The Levels of Service under both methodologies vary from LOS A (free flow) to LOS F (congested condition). A description of the CMA and HCM methods and corresponding Level of Service is provided in ***Appendix B*** and ***C***, respectively.

8.1 Impact Criteria and Thresholds

The relative impact of the added project traffic volumes to be generated by the proposed project during the AM and PM peak hours was evaluated based on analysis of future operating conditions at the study intersections, with the proposed project. The previously discussed capacity analysis procedures were utilized to evaluate the future *v/c* relationships and service level characteristics at each study intersection.

8.1.1 *City of El Monte / County of Los Angeles Impact Criteria*

The significance of the potential impacts of project generated traffic at the seven study intersections were identified using the traffic impact criteria set forth in County of Los Angeles' *Traffic Impact Analysis Report Guidelines*, January 1, 1997. According to the County's published traffic study guidelines, the impact is considered significant if the project-related increase in the *v/c* ratio or delay equals or exceeds the threshold presented in ***Table 8–1***.

Table 8-1
CITY OF EL MONTE / COUNTY OF LOS ANGELES
INTERSECTION IMPACT THRESHOLD CRITERIA

Pre-Project *v/c*	Level of Service	Project Related Increase in *v/c*
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E or F	equal to or greater than 0.010

The County's Sliding Scale Method requires mitigation of project traffic impacts whenever traffic generated by the proposed development causes an increase of the analyzed intersection *v/c* ratio by an amount equal to or greater than the values shown above.

The City of El Monte does not have established thresholds of significance for unsignalized intersections. However, based on coordination with City of El Monte staff, the following threshold of significance has been employed in the City's General Plan Traffic Impact Study and other traffic studies in the City of El Monte:

- A significant impact occurs when a proposed project increases traffic delay at an unsignalized study intersection by two percent or more of capacity (V/C / 0.02), causing or worsening LOS E (control delay > 35 seconds) for those intersections.

8.2 Traffic Impact Analysis Scenarios

Traffic impacts at the study intersections were analyzed for the following conditions as required by the City of El Monte:

(a) Existing (2017) conditions;

(b) Existing (2017) conditions with completion and occupancy of the project;

(c) Condition (b) with implementation of project traffic mitigation measures, if necessary;

(d) Future (2019) conditions with completion and occupancy of the related projects plus ambient growth;

(e) Condition (d) with completion and occupancy of the project; and

(f) Condition (e) with implementation of project traffic mitigation measures, where necessary.

(a) Condition (d) with completion and occupancy of the project.

(b) Condition (e) with implementation of project traffic mitigation measures, where necessary.

The traffic volumes for each new condition were added to the volumes in the prior condition to determine the change in capacity utilization at the study intersections.

9.0 CITY OF EL MONTE TRAFFIC ANALYSIS

The traffic impact analysis prepared for the seven study intersections using the ICU and HCM methodologies and application of the City of El Monte and County of Los Angeles significant traffic impact criteria is summarized in ***Table 9–1***. The ICU and HCM data worksheets for the seven analyzed intersections are contained in *Appendix B* and *C*, respectively.

9.1 Existing Conditions

9.1.1 *Existing Conditions*

As indicated in column [1] of *Table 9–1*, three of the seven study intersections are presently operating at LOS D or better during the weekday AM and PM peak hours under existing conditions. The following intersections are currently operating at LOS E or worse during the peak hour shown below under existing conditions:

• Int. No. 1: Peck Road / Garvey Avenue	PM Peak Hour: *v/c* = 0.918, LOS E
• Int. No. 4: Durfee Avenue / Valley Boulevard	AM Peak Hour: *v/c* = 0.918, LOS E PM Peak Hour: *v/c* = 0.962, LOS E
• Int. No. 6: I-605 Southbound Off-Ramp / Valley Boulevard	AM Peak Hour: *v/c* = 0.563 Delay = 100.9 seconds, LOS F PM Peak Hour: *v/c* =0.658 Delay = 139.7 seconds, LOS F
• Int. No. 7: I-605 Northbound Off-Ramp – Temple Avenue / Valley Boulevard	PM Peak Hour: *v/c* = 0.933, LOS E

The existing traffic volumes at the study intersections during the weekday AM and PM peak hours are displayed in *Figures 5–1* and *5–2*, respectively.

9.1.2 *Existing With Project Conditions*

As shown in column [2] of *Table 9–1,* application of the City's threshold criteria to the "Existing With Project" scenario indicates that the proposed project is not expected to create significant impacts at any of the study intersections. Incremental, but not significant, impacts are noted at the study intersections due to the project. The existing with project traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figure 9–1*** and ***9–2***, respectively.

Table 9-1
SUMMARY OF VOLUME TO CAPACITY RATIOS/DELAY
AND LEVELS OF SERVICE
AM AND PM PEAK HOURS

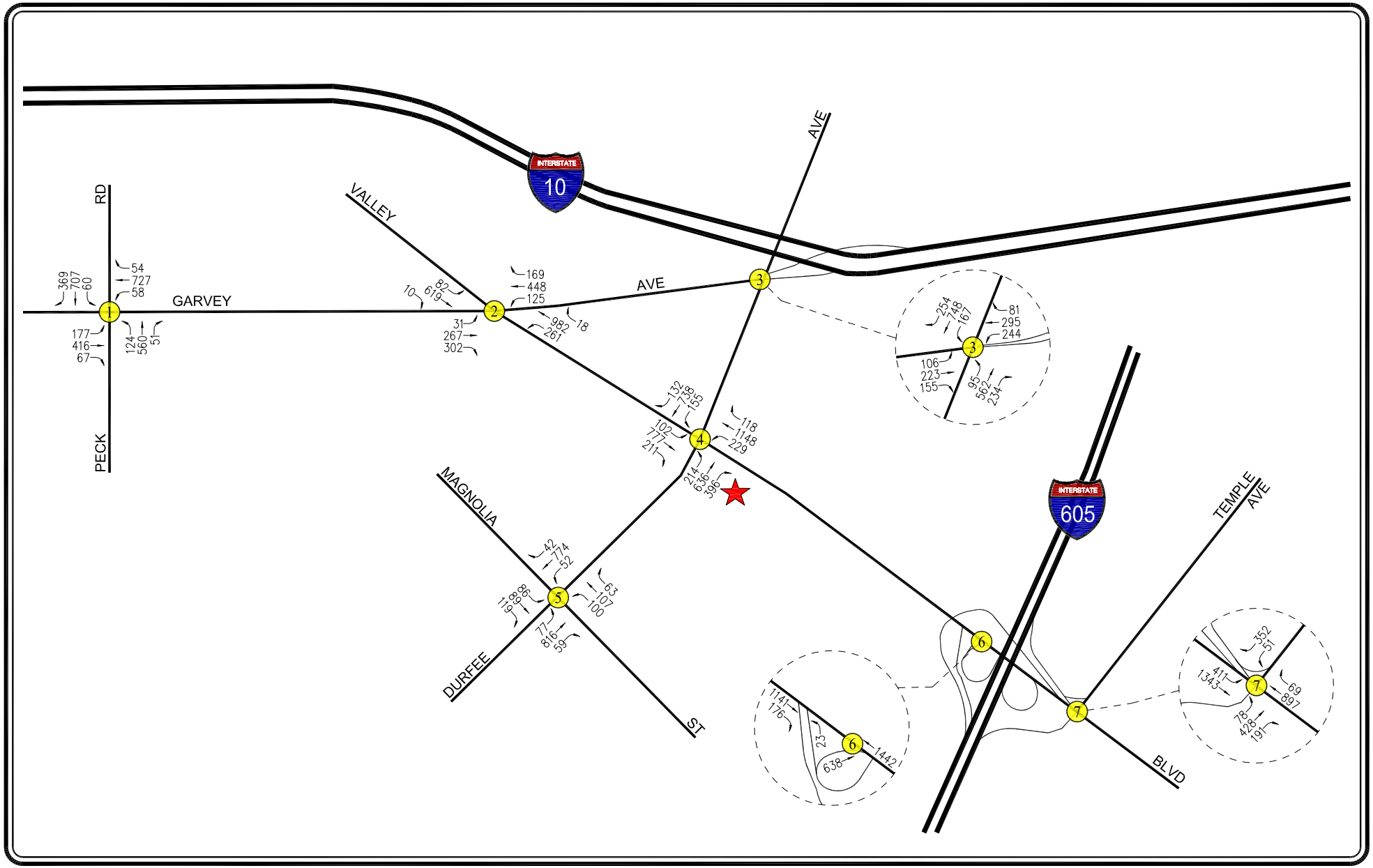
NO.	INTERSECTION	PEAK HOUR	[1] YEAR 2017 EXISTING V/C or DELAY	LOS	[2] YEAR 2017 W/ PROPOSED PROJECT V/C or DELAY	LOS	CHANGE V/C or DELAY [(2)-(1)]	SIGNIF. IMPACT [a], [b]	[3] YEAR 2019 PRE-PROJECT V/C or DELAY	LOS	[4] YEAR 2019 W/ PROPOSED PROJECT V/C or DELAY	LOS	CHANGE V/C or DELAY [(4)-(3)]	SIGNIF. IMPACT [a], [b]
1	Peck Road /	AM	0.867	D	0.868	D	0.001	NO	0.914	E	0.916	E	0.002	NO
	Garvey Avenue	PM	0.918	E	0.919	E	0.001	NO	0.960	E	0.961	E	0.001	NO
2	Valley Boulevard /	AM	0.717	C	0.720	C	0.003	NO	0.772	C	0.778	C	0.006	NO
	Garvey Avenue	PM	0.804	D	0.810	D	0.006	NO	0.869	D	0.875	D	0.006	NO
3	Durfee Avenue /	AM	0.741	C	0.743	C	0.002	NO	0.760	C	0.762	C	0.002	NO
	I-10 Ramps - Garvey Avenue	PM	0.724	C	0.726	C	0.002	NO	0.742	C	0.744	C	0.002	NO
4	Durfee Avenue /	AM	0.918	E	0.924	E	0.006	NO	0.950	E	0.955	E	0.005	NO
	Valley Boulevard	PM	0.962	E	0.968	E	0.006	NO	0.995	E	1.000	E	0.005	NO
5	Durfee Avenue /	AM	0.650	B	0.652	B	0.002	NO	0.666	B	0.668	B	0.002	NO
	Magnolia Street	PM	0.750	C	0.752	C	0.002	NO	0.771	C	0.773	C	0.002	NO
6	I-605 Southbound Off-Ramp /	AM	0.563	F	0.565	F	0.002	NO	0.580	F	0.582	F	0.002	NO
	Valley Boulevard [b]		100.9		103.1				124.1		127.2			
		PM	0.658	F	0.660	F	0.002	NO	0.682	F	0.684	F	0.002	NO
			139.7		144.1				194.8		201.9			
7	I-605 Northbound Off-Ramp - Temple Avenue /	AM	0.727	C	0.728	C	0.001	NO	0.746	C	0.747	C	0.001	NO
	Valley Boulevard	PM	0.933	E	0.934	E	0.001	NO	0.958	E	0.959	E	0.001	NO

[a] According to Los Angeles County Department of Public Works "Traffic Impact Analysis Report Guidelines, " January 1997, a transportation impact on an intersection shall be deemed significant in accordance with the following table:

Pre-Project V/C	LOS	Project Related Increase in V/C
> 0.701 - 0.800	C	equal to or greater than 0.040
> 0.801 - 0.900	D	equal to or greater than 0.020
> 0.901	E,F	equal to or greater than 0.010

[b] The City of El Monte intersection impact threshold criteria for unsignalized intersections are as follows:
Increase in V/C ratio of 0.02 or more, causing or worsening LOS E (control delay > 35 seconds)

[c] Two-Way Stop-Controlled Intersection. Reported values represent the delay associated with the most constrained approach of the intersection.



PROJECT SITE

STUDY INTERSECTION

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NOT TO SCALE

FIGURE 9-1
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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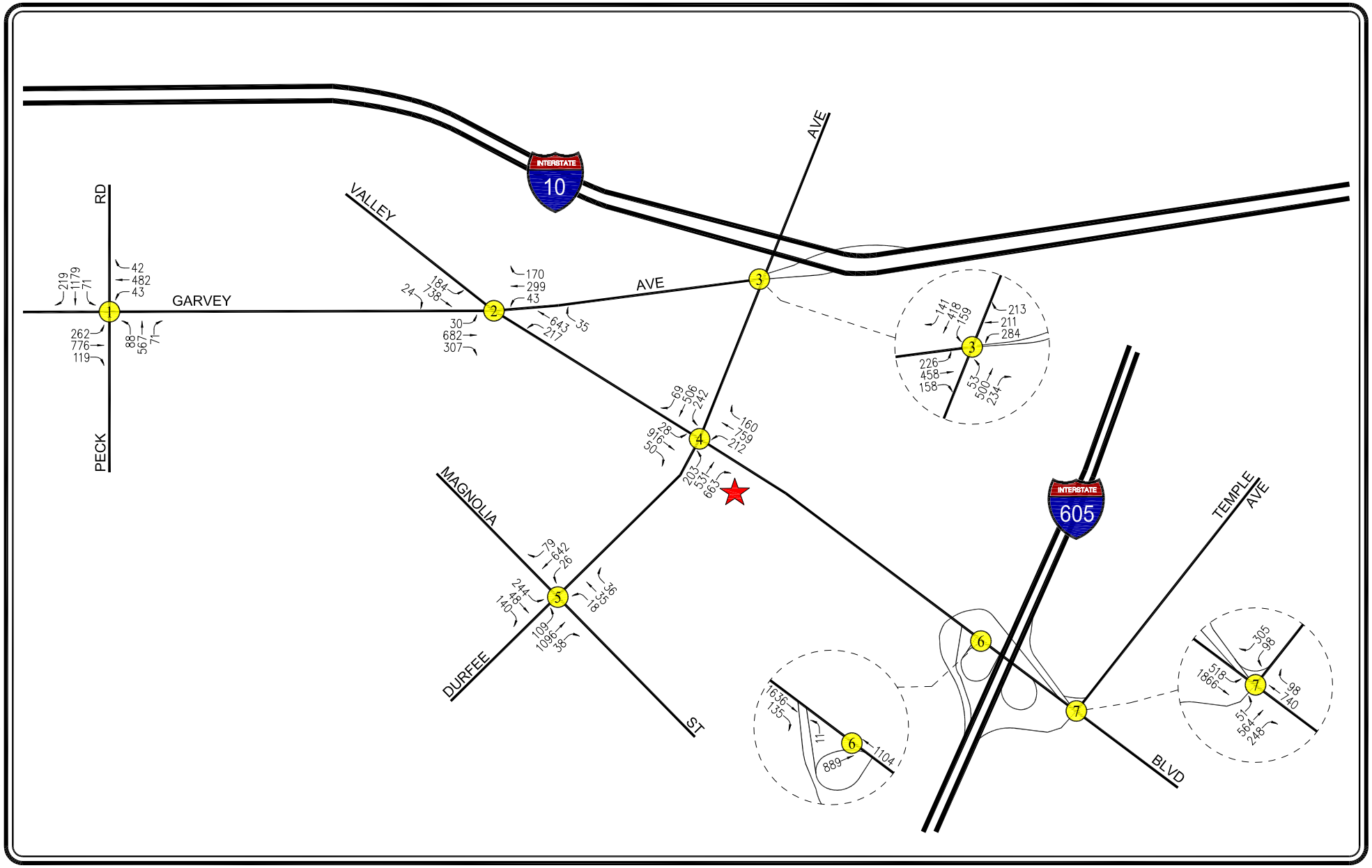

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PROJECT SITE

STUDY INTERSECTION

FIGURE 9-2
EXISTING WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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9.2 Future Conditions

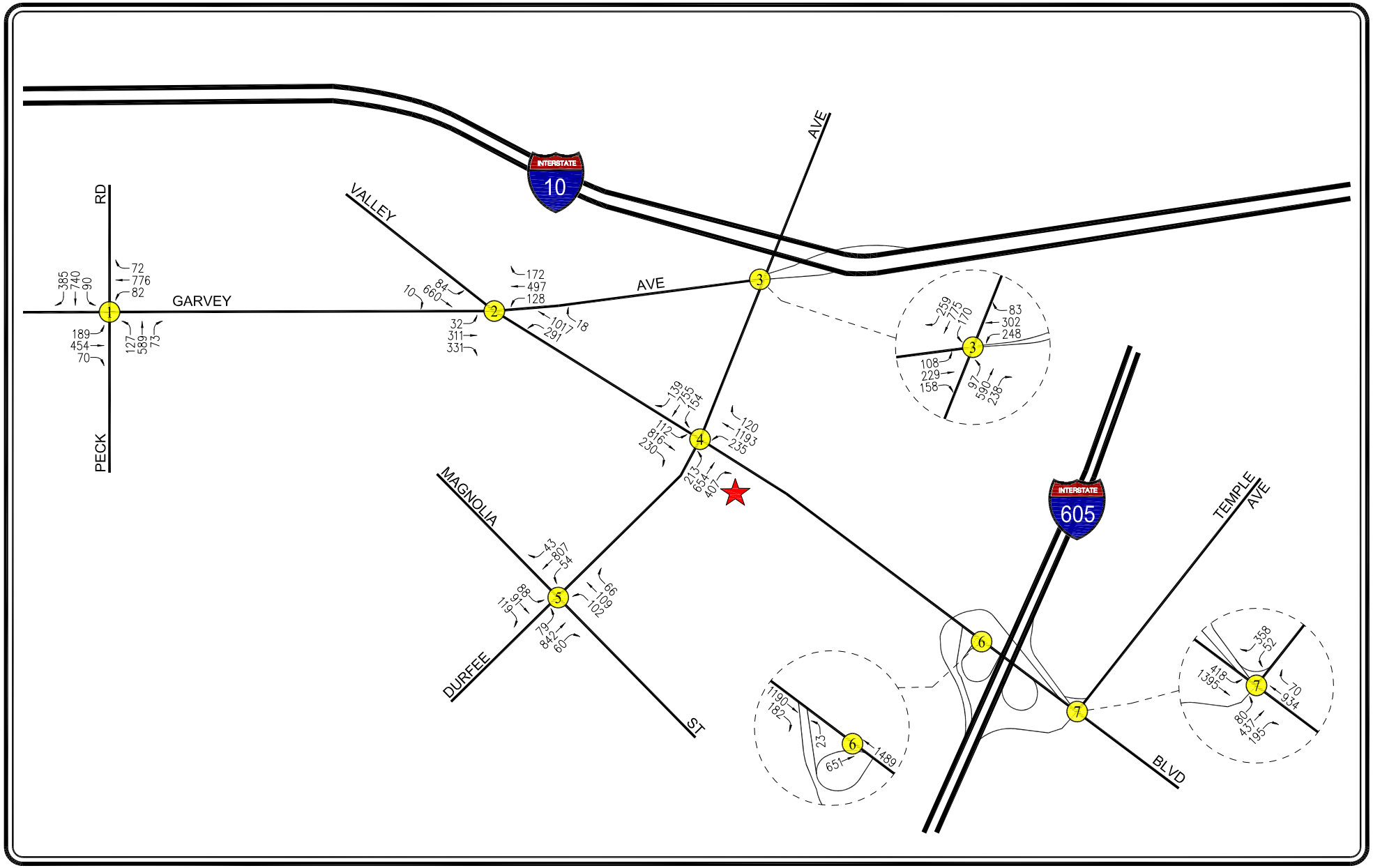
9.2.1 *Future Cumulative Pre-Project Conditions*

The future cumulative pre-project conditions were forecast based on the addition of the traffic generated by the completion and occupancy of the related projects, as well as application of the 1.0% annual ambient traffic growth factor to the 2017 traffic counts through to the anticipated 2019 build-out year. The *v/c* ratios and delay value at the study intersections are incrementally increased with the addition of traffic generated by the related projects (including the project) listed in *Table 6–1*. As indicated in *Table 9-1*, incremental but not significant changes in *v/c* ratios are noted at the all of the study intersections due to the cumulative developments in the project vicinity.

As presented in column [3] of *Table 9–1*, three of the seven study intersections are expected to operate at LOS D or better during the weekday AM and PM peak hours with the addition of growth in ambient traffic and related project traffic under the future cumulative baseline conditions. The following intersections are expected to operate at LOS E or worse during the peak hour shown below under future cumulative baseline conditions:

- Int. No. 1: Peck Road / Garey Avenue — AM Peak Hour: *v/c* = 0.914, LOS E; PM Peak Hour: *v/c* = 0.960, LOS E
- Int. No. 4: Durfee Avenue / Valley Boulevard — AM Peak Hour: *v/c* = 0.950, LOS E; PM Peak Hour: *v/c* = 0.995, LOS E
- Int. No. 6: I-605 Southbound Off-Ramp / Valley Boulevard — AM Peak Hour: *v/c* = 0.580, Delay = 124.1 seconds, LOS F; PM Peak Hour: *v/c* =0.682, Delay = 194.8 seconds, LOS F
- Int. No. 7: I-605 Northbound Off-Ramp – Temple Avenue / Valley Boulevard — PM Peak Hour: *v/c* = 0.958, LOS E

The future cumulative pre-project (existing, ambient growth, and related projects) traffic volumes at the study intersections during the AM and PM peak hours are illustrated in ***Figures 9-3*** and ***9-4***, respectively.



PROJECT SITE

STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 9-3
FUTURE CUMULATIVE TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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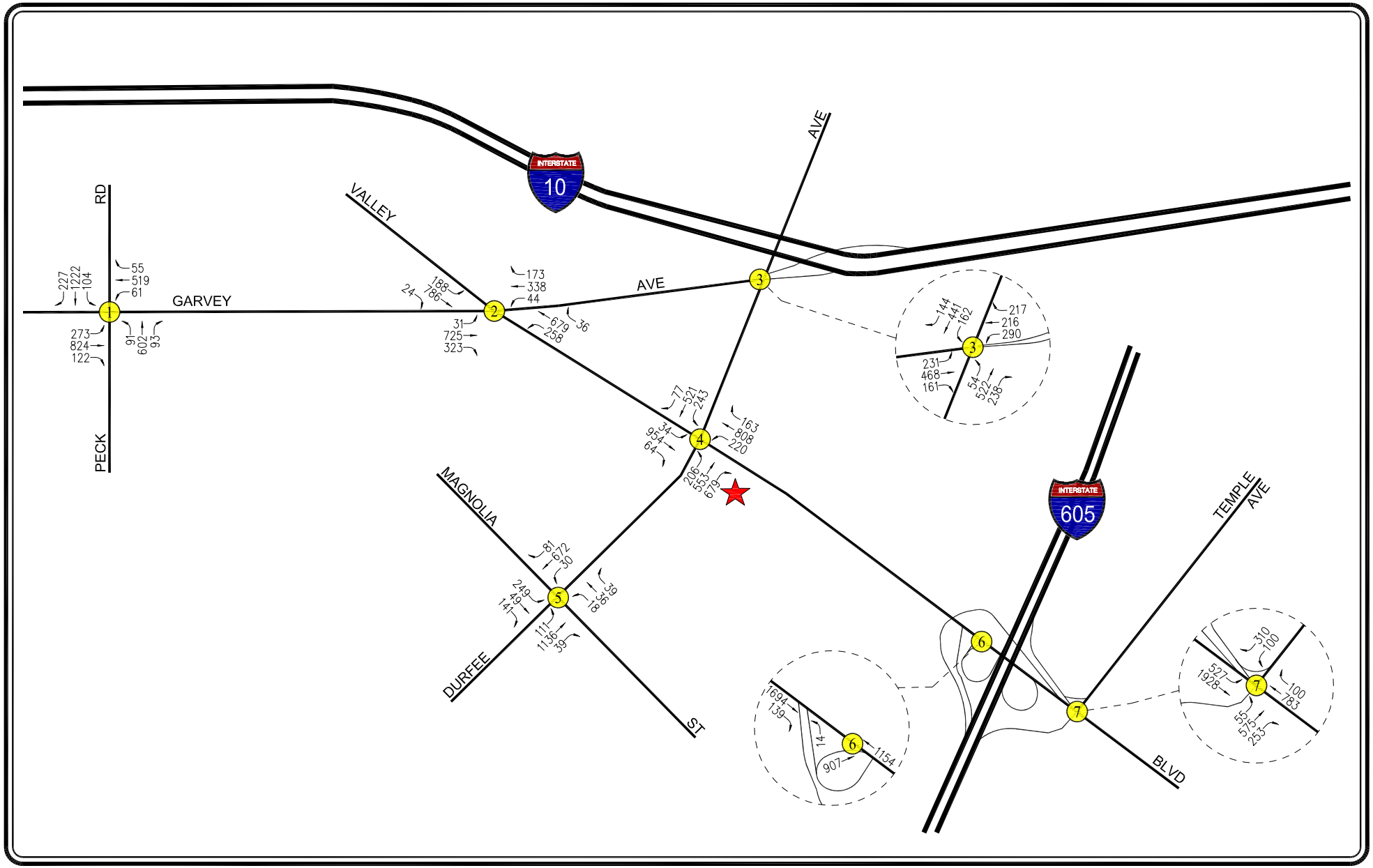

PROJECT SITE

STUDY INTERSECTION

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NOT TO SCALE

FIGURE 9-4
FUTURE CUMULATIVE TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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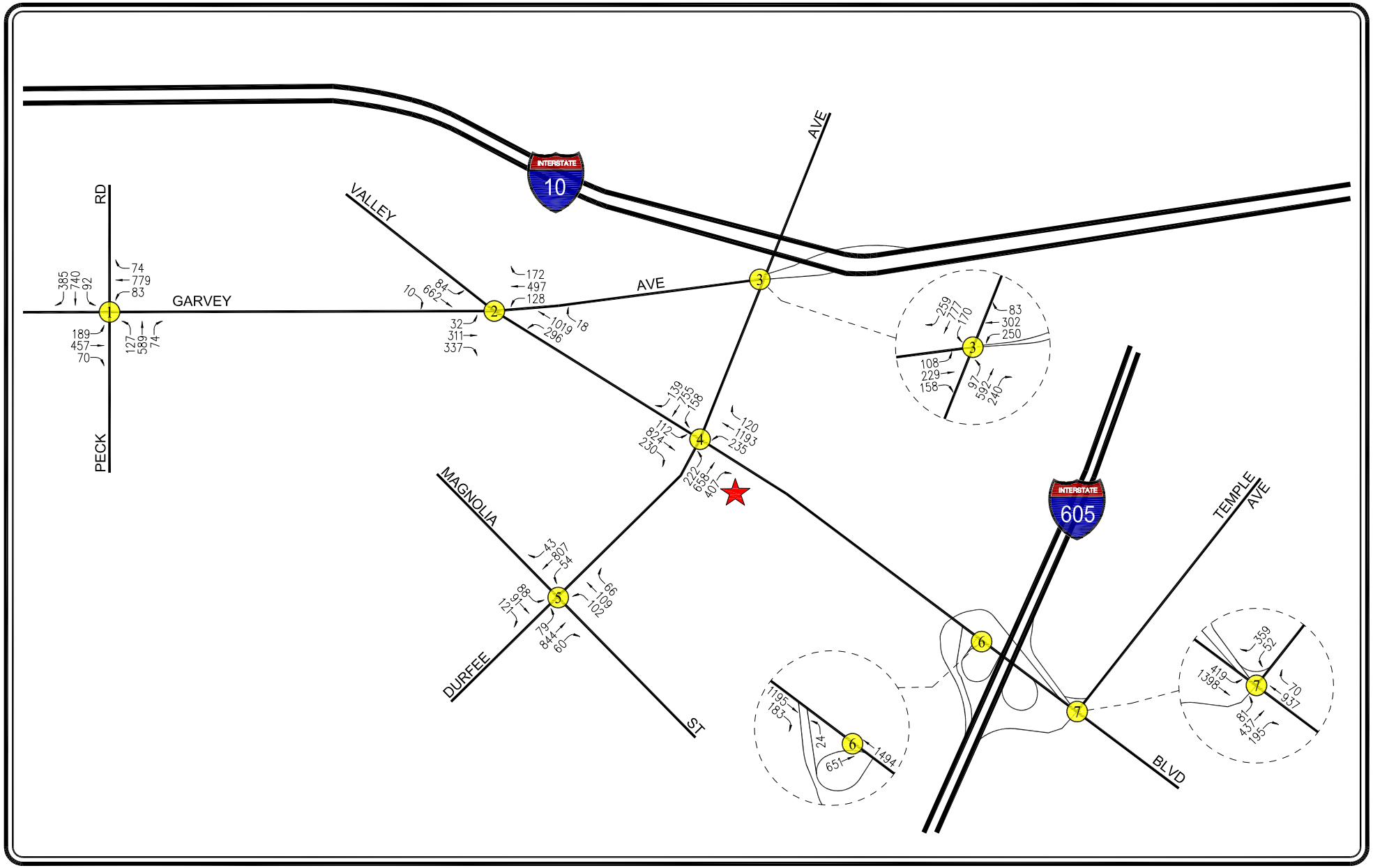
9.2.2 *Future Cumulative With Project Conditions*

The future cumulative with project conditions were forecast based on the addition of traffic generated by the project plus completion and occupancy of related projects. As shown in column [4] of *Table 9–1,* application of the City's threshold criteria to the "Future With Project" scenario indicates that the proposed project is not expected to create a significant impact at any of the seven study intersections. Incremental, but not significant, impacts are noted at the study intersections due to the project. As no significant impacts are expected due to the proposed project, no traffic mitigation measures are required or recommended for the seven study intersections.

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the study intersections during the weekday AM and PM peak hours are illustrated in ***Figures 9–5* and *9–6***, respectively.



PROJECT SITE

STUDY INTERSECTION

N

NOT TO SCALE

FIGURE 9-5
FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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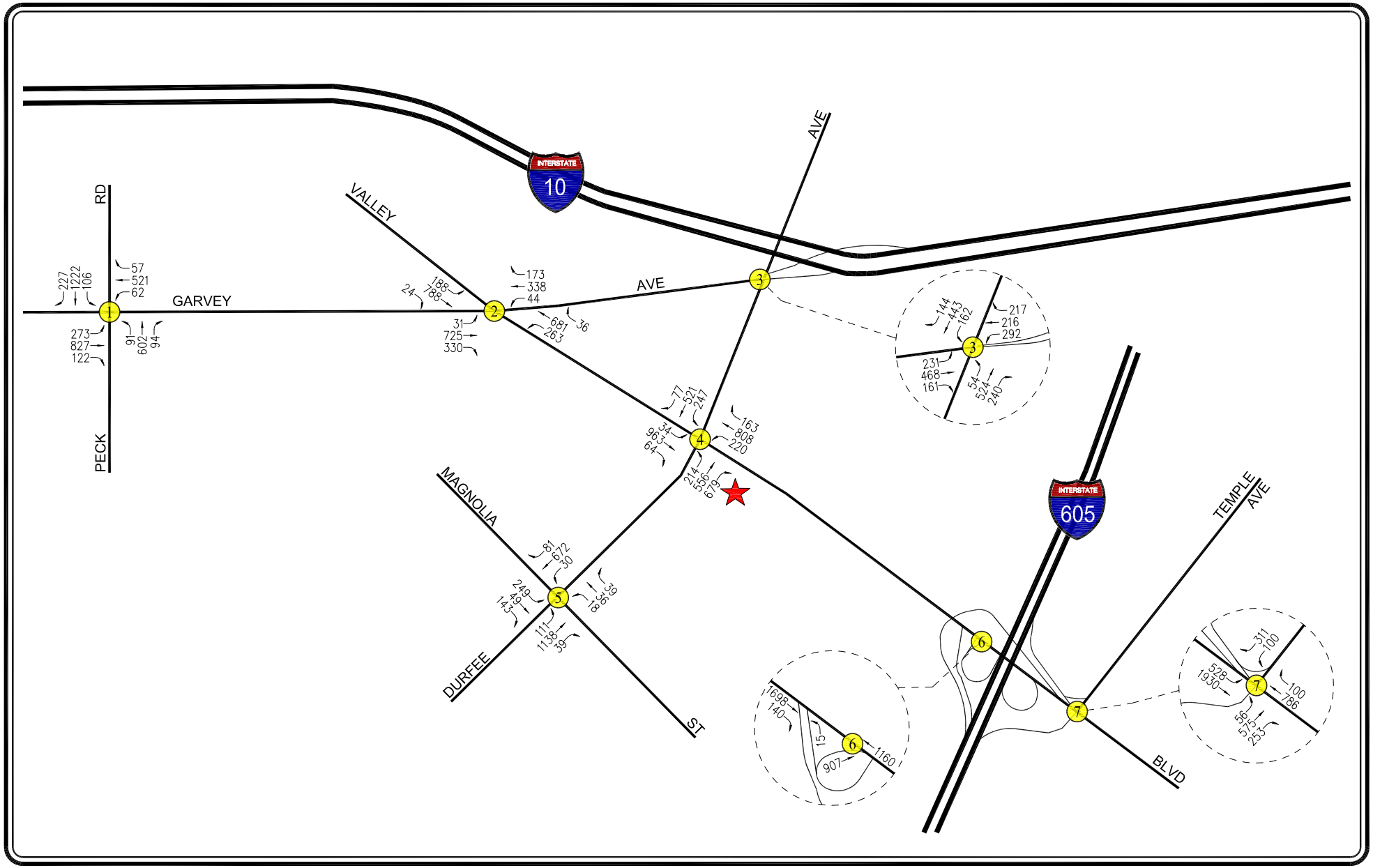

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★ PROJECT SITE

(XX) STUDY INTERSECTION

FIGURE 9-6

FUTURE CUMULATIVE WITH PROJECT TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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10.0 SITE ACCESS REVIEW

An additional review was conducted for the two proposed project site access points described in *Section 3.0*. Operations at the driveways were evaluated for the two proposed project site access points using the HCM methodology. The project driveway analysis is summarized in ***Table 10–1***. The HCM data worksheets for the two site access points are contained in *Appendix C*.

10.1 Existing With Project Conditions

As shown in column [1] of *Table 10–1*, in the "Existing With Project" scenario, motorists exiting the west project driveway onto Durfee Avenue will experience minimal delays (approximately 13 seconds on average) during the weekday AM and PM peak hours. At the north driveway, motorists turning left into the site from Valley Boulevard will also experience delays averaging 12 seconds during the weekday AM peak hour and 16 seconds during the weekday PM peak hour. The 95th percentile queue related to vehicles turning left into the site are calculated to be less than one vehicle during the weekday AM and PM peak hour, primarily due to the relatively low volumes (i.e., six left-turning cars in the AM peak hour and five left-turning cars in the PM peak hour). Motorists exiting the north project driveway onto Valley Boulevard will experience minimal delays (on average, approximately 13 seconds during AM peak hour and 16 seconds during the PM peak hour.

The existing with project traffic volumes at the project site driveways during the weekday AM and PM peak hours are illustrated in ***Figure 10–1*** and ***10–2***, respectively**.**

10.2 Future Cumulative With Project Conditions

The future cumulative with project conditions were forecast based on the addition of traffic generated by the project plus completion, application of the annual ambient growth traffic factor, and occupancy of related projects. As shown in column [2] of *Table 10–1,* motorists exiting the west project driveway onto Durfee Avenue will experience minimal delays (on average, approximately 13 seconds during the weekday AM peak hour and 14 seconds during the weekday PM peak hour). At the north driveway, motorists turning left into the site from Valley Boulevard will also experience delays averaging 12 seconds during the weekday AM peak hour and 16 seconds during the weekday PM peak hour. The 95th percentile queue related to vehicles turning left into the site are calculated to be less than one vehicle during the weekday AM and PM peak hour, primarily due to the relatively low volumes (i.e., six left-turning cars in the AM peak hour and five left-turning cars in the PM peak hour). Motorists exiting the north project driveway onto Valley Boulevard will experience minimal delays (on average approximately 13 seconds during AM peak hour and 16 seconds during the PM peak hour).

The future cumulative with project (existing, ambient growth, related projects and project) traffic volumes at the project site driveways during the weekday AM and PM peak hours are illustrated in ***Figures 10–3*** **and** ***10–4***, respectively.

Table 10-1
HCM INTERSECTION ANALYSIS [A]
WEEKDAY AM AND PM PEAK HOURS
Project Site Driveways

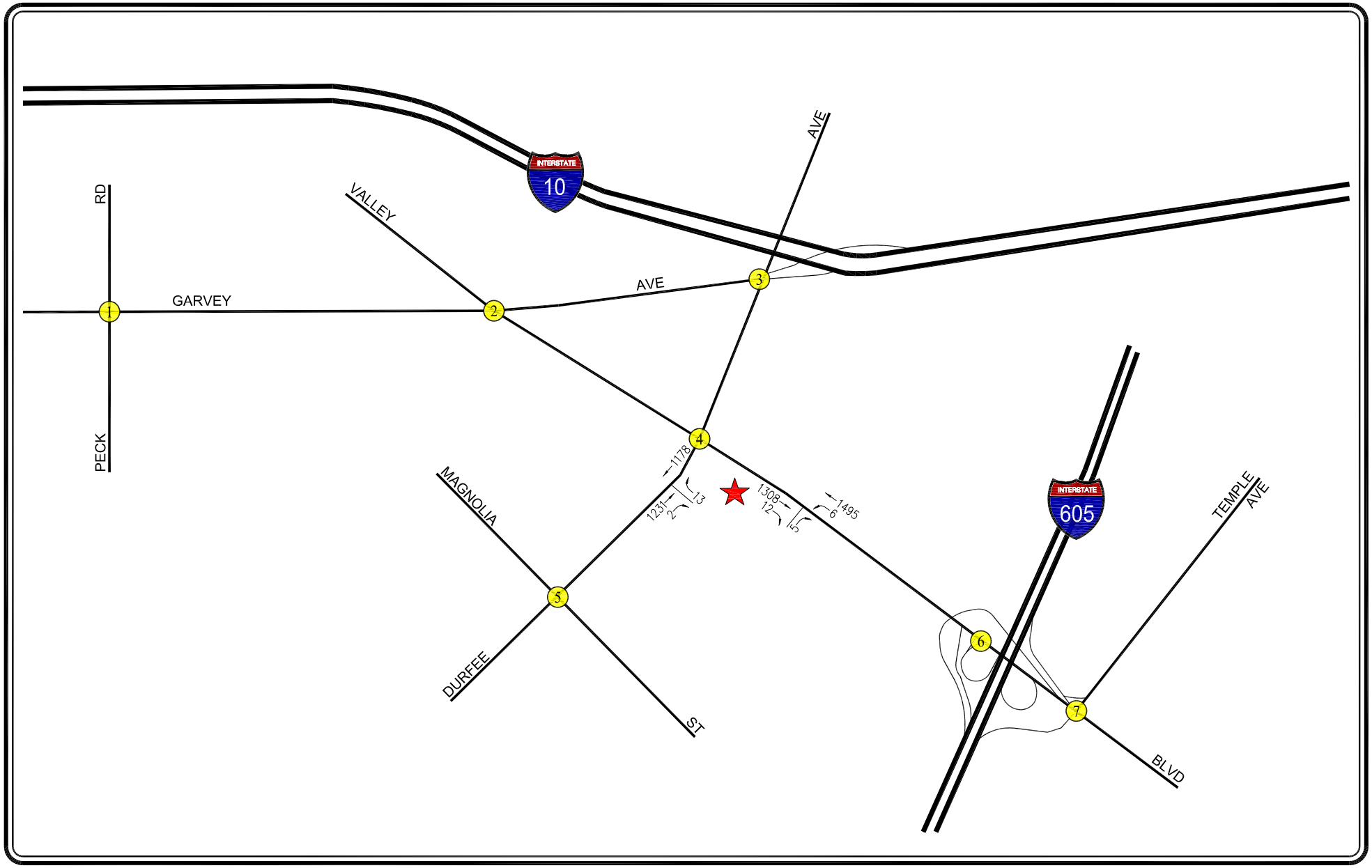
22-Mar-18

NO.	INTERSECTION	TRAFFIC MOVEMENT	PEAK HOUR	EXISTING + PROJECT [1] DELAY [B]	LOS [C]	QUEUE [D]	FUTURE + PROJECT [2] DELAY [B]	LOS [C]	QUEUE [D]
1	Durfee Avenue / West Driveway	Right-Turn Out	AM	12.5	B	0.08	12.7	B	0.08
			PM	13.3	B	0.08	13.6	B	0.08
2	North Driveway / Valley Boulevard	Left-Turn In	AM	11.9	B	0.03	12.3	B	0.04
			PM	15.7	C	0.04	16.4	C	0.05
		Right-Turn Out	AM	12.8	B	0.03	13.2	B	0.03
			PM	15.9	C	0.05	16.4	C	0.05

[A] Intersection analysis based on the Highway Capacity Manual 2010 operational analysis methodologies.
[B] Control delay reported in seconds per vehicle.
[C] Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[D] 95th percentile vehicle queue expressed in number of vehicles.



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NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-1
EXISTING WITH PROJECT DRIVEWAY TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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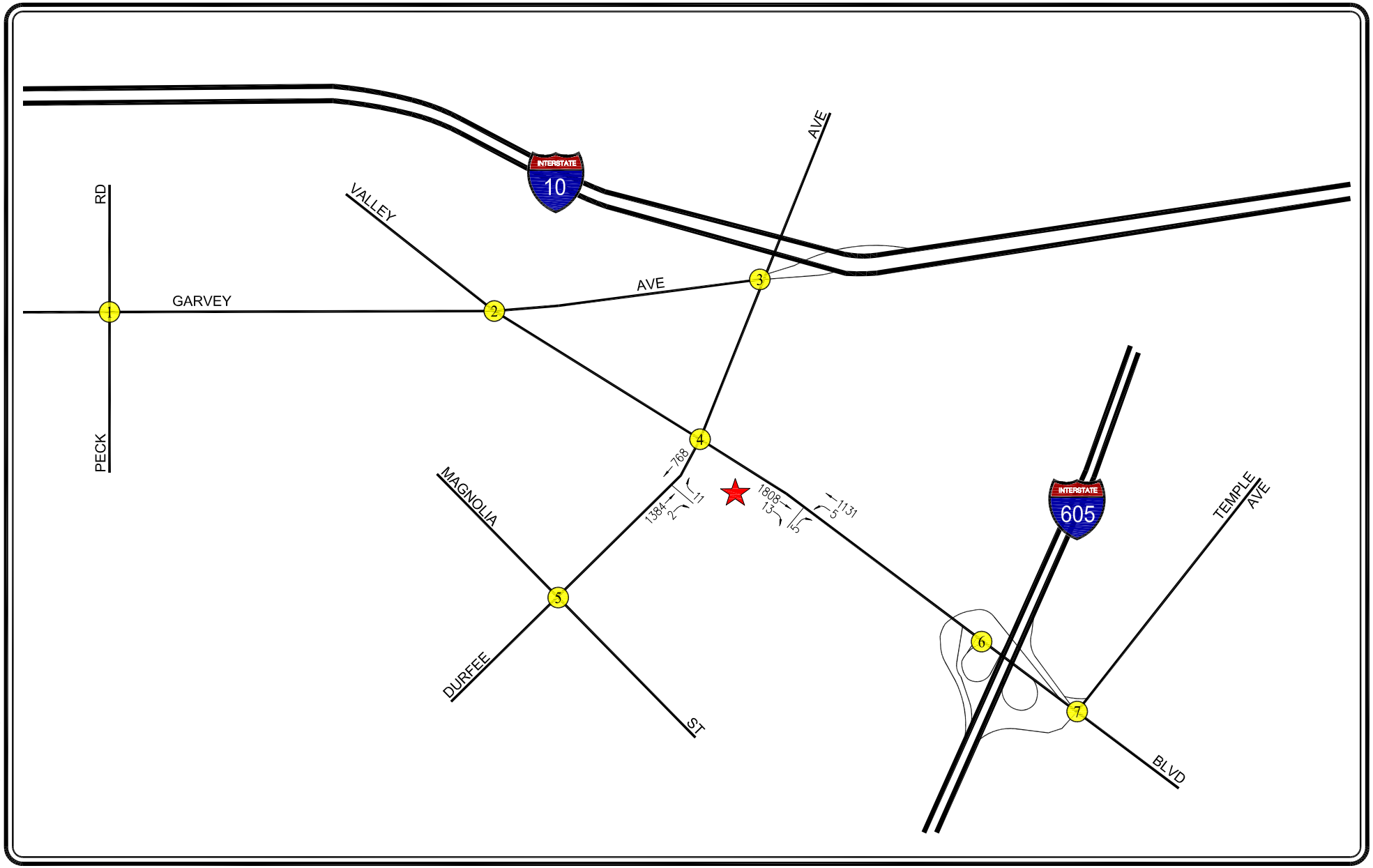

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-2
EXISTING WITH PROJECT DRIVEWAY TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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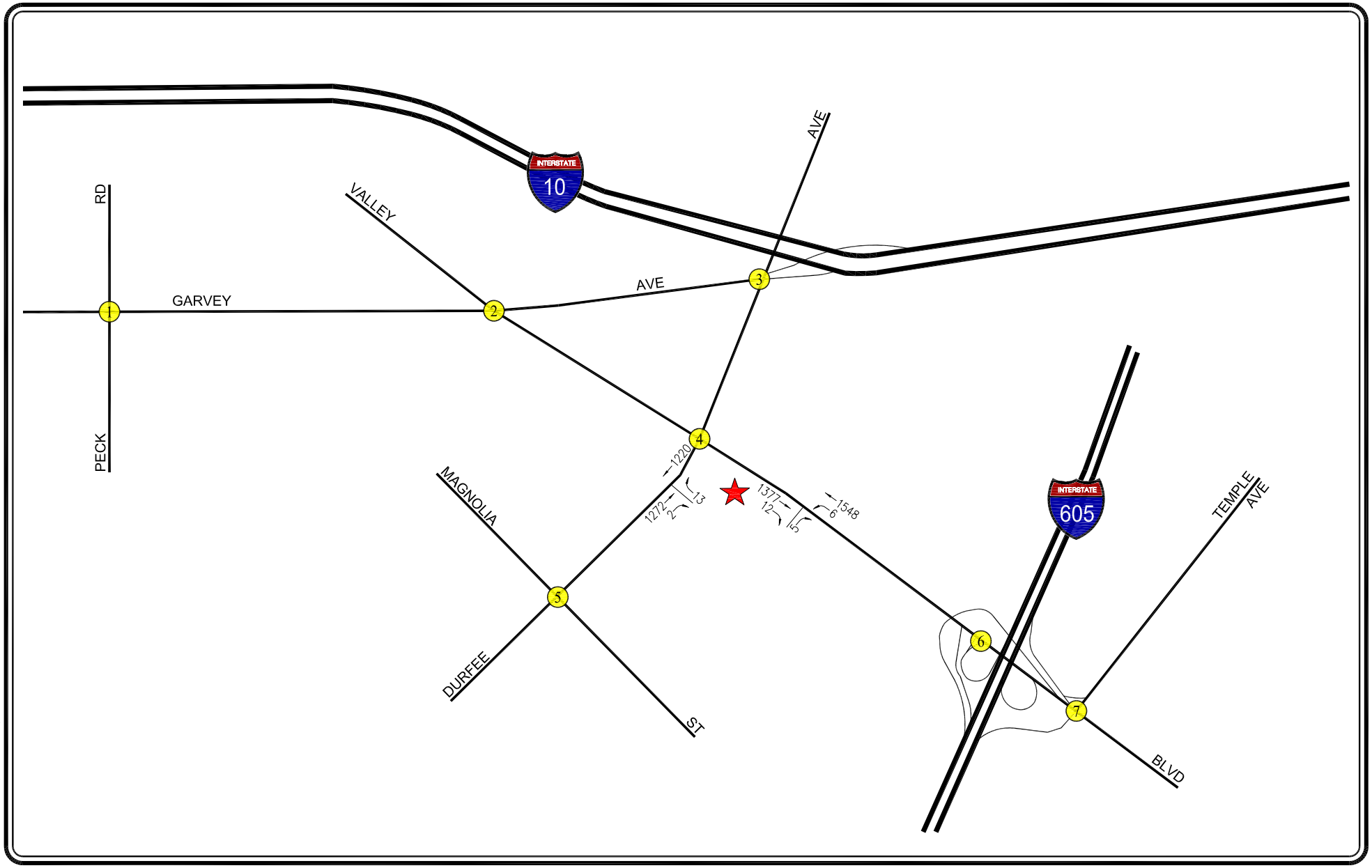

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PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-3
FUTURE WITH PROJECT
DRIVEWAY TRAFFIC VOLUMES

WEEKDAY AM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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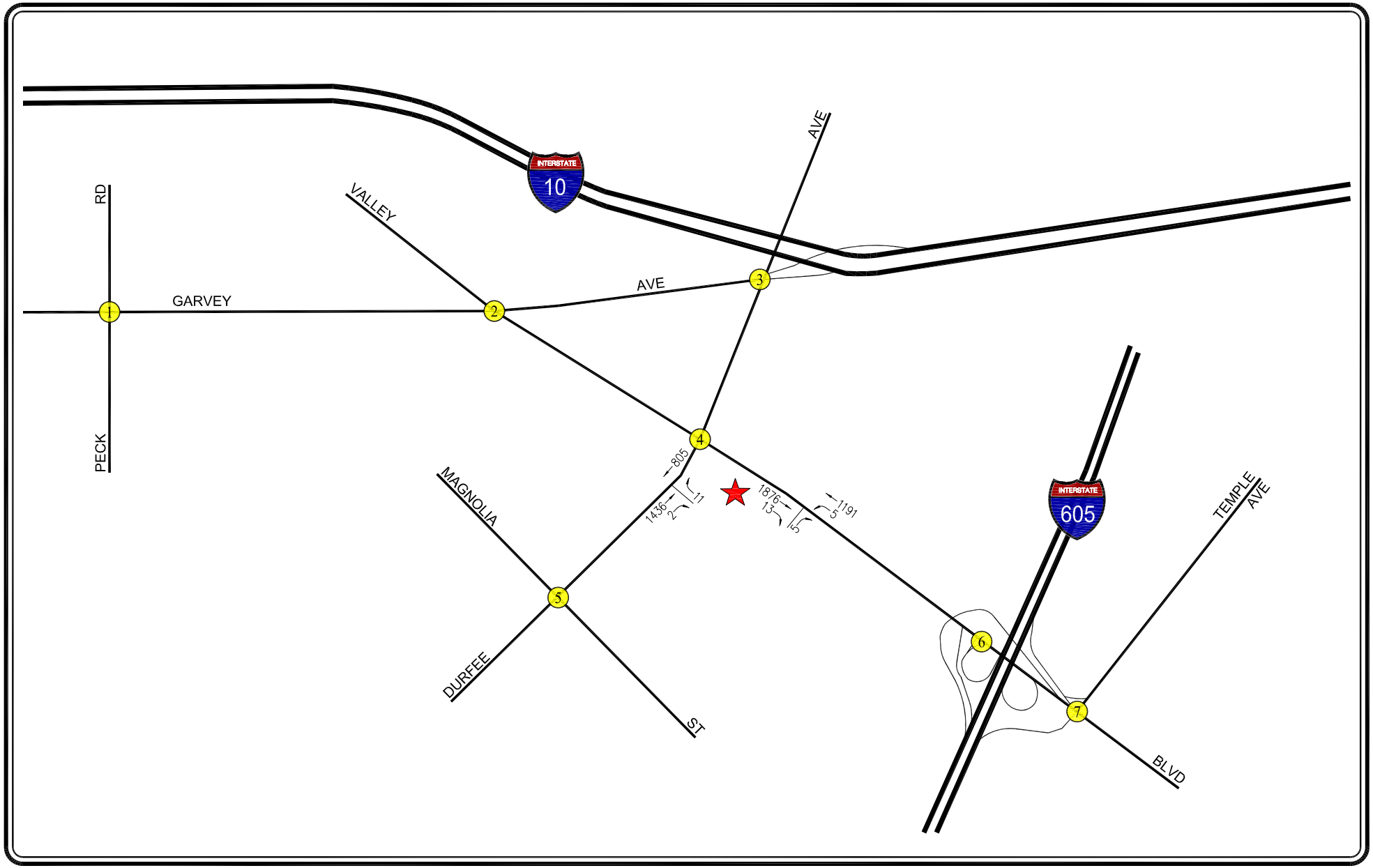

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NOT TO SCALE

PROJECT SITE

XX STUDY INTERSECTION

FIGURE 10-4
FUTURE WITH PROJECT DRIVEWAY TRAFFIC VOLUMES

WEEKDAY PM PEAK HOUR

12300 VALLEY BOULEVARD HOTEL PROJECT

LINSCOTT, LAW & GREENSPAN, engineers

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11.0 CONGESTION MANAGEMENT PROGRAM TRAFFIC IMPACT ASSESSMENT

The Congestion Management Program (CMP) is a state-mandated program that was enacted by the California State Legislature with the passage of Proposition 111 in 1990. The program is intended to address the impact of local growth on the regional transportation system.

As required by the 2010 Congestion Management Program for Los Angeles County, a Traffic Impact Assessment (TIA) has been prepared to determine the potential impacts on designated monitoring locations on the CMP highway system. The analysis has been prepared in accordance with procedures outlined in the *2010 Congestion Management Program for Los Angeles County*, County of Los Angeles Metropolitan Transportation Authority, 2010.

According to Section D.9.1 (Appendix D, page D-6) of the 2010 CMP manual, the criteria for determining a significant transportation impact is listed below:

> "A significant transportation impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C $\geq$ 0.02), causing or worsening LOS F (V/C > 1.00)."

The CMP impact criteria apply for analysis of both intersection and freeway monitoring locations.

11.1 Intersections

The following CMP intersection monitoring locations in the Project vicinity have been identified:

- <u>CMP Station</u> <u>Intersection</u>

  No. 142 Rosemead Boulevard / Valley Boulevard

The CMP TIA guidelines require that intersection monitoring locations must be examined if the proposed project will add 50 or more trips during either the AM or PM weekday peak hours. The proposed project will not add 50 or more trips during either the AM or PM weekday peak hours (i.e., of adjacent street traffic) to CMP monitoring intersections in the project vicinity, which is stated in the CMP manual as the threshold criteria for a traffic impact assessment. Therefore, no further review of potential impacts to intersection monitoring locations that are part of the CMP highway system is required.

11.2 Freeways

The following CMP freeway monitoring locations have been identified in the project vicinity:

- <u>CMP Station</u> <u>Location</u>

  No. 1017 I-10 Freeway east of Peck Road

The CMP TIA guidelines require that freeway monitoring locations must be examined if the proposed project will add 150 or more trips (in either direction) during either the AM or PM weekday peak periods. The proposed project will not add 150 or more trips (in either direction) during either the AM or PM weekday peak hours to CMP freeway monitoring locations which is the threshold for preparing a traffic impact assessment, as stated in the CMP manual. Therefore, no further review of potential impacts to freeway monitoring locations that are part of the CMP highway system is required.

11.3 Transit Impact Review

As required by the *2010 Congestion Management Program for Los Angeles County*, a review has been made of the potential impacts of the project on transit service. As discussed in Subsection 4.4 herein, existing transit service is provided in the vicinity of the proposed 12300 Valley Boulevard Hotel project.

The project trip generation, as shown in *Table 7–1*, was adjusted by values set forth in the CMP (i.e., person trips equal 1.4 times vehicle trips, and transit trips equal 3.5 percent of the total person trips) to estimate transit trip generation. Pursuant to the CMP guidelines, the proposed project is forecast to generate demand for 2 transit trip during the AM peak hour and 2 transit trip during the PM peak hour. Over a 24-hour period, the proposed project is forecast to generate demand for 27 daily transit trips. Therefore, the calculations are as follows:

- AM Peak Hour = 35 × 1.4 × 0.035 = 2 Transit Trips
- PM Peak Hour = 36 × 1.4 × 0.035 = 2 Transit Trips
- Daily Trips = 552 × 1.4 × 0.035 = 27 Transit Trips

As shown in *Table 4-1*, six bus transit lines are provided near the project site. The current service provides 66 buses and trains during the AM peak hour and 57 buses and trains during the PM peak hour. It is noted that the traffic analysis as evaluated herein related to potential impacts to the study intersections is highly conservative as it does not assume any reductions in project-related vehicle trips (e.g., as forecast in *Table 7–1*) due to trips that may otherwise be made via public transit. As such, it is anticipated that the existing transit service in the project area will adequately accommodate the increase of project-generated transit trips given the low number of project-generated transit trips. No project impacts on existing or future transit services in the project area are expected to occur as a result of the proposed project.

12.0 CONCLUSIONS

This traffic impact analysis has been prepared to evaluate the potential impacts to the local street system due to the 12300 Valley Boulevard Hotel project. Seven intersections were identified and analyzed in order to determine changes in operations following construction and occupancy of the proposed project. Application of the impact threshold criteria from the City of El Monte and County of Los Angeles indicate that none of the seven study intersections are would be significantly impacted by the forecast project traffic. As no significant impacts are expected due to the proposed project, no traffic mitigation measures are required or recommended for the study intersections.

The following project design features are recommended to ensure the safe and efficient turning movements at the project's site driveways:

- *Durfee Avenue Project Driveway:*

  To enforce the right-turn in/right-turn out operation at the project's Durfee Avenue driveway, it is recommended that the project construct a physical barrier (e.g., raised island, delineators, etc.) within the existed painted median of Durfee Avenue to the satisfaction of the City of El Monte.

- *Valley Boulevard Project Driveway:*

  To enforce the right-turn only exit movements from the project's Valley Boulevard driveway, it is recommended that the project provide a physical design feature (e.g., channelization or "pork chop" island) at the project's Valley Boulevard driveway to direct exiting motorists to complete a right-turn only to the satisfaction of the City of El Monte.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

Prepared by National Data & Surveying Services

Peck Rd & Garvey Ave

Peak Hour Turning Movement Count

ID: 17-05672-001
City: El Monte

Day: Thursday
Date: 10/12/2017

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 (Peck Rd)

AM	369	707	58	0	789	AM
NOON	0	0	0	0	0	NOON
PM	219	1179	69	0	869	PM
	0	2	1	0		

EASTBOUND (Garvey Ave)

AM	NOON	PM	
1217	0	787	
0	0	0	0
177	0	262	1
413	0	773	2
67	0	119	0
AM	NOON	PM	

WESTBOUND (Garvey Ave)

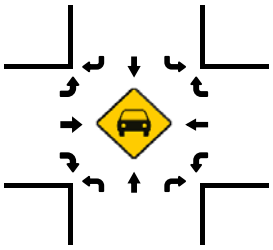
	PM	NOON	AM
0	40	0	52
2	480	0	724
1	42	0	57
0	0	0	0
	912	0	521
	PM	NOON	AM

NORTHBOUND (Peck Rd)

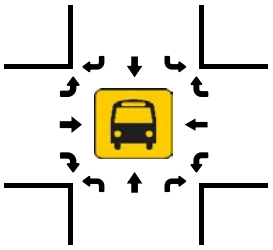
PM	1340	0	88	567	70	PM
NOON	0	0	0	0	0	NOON
AM	831	0	124	560	50	AM
		0	1	2	0	

CONTROL			
Signalized			
TEV	3358	0	3908
	AM	NOON	PM
PHF	0.91		0.97

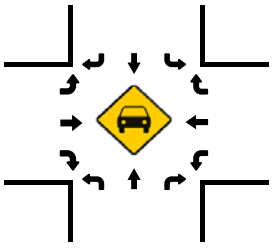
Total Vehicles (AM)



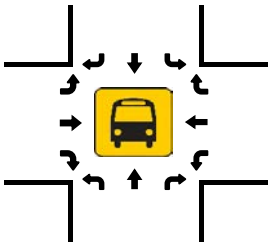
Total Vehicles (AM)



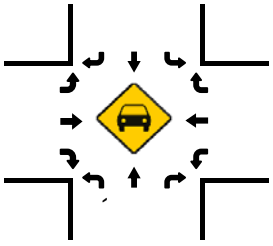
Total Vehicles (NOON)



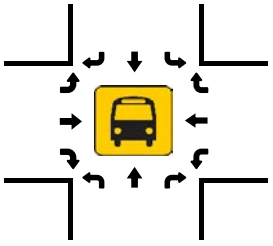
Total Vehicles (NOON)



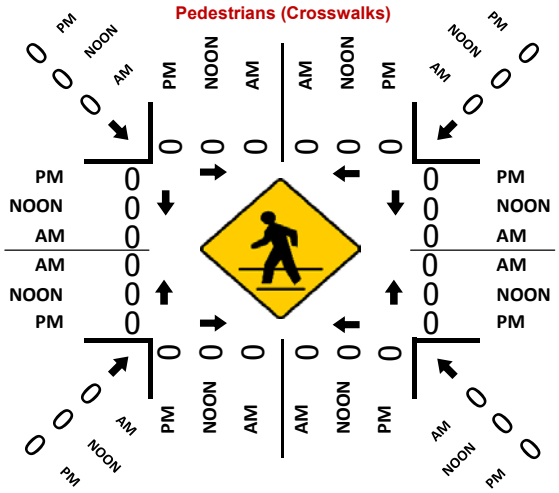
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Peck Rd & Garvey Ave
City: El Monte
Control: Signalized

Project ID: 17-05672-001
Date: 10/12/2017

Total

NS/EW Streets:	Peck Rd				Peck Rd				Garvey Ave				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	30	121	13	0	8	78	57	0	36	71	17	0	11	138	5	0	585
7:15 AM	40	140	9	0	11	139	77	0	29	85	21	0	11	197	13	0	772
7:30 AM	26	175	17	0	14	163	82	0	49	110	20	0	18	200	22	0	896
7:45 AM	26	146	17	0	24	210	112	0	49	127	10	0	14	176	14	0	925
8:00 AM	32	99	7	0	9	195	98	0	50	91	16	0	14	151	3	0	765
8:15 AM	31	84	12	0	12	161	94	0	45	92	20	0	10	158	7	0	726
8:30 AM	24	116	7	0	7	132	80	0	43	84	15	0	10	143	7	0	668
8:45 AM	26	100	9	0	11	187	96	0	25	88	19	0	7	126	9	0	703
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	235	981	91	0	96	1265	696	0	326	748	138	0	95	1289	80	0	6040
APPROACH %'s :	17.98%	75.06%	6.96%	0.00%	4.67%	61.50%	33.84%	0.00%	26.90%	61.72%	11.39%	0.00%	6.49%	88.05%	5.46%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	124	560	50	0	58	707	369	0	177	413	67	0	57	724	52	0	3358
PEAK HR FACTOR :	0.775	0.800	0.735	0.000	0.604	0.842	0.824	0.000	0.885	0.813	0.798	0.000	0.792	0.905	0.591	0.000	0.908
	0.842				0.819				0.883				0.868				

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	23	127	18	0	19	235	43	0	54	175	24	0	11	118	8	0	855
4:15 PM	22	115	15	0	23	243	48	0	52	150	20	0	11	126	3	0	828
4:30 PM	31	139	14	0	20	238	52	0	56	219	31	0	11	119	6	0	936
4:45 PM	22	118	15	0	14	297	64	0	61	175	33	0	14	115	10	0	938
5:00 PM	26	165	18	0	7	277	48	0	55	197	38	0	12	112	8	0	963
5:15 PM	20	123	17	0	28	313	53	0	70	190	33	0	13	106	9	0	975
5:30 PM	22	144	18	0	16	312	58	0	67	206	19	0	11	123	9	0	1005
5:45 PM	20	135	17	0	18	277	60	0	70	180	29	0	6	139	14	0	965
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	186	1066	132	0	145	2192	426	0	485	1492	227	0	89	958	67	0	7465
APPROACH %'s :	13.44%	77.02%	9.54%	0.00%	5.25%	79.33%	15.42%	0.00%	22.01%	67.70%	10.30%	0.00%	7.99%	86.00%	6.01%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	88	567	70	0	69	1179	219	0	262	773	119	0	42	480	40	0	3908
PEAK HR FACTOR :	0.846	0.859	0.972	0.000	0.616	0.942	0.913	0.000	0.936	0.938	0.783	0.000	0.808	0.863	0.714	0.000	0.972
	0.867				0.931				0.985				0.884				

Prepared by National Data & Surveying Services

Valley Blvd & Garvey Ave

Peak Hour Turning Movement Count

ID: 17-05672-002
City: El Monte

Day: Thursday
Date: 10/12/2017

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 (Valley Blvd)

AM	10	617	82	0	1180	AM
NOON	0	0	0	0	0	NOON
PM	24	736	184	0	841	PM
	0.5	1.5	1	0		

EASTBOUND (Garvey Ave)

AM	NOON	PM	
714	0	535	
0	0	0	0
31	0	30	1
267	0	682	2
296	0	300	0

WESTBOUND (Garvey Ave)

	PM	NOON	AM
0	170	0	169
2	299	0	448
1	43	0	125
0	0	0	0
	901	0	367

NORTHBOUND (Valley Blvd)

PM	1079	0	212	641	35	PM
NOON	0	0	0	0	0	NOON
AM	1038	0	256	980	18	AM
		0	1	1.5	0.5	

CONTROL			
Signalized			
TEV	3299	0	3356
	AM	NOON	PM
PHF	0.90		0.97

Total Vehicles (AM)

Total Vehicles (NOON)

Total Vehicles (PM)

Pedestrians (Crosswalks)

	AM	NOON	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

National Data & Surveying Services

Intersection Turning Movement Count

Location: Valley Blvd & Garvey Ave
City: El Monte
Control: Signalized

Project ID: 17-05672-002
Date: 10/12/2017

Total

NS/EW Streets:	Valley Blvd				Valley Blvd				Garvey Ave				Garvey Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	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	64	257	12	0	18	95	0	0	3	43	57	0	18	85	35	0	687
7:15 AM	70	268	3	0	23	146	2	0	7	65	75	0	32	115	43	0	849
7:30 AM	61	302	7	0	12	149	1	0	9	70	79	0	46	137	43	0	916
7:45 AM	64	217	3	0	22	140	3	0	10	77	77	0	28	105	47	0	793
8:00 AM	61	193	5	0	25	182	4	0	5	55	65	0	19	91	36	0	741
8:15 AM	64	173	3	0	16	154	2	0	8	48	54	0	17	81	35	0	655
8:30 AM	51	183	5	0	24	154	0	0	4	54	52	0	24	73	52	0	676
8:45 AM	67	186	8	0	25	187	2	0	7	56	59	0	12	80	29	0	718
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	502	1779	46	0	165	1207	14	0	53	468	518	0	196	767	320	0	6035
APPROACH %'s :	21.57%	76.45%	1.98%	0.00%	11.90%	87.09%	1.01%	0.00%	5.10%	45.04%	49.86%	0.00%	15.28%	59.78%	24.94%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	256	980	18	0	82	617	10	0	31	267	296	0	125	448	169	0	3299
PEAK HR FACTOR :	0.914	0.811	0.643	0.000	0.820	0.848	0.625	0.000	0.775	0.867	0.937	0.000	0.679	0.818	0.899	0.000	0.900
	0.847				0.840				0.905				0.821				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	1.5	0.5	0	1	1.5	0.5	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	58	121	17	0	32	231	4	0	9	122	109	0	14	56	31	0	804
4:15 PM	55	138	5	0	28	214	5	0	10	122	85	0	17	77	38	0	794
4:30 PM	47	168	11	0	32	222	7	0	8	159	72	0	14	83	33	0	856
4:45 PM	51	133	14	0	31	165	4	0	8	150	88	0	8	84	37	0	773
5:00 PM	62	160	13	0	41	177	6	0	7	190	79	0	13	73	47	0	868
5:15 PM	46	149	10	0	42	220	9	0	7	154	78	0	9	74	41	0	839
5:30 PM	53	171	5	0	46	179	2	0	4	163	78	0	12	64	56	0	833
5:45 PM	51	161	7	0	55	160	7	0	12	175	65	0	9	88	26	0	816
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	423	1201	82	0	307	1568	44	0	65	1235	654	0	96	599	309	0	6583
APPROACH %'s :	24.79%	70.40%	4.81%	0.00%	16.00%	81.71%	2.29%	0.00%	3.33%	63.20%	33.47%	0.00%	9.56%	59.66%	30.78%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	212	641	35	0	184	736	24	0	30	682	300	0	43	299	170	0	3356
PEAK HR FACTOR :	0.855	0.937	0.673	0.000	0.836	0.836	0.667	0.000	0.625	0.897	0.949	0.000	0.827	0.849	0.759	0.000	0.967
	0.945				0.871				0.917				0.962				

Prepared by National Data & Surveying Services

Durfee Ave & Garvey Ave/I-10 Ramps

Peak Hour Turning Movement Count

ID: 17-05672-003
City: El Monte

Day: Thursday
Date: 10/12/2017

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 (Durfee Ave)

AM	254	746	167	0	747	AM
NOON	0	0	0	0	0	NOON
PM	141	416	159	0	937	PM
	0	2	1	0		

EASTBOUND (Garvey Ave/I-10 Ramps)

AM	NOON	PM		
644	0	405		
0	0	0	0	
106	0	226	1	
223	0	458	2	
155	0	158	0	
AM	NOON	PM		

WESTBOUND (Garvey Ave/I-10 Ramps)

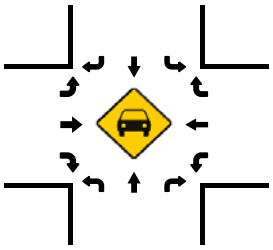
PM	NOON	AM	
213	0	81	0.5
211	0	295	1.5
282	0	242	1
0	0	0	0
849	0	622	
PM	NOON	AM	

NORTHBOUND (Durfee Ave)

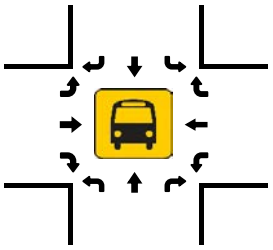
PM	856	0	53	498	232	PM
NOON	0	0	0	0	0	NOON
AM	1143	0	95	560	232	AM
		0	1	3	0	

CONTROL			
Signalized			
TEV	3156 AM	0 NOON	3047 PM
PHF	0.90		0.98

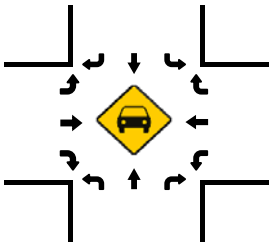
Total Vehicles (AM)



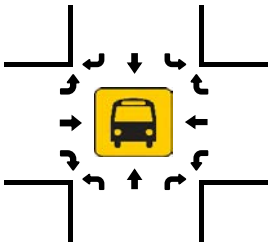
Total Vehicles (AM)



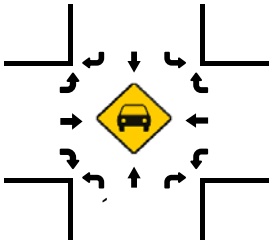
Total Vehicles (NOON)



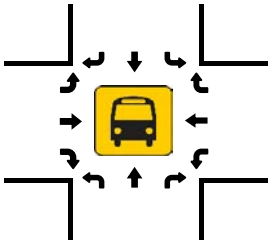
Total Vehicles (NOON)



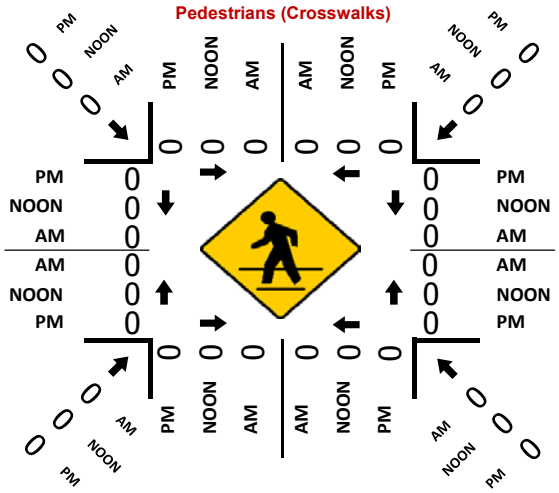
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Durfee Ave & Garvey Ave/I-10 Ramps
City: El Monte
Control: Signalized

Project ID: 17-05672-003
Date: 10/12/2017

Total

NS/EW Streets:	Durfee Ave				Durfee Ave				Garvey Ave/I-10 Ramps				Garvey Ave/I-10 Ramps				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	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	23	109	47	0	34	196	57	0	9	48	40	0	42	49	14	0	668
7:15 AM	33	160	59	0	44	188	35	0	22	65	58	0	47	109	15	0	835
7:30 AM	24	172	73	0	56	215	69	0	30	53	32	0	53	78	17	0	872
7:45 AM	15	119	53	0	33	147	93	0	45	57	25	0	100	59	35	0	781
8:00 AM	11	89	52	0	33	148	56	0	30	41	14	0	70	47	16	0	607
8:15 AM	10	65	39	0	43	114	65	0	23	42	18	0	58	47	22	1	547
8:30 AM	14	48	54	0	37	84	56	0	21	41	19	0	59	62	13	0	508
8:45 AM	6	46	44	0	26	98	54	0	28	50	16	0	51	53	15	0	487
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	136	808	421	0	306	1190	485	0	208	397	222	0	480	504	147	1	5305
APPROACH %'s :	9.96%	59.19%	30.84%	0.00%	15.45%	60.07%	24.48%	0.00%	25.15%	48.00%	26.84%	0.00%	42.40%	44.52%	12.99%	0.09%	
PEAK HR :	**07:00 AM - 08:00 AM**																TOTAL
PEAK HR VOL :	95	560	232	0	167	746	254	0	106	223	155	0	242	295	81	0	3156
PEAK HR FACTOR :	0.720	0.814	0.795	0.000	0.746	0.867	0.683	0.000	0.589	0.858	0.668	0.000	0.605	0.677	0.579	0.000	0.905
	0.824				0.858				0.834				0.796				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	3	0	0	1	2	0	0	1	2	0	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	8	84	48	0	25	81	29	0	51	92	22	0	55	38	52	1	586
4:15 PM	9	87	32	0	27	81	36	0	48	91	17	0	64	67	33	1	593
4:30 PM	15	119	50	0	27	95	25	0	42	113	31	0	74	67	38	1	697
4:45 PM	11	123	49	0	31	92	26	0	49	117	41	0	76	71	55	1	742
5:00 PM	13	114	49	0	35	97	35	0	55	127	34	0	84	58	52	0	753
5:15 PM	13	130	58	0	35	123	38	0	51	106	44	0	70	55	47	0	770
5:30 PM	11	141	52	0	50	109	34	0	60	108	38	0	66	42	67	0	778
5:45 PM	16	113	73	0	39	87	34	0	60	117	42	0	62	56	47	0	746
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	96	911	411	0	269	765	257	0	416	871	269	0	551	454	391	4	5665
APPROACH %'s :	6.77%	64.25%	28.98%	0.00%	20.84%	59.26%	19.91%	0.00%	26.74%	55.98%	17.29%	0.00%	39.36%	32.43%	27.93%	0.29%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	53	498	232	0	159	416	141	0	226	458	158	0	282	211	213	0	3047
PEAK HR FACTOR :	0.828	0.883	0.795	0.000	0.795	0.846	0.928	0.000	0.942	0.902	0.898	0.000	0.839	0.909	0.795	0.000	0.979
	0.960				0.913				0.961				0.910				

Prepared by National Data & Surveying Services

Durfee Ave & Valley Blvd

Peak Hour Turning Movement Count

ID: 17-05672-004
City: El Monte

Day: Thursday
Date: 10/12/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

SOUTHBOUND (Durfee Ave)

AM	132	738	151	2	854	AM
NOON	0	0	0	0	0	NOON
PM	69	506	238	2	718	PM
	1	2	1	0		

EASTBOUND (Valley Blvd)

AM	NOON	PM	
1485	0	1023	
0	0	0	0
102	0	28	1
769	0	907	2
211	0	50	0

WESTBOUND (Valley Blvd)

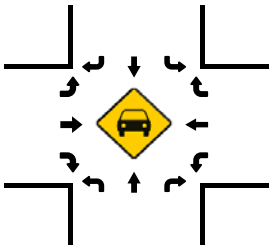
	PM	NOON	AM
0	160	0	118
2	759	0	1148
1	212	0	229
0	0	0	0
	1808	0	1316

NORTHBOUND (Durfee Ave)

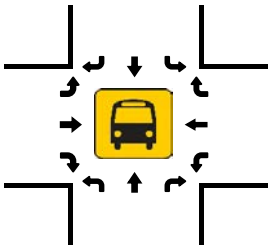
PM	768	0	195	528	663	PM
NOON	0	0	0	0	0	NOON
AM	1178	0	205	632	396	AM
		0	1	2	1	

CONTROL			
Signalized			
TEV	4833	0	4317
	AM	NOON	PM
PHF	0.89		0.94

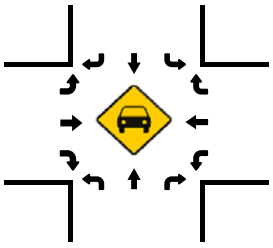
Total Vehicles (AM)



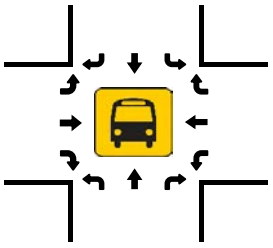
Total Vehicles (AM)



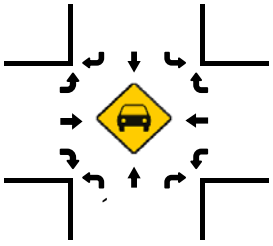
Total Vehicles (NOON)



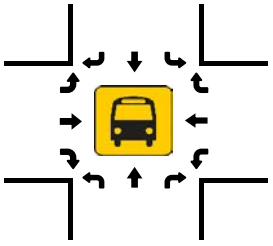
Total Vehicles (NOON)



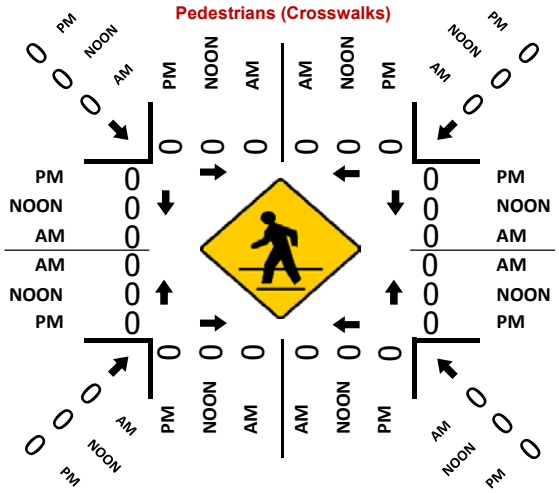
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Durfee Ave & Valley Blvd
City: El Monte
Control: Signalized

Project ID: 17-05672-004
Date: 10/12/2017

Total

NS/EW Streets:	Durfee Ave				Durfee Ave				Valley Blvd				Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	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	37	114	60	0	22	126	33	0	40	115	20	0	61	292	33	0	953
7:15 AM	55	195	87	0	27	169	44	1	49	177	44	0	51	313	27	0	1239
7:30 AM	56	162	105	0	27	212	40	1	20	211	77	0	66	347	31	0	1355
7:45 AM	58	166	114	0	54	224	25	0	15	181	58	0	51	246	28	0	1220
8:00 AM	36	109	90	0	43	133	23	0	18	200	32	0	61	242	32	0	1019
8:15 AM	25	85	92	0	55	125	17	0	11	187	37	0	57	220	28	0	939
8:30 AM	40	76	84	0	35	90	15	1	15	201	38	0	62	236	17	0	910
8:45 AM	44	70	66	0	49	100	16	0	8	214	31	0	56	203	19	0	876
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	351	977	698	0	312	1179	213	3	176	1486	337	0	465	2099	215	0	8511
APPROACH %'s :	17.32%	48.22%	34.45%	0.00%	18.28%	69.07%	12.48%	0.18%	8.80%	74.34%	16.86%	0.00%	16.73%	75.53%	7.74%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	205	632	396	0	151	738	132	2	102	769	211	0	229	1148	118	0	4833
PEAK HR FACTOR :	0.884	0.810	0.868	0.000	0.699	0.824	0.750	0.500	0.520	0.911	0.685	0.000	0.867	0.827	0.922	0.000	0.892
	0.912				0.844				0.878				0.842				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	1	0	1	2	1	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	39	105	147	0	45	99	21	0	12	245	24	0	55	166	25	0	983
4:15 PM	49	74	135	0	49	87	21	0	7	273	23	0	45	188	47	0	998
4:30 PM	51	116	175	0	47	108	26	1	12	209	13	0	65	163	31	0	1017
4:45 PM	44	121	152	0	53	119	18	1	8	234	14	0	57	181	38	0	1040
5:00 PM	61	131	173	0	58	126	22	0	8	213	13	0	46	179	27	0	1057
5:15 PM	44	137	176	0	57	128	13	1	7	254	12	0	57	213	45	0	1144
5:30 PM	46	139	162	0	70	133	16	0	5	206	11	0	52	186	50	0	1076
5:45 PM	46	133	133	0	67	119	19	0	6	207	8	0	53	189	44	0	1024
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	380	956	1253	0	446	919	156	3	65	1841	118	0	430	1465	307	0	8339
APPROACH %'s :	14.68%	36.93%	48.40%	0.00%	29.27%	60.30%	10.24%	0.20%	3.21%	90.96%	5.83%	0.00%	19.53%	66.53%	13.94%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	195	528	663	0	238	506	69	2	28	907	50	0	212	759	160	0	4317
PEAK HR FACTOR :	0.799	0.950	0.942	0.000	0.850	0.951	0.784	0.500	0.875	0.893	0.893	0.000	0.930	0.891	0.800	0.000	0.943
	0.949				0.930				0.902				0.898				

Prepared by National Data & Surveying Services

Durfee Ave & Magnolia St

Peak Hour Turning Movement Count

ID: 17-05672-005
City: El Monte

Day: Thursday
Date: 10/12/2017

PEAK HOURS	COUNT PERIODS
07:15 AM - 08:15 AM	07:00 AM - 09:00 AM
NONE	NONE
04:45 PM - 05:45 PM	04:00 PM - 06:00 PM

Durfee Ave — SOUTHBOUND

AM	42	774	52	0	963	AM
NOON	0	0	0	0	0	NOON
PM	79	642	26	0	1374	PM

Magnolia St — EASTBOUND

AM	NOON	PM		
225	0	223		
0	0	0	0	
86	0	244	0	
89	0	48	1	
117	0	138	0	
AM	NOON	PM		

Magnolia St — WESTBOUND

PM	NOON	AM		
36	0	63	0	
35	0	107	1	
18	0	99	0	
0	0	1	0	
112	0	201		
PM	NOON	AM		

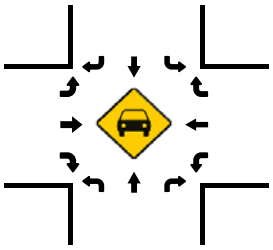
Durfee Ave — NORTHBOUND

PM	798	0	109	1094	38	PM
NOON	0	0	0	0	0	NOON
AM	991	1	76	814	59	AM

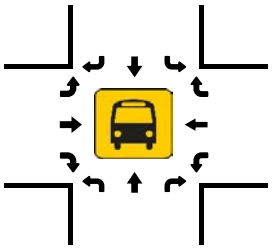
0	2	1	0
0	1	2	0

CONTROL			
Signalized			
TEV	2380	0	2507
	AM	NOON	PM
PHF	0.85		0.97

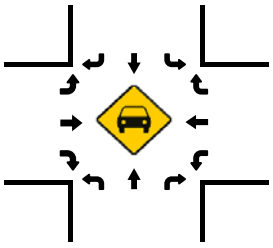
Total Vehicles (AM)



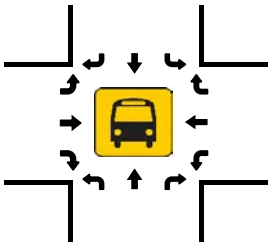
Total Vehicles (AM)



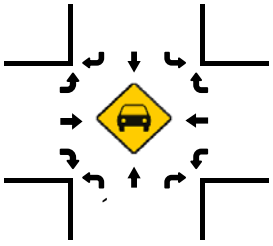
Total Vehicles (NOON)



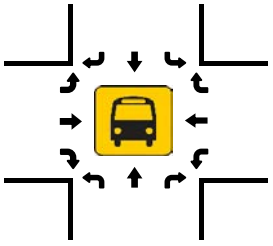
Total Vehicles (NOON)



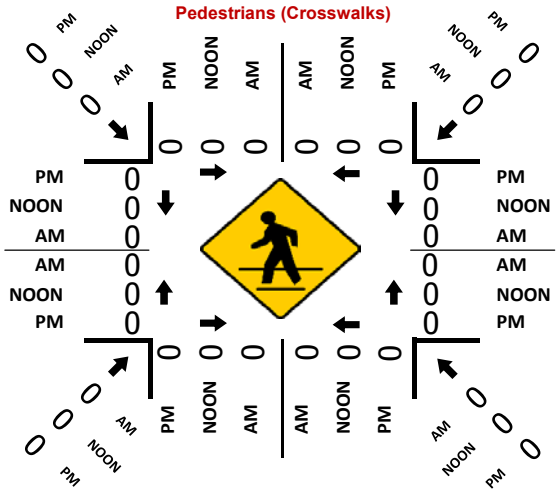
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Durfee Ave & Magnolia St
City: El Monte
Control: Signalized

Project ID: 17-05672-005
Date: 10/12/2017

Total

NS/EW Streets:	Durfee Ave				Durfee Ave				Magnolia St				Magnolia St				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	17	164	2	0	9	155	7	0	12	17	24	0	11	15	16	0	449
7:15 AM	20	208	20	0	9	162	9	0	19	19	34	0	25	24	17	1	567
7:30 AM	24	221	25	1	23	174	18	0	25	58	30	0	40	38	21	0	698
7:45 AM	15	193	11	0	14	246	10	0	19	8	32	0	29	39	14	0	630
8:00 AM	17	192	3	0	6	192	5	0	23	4	21	0	5	6	11	0	485
8:15 AM	15	151	2	0	4	166	6	0	16	1	16	0	5	3	5	0	390
8:30 AM	14	162	0	0	2	165	4	0	14	4	17	0	4	3	11	0	400
8:45 AM	12	135	3	0	3	158	5	0	19	2	13	0	6	2	8	0	366
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	134	1426	66	1	70	1418	64	0	147	113	187	0	125	130	103	1	3985
APPROACH %'s :	8.24%	87.65%	4.06%	0.06%	4.51%	91.37%	4.12%	0.00%	32.89%	25.28%	41.83%	0.00%	34.82%	36.21%	28.69%	0.28%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	76	814	59	1	52	774	42	0	86	89	117	0	99	107	63	1	2380
PEAK HR FACTOR :	0.792	0.921	0.590	0.250	0.565	0.787	0.583	0.000	0.860	0.384	0.860	0.000	0.619	0.686	0.750	0.250	0.852
	0.876				0.804				0.646				0.682				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	2	0	0	1	2	0	0	0	1	0	0	0	1	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
4:00 PM	20	217	9	0	8	137	11	0	31	11	31	0	10	8	9	0	502
4:15 PM	23	211	10	0	5	126	20	0	46	12	25	0	5	9	10	0	502
4:30 PM	22	259	11	0	6	159	10	0	63	11	40	0	9	6	13	0	609
4:45 PM	25	251	12	0	8	173	16	0	67	9	30	0	6	5	8	0	610
5:00 PM	33	281	6	0	4	151	24	0	66	14	36	0	8	9	15	0	647
5:15 PM	18	269	12	0	5	177	21	0	59	18	36	0	1	11	7	0	634
5:30 PM	33	293	8	0	9	141	18	0	52	7	36	0	3	10	6	0	616
5:45 PM	24	232	6	0	12	151	14	0	44	8	30	0	5	13	5	0	544
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	198	2013	74	0	57	1215	134	0	428	90	264	0	47	71	73	0	4664
APPROACH %'s :	8.67%	88.10%	3.24%	0.00%	4.05%	86.42%	9.53%	0.00%	54.73%	11.51%	33.76%	0.00%	24.61%	37.17%	38.22%	0.00%	
PEAK HR :	04:45 PM - 05:45 PM																TOTAL
PEAK HR VOL :	109	1094	38	0	26	642	79	0	244	48	138	0	18	35	36	0	2507
PEAK HR FACTOR :	0.826	0.933	0.792	0.000	0.722	0.907	0.823	0.000	0.910	0.667	0.958	0.000	0.563	0.795	0.600	0.000	0.969
	0.929				0.920				0.927				0.695				

Prepared by National Data & Surveying Services

I-605 SB Off-Ramp & Valley Blvd

Peak Hour Turning Movement Count

ID: 17-05672-006
City: El Monte

Day: Thursday
Date: 10/12/2017

PEAK HOURS

07:15 AM - 08:15 AM
NONE
05:00 PM - 06:00 PM

COUNT PERIODS

07:00 AM - 09:00 AM
NONE
04:00 PM - 06:00 PM

SOUTHBOUND — I-605 SB Off-Ramp

AM	0	0	0	0	0	AM
NOON	0	0	0	0	0	NOON
PM	0	0	0	0	0	PM

EASTBOUND — Valley Blvd

AM	NOON	PM	
1459	0	1108	⇦
0	0	0	↶ 0
0	0	0	↱ 0
1136	0	1632	→ 2
175	0	134	↳ 0

WESTBOUND — Valley Blvd

	PM	NOON	AM
0 ↰	0	0	0
2 ←	1098	0	1437
0 ↰	0	0	0
0 ↰	0	0	0
⇨	2521	0	1774

NORTHBOUND — I-605 SB Off-Ramp

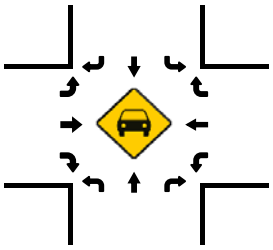
PM	134	0	10	0	889	PM
NOON	0	0	0	0	0	NOON
AM	175	0	22	0	638	AM
	⇩	↰ 0	← 1	↑ 0	↱ 1	

CONTROL

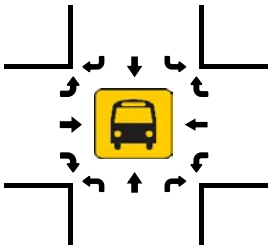
1-Way Stop(NB)

TEV	3408	0	3763
	AM	NOON	PM
PHF	0.97		0.91

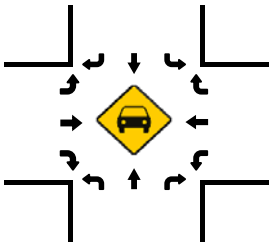
Total Vehicles (AM)



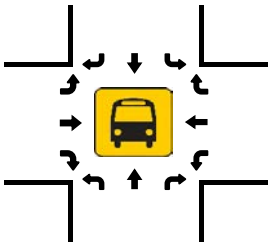
Total Vehicles (AM)



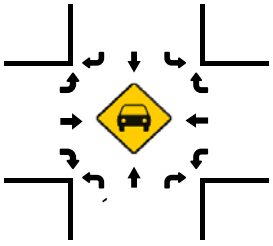
Total Vehicles (NOON)



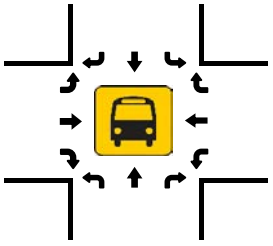
Total Vehicles (NOON)



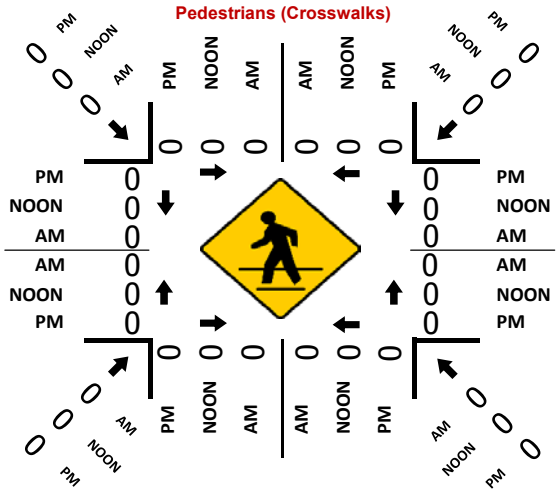
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-605 SB Off-Ramp & Valley Blvd
City: El Monte
Control: 1-Way Stop(NB)

Project ID: 17-05672-006
Date: 10/12/2017

Total

NS/EW Streets:	I-605 SB Off-Ramp				I-605 SB Off-Ramp				Valley Blvd				Valley Blvd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	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	3	0	105	0	0	0	0	0	0	158	22	0	0	376	0	0	664
7:15 AM	7	0	132	0	0	0	0	0	0	258	42	0	0	435	0	0	874
7:30 AM	7	0	152	0	0	0	0	0	0	275	45	0	0	363	0	0	842
7:45 AM	5	0	182	0	0	0	0	0	0	307	47	0	0	329	0	0	870
8:00 AM	3	0	172	0	0	0	0	0	0	296	41	0	0	310	0	0	822
8:15 AM	5	0	197	0	0	0	0	0	0	270	48	0	0	324	0	0	844
8:30 AM	5	0	172	0	0	0	0	0	0	274	26	0	0	279	0	0	756
8:45 AM	5	0	240	0	0	0	0	0	0	290	26	0	0	285	0	0	846
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	40	0	1352	0	0	0	0	0	0	2128	297	0	0	2701	0	0	6518
APPROACH %'s :	2.87%	0.00%	97.13%	0.00%					0.00%	87.75%	12.25%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**07:15 AM - 08:15 AM**																TOTAL
PEAK HR VOL :	22	0	638	0	0	0	0	0	0	1136	175	0	0	1437	0	0	3408
PEAK HR FACTOR :	0.786	0.000	0.876	0.000	0.000	0.000	0.000	0.000	0.000	0.925	0.931	0.000	0.000	0.826	0.000	0.000	0.975
	0.882								0.926				0.826				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	1	0	1	0	0	0	0	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	2	0	207	0	0	0	0	0	0	409	42	0	0	235	0	0	895
4:15 PM	2	0	235	0	0	0	0	0	0	417	33	0	0	253	0	0	940
4:30 PM	4	0	186	0	0	0	0	0	0	406	35	0	0	269	0	0	900
4:45 PM	4	0	221	0	0	0	0	0	0	396	39	0	0	260	0	0	920
5:00 PM	3	0	209	0	0	0	0	0	0	391	28	0	0	245	0	0	876
5:15 PM	2	0	226	0	0	0	0	0	0	463	43	0	0	304	0	0	1038
5:30 PM	2	0	216	0	0	0	0	0	0	344	24	0	0	285	0	0	871
5:45 PM	3	0	238	0	0	0	0	0	0	434	39	0	0	264	0	0	978
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	22	0	1738	0	0	0	0	0	0	3260	283	0	0	2115	0	0	7418
APPROACH %'s :	1.25%	0.00%	98.75%	0.00%					0.00%	92.01%	7.99%	0.00%	0.00%	100.00%	0.00%	0.00%	
PEAK HR :	**05:00 PM - 06:00 PM**																TOTAL
PEAK HR VOL :	10	0	889	0	0	0	0	0	0	1632	134	0	0	1098	0	0	3763
PEAK HR FACTOR :	0.833	0.000	0.934	0.000	0.000	0.000	0.000	0.000	0.000	0.881	0.779	0.000	0.000	0.903	0.000	0.000	0.906
	0.933								0.873				0.903				

Prepared by National Data & Surveying Services

Temple Ave /I-605 NB Off-Ramp & Valley Blvd

Peak Hour Turning Movement Count

ID: 17-05672-007
City: El Monte

Day: Thursday
Date: 10/12/2017

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

SOUTHBOUND — Temple Ave /I-605 NB Off-Ramp

AM	351	0	51	0	907	AM
NOON	0	0	0	0	0	NOON
PM	304	0	98	0	1179	PM
	2	0	1	0		

EASTBOUND — Valley Blvd

AM	NOON	PM	
1322	0	1091	
0	0	0	0
410	0	517	2
1340	0	1864	3
0	0	0	0

WESTBOUND — Valley Blvd

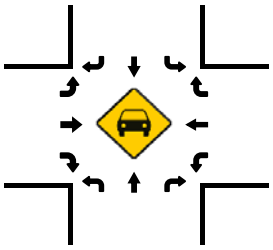
	PM	NOON	AM
0.5	98	0	69
3.5	737	0	894
0	0	0	0
0	0	0	0
	2210	0	1582

NORTHBOUND — Temple Ave /I-605 NB Off-Ramp

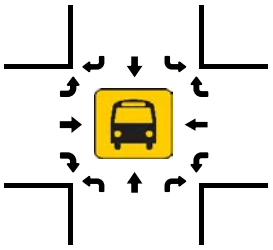
PM	0	0	50	564	248	PM
NOON	0	0	0	0	0	NOON
AM	0	0	77	428	191	AM
		0	0.5	0.5	1	

CONTROL			
Signalized			
TEV	3811	0	4480
	AM	NOON	PM
PHF	0.96		0.98

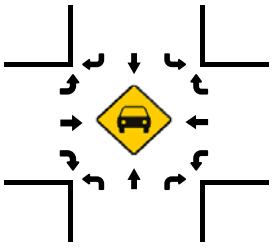
Total Vehicles (AM)



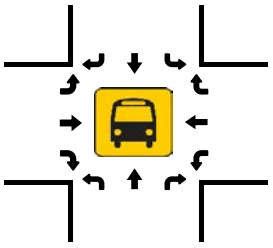
Total Vehicles (AM)



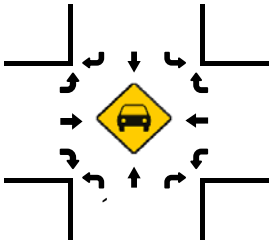
Total Vehicles (NOON)



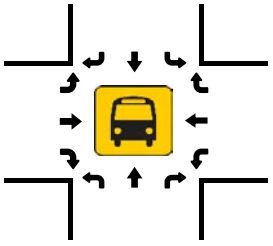
Total Vehicles (NOON)



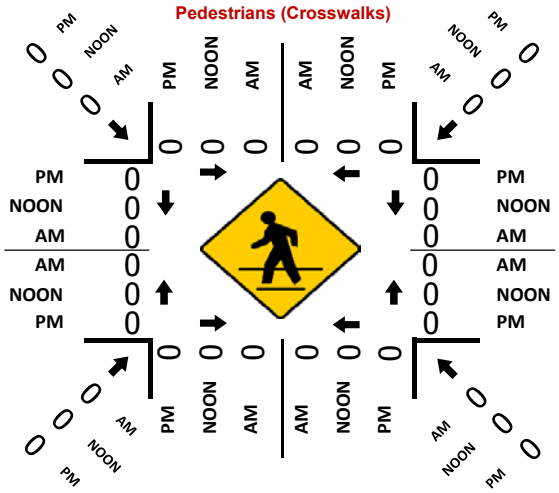
Total Vehicles (PM)



Total Vehicles (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: Temple Ave /I-605 NB Off-Ramp & Valley Blvd
City: El Monte
Control: Signalized

Project ID: 17-05672-007
Date: 10/12/2017

Total

NS/EW Streets:	Temple Ave /I-605 NB Off-Ramp						Temple Ave /I-605 NB Off-Ramp						Valley Blvd						Valley Blvd																		
AM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND2							EASTBOUND2						
	0.5	0.5	1	0	0	0	1	0	2	0	0	0	2	3	0	0	0	0	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	S2L	S2R	S2U	S2L2	S2T2	S2R2	S2U2	E2L	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
7:00 AM	16	76	60	0	1	0	5	0	101	0	143	53	66	182	0	0	0	0	0	272	12	0	116	158		0	0	0	0	0	0	0	0	0	0	0	0	1261
7:15 AM	37	120	54	0	1	0	6	0	121	0	176	60	88	253	0	0	0	0	0	263	11	0	82	143		0	0	0	0	0	0	0	0	0	0	0	0	1415
7:30 AM	18	87	39	0	2	0	15	0	91	0	179	59	102	305	0	0	0	0	0	250	16	0	92	137		0	0	0	0	0	0	0	0	0	0	0	0	1392
7:45 AM	19	137	46	0	0	0	12	0	87	0	149	57	112	315	0	0	0	0	0	225	19	0	92	147		0	0	0	0	0	0	0	0	0	0	0	0	1417
8:00 AM	19	103	48	0	1	0	15	0	78	0	117	42	57	360	0	0	0	0	0	212	14	0	86	148		0	0	0	0	0	0	0	0	0	0	0	0	1300
8:15 AM	21	101	58	0	1	0	9	0	95	0	179	65	139	360	0	0	0	0	0	207	20	0	79	119		0	0	0	0	0	0	0	0	0	0	0	0	1453
8:30 AM	15	76	31	0	0	0	15	0	83	0	114	64	104	336	0	0	0	0	0	183	18	0	64	125		0	0	0	0	0	0	0	0	0	0	0	0	1228
8:45 AM	13	99	63	0	0	0	14	0	85	0	127	85	105	355	0	0	0	0	0	184	13	0	52	133		0	0	0	0	0	0	0	0	0	0	0	0	1328
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	S2L	S2R	S2U	S2L2	S2T2	S2R2	S2U2	E2L	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	158	799	399	0	6	0	91	0	741	0	1184	485	773	2466	0	0	0	0	0	1796	123	0	663	1110	0	0	0	0	0	0	0	0	0	0	0	0	0	10794
APPROACH %'s :	11.60%	58.66%	29.30%	0.00%	0.44%	0.00%	3.64%	0.00%	29.63%	0.00%	47.34%	19.39%	23.87%	76.13%	0.00%	0.00%	0.00%	0.00%	0.00%	48.65%	3.33%	0.00%	17.96%	30.07%														
PEAK HR :	07:30 AM - 08:30 AM																																					TOTAL
PEAK HR VOL :	77	438	191	0	4	0	53	0	351	0	634	221	410	1360	0	0	0	0	0	894	68	0	349	551	0	0	0	0	0	0	0	0	0	0	0	0	0	5562
PEAK HR FACTOR :	0.917	0.781	0.823	0.000	0.500	0.000	0.850	0.000	0.924	0.000	0.872	0.858	0.737	0.931	0.000	0.000	0.000	0.000	0.000	0.894	0.863	0.000	0.948	0.931	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	0.957
	0.866						0.897						0.877						0.941																			

PM	NORTHBOUND						SOUTHBOUND						EASTBOUND						WESTBOUND						SOUTHBOUND2							EASTBOUND2						
	0.5	0.5	1	0	0	0	1	0	2	0	0	0	2	3	0	0	0	0	0	3.5	0.5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	S2L	S2R	S2U	S2L2	S2T2	S2R2	S2U2	E2L	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
4:00 PM	14	139	62	0	0	0	16	0	68	0	106	40	142	405	0	0	0	0	0	162	28	0	55	109		0	0	0	0	0	0	0	0	0	0	0	0	1346
4:15 PM	13	110	54	0	0	0	23	0	86	0	123	30	126	466	0	0	0	0	0	146	28	0	43	79		0	0	0	0	0	0	0	0	0	0	0	0	1327
4:30 PM	10	154	63	0	0	0	23	0	81	0	138	50	140	454	0	0	0	0	0	185	24	0	65	109		0	0	0	0	0	0	0	0	0	0	0	0	1496
4:45 PM	14	151	59	0	0	0	24	0	87	0	86	63	132	422	0	0	0	0	0	154	24	0	50	108		0	0	0	0	0	0	0	0	0	0	0	0	1374
5:00 PM	7	134	66	0	1	0	28	0	73	0	111	94	124	455	0	0	0	0	0	170	28	0	60	106		0	0	0	0	0	0	0	0	0	0	0	0	1457
5:15 PM	13	119	71	0	1	0	18	0	82	0	103	68	143	489	0	0	0	0	0	200	24	0	50	139		0	0	0	0	0	0	0	0	0	0	0	0	1520
5:30 PM	16	166	60	0	0	0	30	0	76	0	120	71	96	447	0	0	0	0	0	203	26	0	57	139		0	0	0	0	0	0	0	0	0	0	0	0	1507
5:45 PM	14	145	51	0	4	0	22	0	73	0	94	74	154	473	0	0	0	0	0	164	20	0	58	114		0	0	0	0	0	0	0	0	0	0	0	0	1460
	NL	NT	NR	NU	NL2	NT2	SL	ST	SR	SU	SR2	SU2	EL	ET	ER	EU	EL2	EU2	WL	WT	WR	WU	WT2	WR2	S2L	S2R	S2U	S2L2	S2T2	S2R2	S2U2	E2L	E2U	E2L2	E2T2	E2R2	E2U2	TOTAL
TOTAL VOLUMES :	101	1118	486	0	6	0	184	0	626	0	881	490	1057	3611	0	0	0	0	0	1384	202	0	438	903	0	0	0	0	0	0	0	0	0	0	0	0	0	11487
APPROACH %'s :	5.90%	65.34%	28.40%	0.00%	0.35%	0.00%	8.44%	0.00%	28.70%	0.00%	40.39%	22.47%	22.64%	77.36%	0.00%	0.00%	0.00%	0.00%	0.00%	47.28%	6.90%	0.00%	14.96%	30.85%														
PEAK HR :	05:00 PM - 06:00 PM																																					TOTAL
PEAK HR VOL :	50	564	248	0	6	0	98	0	304	0	428	307	517	1864	0	0	0	0	0	737	98	0	225	498	0	0	0	0	0	0	0	0	0	0	0	0	0	5944
PEAK HR FACTOR :	0.781	0.949	0.873	0.000	0.375	0.000	0.817	0.000	0.927	0.000	0.892	0.816	0.839	0.953	0.000	0.000	0.000	0.000	0.000	0.908	0.875	0.000	0.938	0.896	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	0.978
	0.897						0.929						0.942						0.916																			

APPENDIX B

ICU AND LEVELS OF SERVICE EXPLANATION
ICU DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

INTERSECTION CAPACITY UTILIZATION (ICU) DESCRIPTION

Level of Service is a term used to describe prevailing conditions and their effect on traffic. Broadly interpreted, the Levels of Service concept denotes any one of a number of differing combinations of operating conditions which may occur as a roadway is accommodating various traffic volumes. Level of Service is a qualitative measure of the effect of such factors as travel speed, travel time, traffic interruptions, freedom to maneuver, safety, driving comfort and convenience.

Six Levels of Service, A through F, have been defined in the 1965 *Highway Capacity Manual*, published by the Transportation Research Board. Level of Service A describes a condition of free flow, with low traffic volumes and relatively high speeds, while Level of Service F describes forced traffic flow at low speeds with jammed conditions and queues which cannot clear during the green phases.

The Intersection Capacity Utilization (ICU) method of intersection capacity analysis has been used in our studies. It directly relates traffic demand and available capacity for key intersection movements, regardless of present signal timing, The capacity per hour of green time for each approach is calculated based on the methods of the *Highway Capacity Manual*. The proportion of total signal time needed by each key movement is determined and compared to the total time available (100 percent of the hour). The result of summing the requirements of the conflicting key movements plus an allowance for clearance times is expressed as a decimal fraction. Conflicting key traffic movements are those opposing movements whose combined green time requirements are greatest.

The resulting ICU represents the proportion of the total hour required to accommodate intersection demand volumes if the key conflicting traffic movements are operating at capacity. Other movements may be operating near capacity, or may be operating at significantly better levels. The ICU may be translated to a Level of Service as tabulated below.

The Levels of Service (abbreviated from the *Highway Capacity Manual*) are listed here with their corresponding ICU and Load Factor equivalents. Load Factor is that proportion of the signal cycles during the peak hour which are fully loaded; i.e. when all of the vehicles waiting at the beginning of green are not able to clear on that green phase.

Intersection Capacity Utilization Characteristics

Level of Service	Load Factor	Equivalent ICU
A	0.0	0.00 - 0.60
B	0.0 - 0.1	0.61 - 0.70
C	0.1 - 0.3	0.71 - 0.80
D	0.3 - 0.7	0.81 - 0.90
E	0.7 - 1.0	0.91 - 1.00
F	Not Applicable	Not Applicable

SERVICE LEVEL A
There are no loaded cycles and few are even close to loaded at this service level. No approach phase is fully utilized by traffic and no vehicle waits longer than one red indication.

SERVICE LEVEL B
This level represents stable operation where an occasional approach phase is fully utilized and a substantial number are approaching full use. Many drivers begin to feel restricted within platoons of vehicles.

SERVICE LEVEL C
At this level stable operation continues. Loading is still intermittent but more frequent than at Level B. Occasionally drivers may have to wait through more than one red signal indication and backups may develop behind turning vehicles. Most drivers feel somewhat restricted, but not objectionably so.

SERVICE LEVEL D
This level encompasses a zone of increasing restriction approaching instability at the intersection. Delays to approaching vehicles may be substantial during short peaks within the peak hour, but enough cycles with lower demand occur to permit periodic clearance of queues, thus preventing excessive backups. Drivers frequently have to wait through more than one red signal. This level is the lower limit of acceptable operation to most drivers.

SERVICE LEVEL E
This represents near capacity and capacity operation. At capacity (ICU = 1.0) it represents the most vehicles that the particular intersection can accommodate. However, full utilization of every signal cycle is seldom attained no matter how great the demand. At this level all drivers wait through more than one red signal, and frequently through several.

SERVICE LEVEL F
Jammed conditions. Traffic backed up from a downstream location on one of the street restricts or prevents movement of traffic through the intersection under consideration.

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INTERSECTION CAPACITY UTILIZATION

Peck Road @ Garvey Avenue
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Peck Road
E-W St: Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU 1

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	124	1600	0.078 *	0	124	1600	0.078 *	3	127	1600	0.080 *	0	127	1600	0.080 *	0	127	1600	0.080 *
Nb Thru	560	3200	0.191	0	560	3200	0.191	29	589	3200	0.207	0	589	3200	0.207	0	589	3200	0.207
Nb Right	50	0	-	1	51	0	-	23	73	0	-	1	74	0	-	0	74	0	-
Sb Left	58	1600	0.036	2	60	1600	0.038	32	90	1600	0.056	2	92	1600	0.058	0	92	1600	0.058
Sb Thru	707	3200	0.336 *	0	707	3200	0.336 *	33	740	3200	0.352 *	0	740	3200	0.352 *	0	740	3200	0.352 *
Sb Right	369	0	-	0	369	0	-	16	385	0	-	0	385	0	-	0	385	0	-
Eb Left	177	1600	0.111 *	0	177	1600	0.111 *	12	189	1600	0.118 *	0	189	1600	0.118 *	0	189	1600	0.118 *
Eb Thru	413	3200	0.150	3	416	3200	0.151	41	454	3200	0.164	3	457	3200	0.165	0	457	3200	0.165
Eb Right	67	0	-	0	67	0	-	3	70	0	-	0	70	0	-	0	70	0	-
Wb Left	57	1600	0.036	1	58	1600	0.036	25	82	1600	0.051	1	83	1600	0.052	0	83	1600	0.052
Wb Thru	724	3200	0.243 *	3	727	3200	0.244 *	52	776	3200	0.265 *	3	779	3200	0.266 *	0	779	3200	0.266 *
Wb Right	52	0	-	2	54	0	-	20	72	0	-	2	74	0	-	0	74	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.867				0.868				0.914				0.916				0.916
LOS			D				D				E				E				E

11:33 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Peck Road @ Garvey Avenue
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Peck Road
E-W St: Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU 1

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	88	1600	0.055 *	0	88	1600	0.055 *	3	91	1600	0.057 *	0	91	1600	0.057 *	0	91	1600	0.057 *
Nb Thru	567	3200	0.199	0	567	3200	0.199	35	602	3200	0.217	0	602	3200	0.218	0	602	3200	0.218
Nb Right	70	0	-	1	71	0	-	23	93	0	-	1	94	0	-	0	94	0	-
Sb Left	69	1600	0.043	2	71	1600	0.044	35	104	1600	0.065	2	106	1600	0.066	0	106	1600	0.066
Sb Thru	1179	3200	0.437 *	0	1179	3200	0.437 *	43	1222	3200	0.453 *	0	1222	3200	0.453 *	0	1222	3200	0.453 *
Sb Right	219	0	-	0	219	0	-	8	227	0	-	0	227	0	-	0	227	0	-
Eb Left	262	1600	0.164 *	0	262	1600	0.164 *	11	273	1600	0.171 *	0	273	1600	0.171 *	0	273	1600	0.171 *
Eb Thru	773	3200	0.279	3	776	3200	0.280	51	824	3200	0.296	3	827	3200	0.297	0	827	3200	0.297
Eb Right	119	0	-	0	119	0	-	3	122	0	-	0	122	0	-	0	122	0	-
Wb Left	42	1600	0.026	1	43	1600	0.027	19	61	1600	0.038	1	62	1600	0.039	0	62	1600	0.039
Wb Thru	480	3200	0.163 *	2	482	3200	0.164 *	39	519	3200	0.179 *	2	521	3200	0.180 *	0	521	3200	0.180 *
Wb Right	40	0	-	2	42	0	-	15	55	0	-	2	57	0	-	0	57	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.918				0.919				0.960				0.961				0.961
LOS			E				E				E				E				E

11:33 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Garvey Avenue
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	256	1600	0.160	5	261	1600	0.163	35	291	1600	0.182 *	5	296	1600	0.185 *	0	296	1600	0.185 *
Nb Thru	980	3200	0.312 *	2	982	3200	0.313 *	37	1017	3200	0.323	2	1019	3200	0.324	0	1019	3200	0.324
Nb Right	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-	0	18	0	-
Sb Left	82	1600	0.051 *	0	82	1600	0.051 *	2	84	1600	0.052	0	84	1600	0.052	0	84	1600	0.052
Sb Thru	617	3200	0.196	2	619	3200	0.197	43	660	3200	0.210 *	2	662	3200	0.210 *	0	662	3200	0.210 *
Sb Right	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-	0	10	0	-
Eb Left	31	1600	0.019	0	31	1600	0.019	1	32	1600	0.020	0	32	1600	0.020	0	32	1600	0.020
Eb Thru	267	3200	0.176 *	0	267	3200	0.178 *	44	311	3200	0.201 *	0	311	3200	0.203 *	0	311	3200	0.203 *
Eb Right	296	0	-	6	302	0	-	35	331	0	-	6	337	0	-	0	337	0	-
Wb Left	125	1600	0.078 *	0	125	1600	0.078 *	3	128	1600	0.080 *	0	128	1600	0.080 *	0	128	1600	0.080 *
Wb Thru	448	3200	0.193	0	448	3200	0.193	49	497	3200	0.209	0	497	3200	0.209	0	497	3200	0.209
Wb Right	169	0	-	0	169	0	-	3	172	0	-	0	172	0	-	0	172	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.717				0.720				0.772				0.778				0.778
LOS			C				C				C				C				C

11:34 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

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INTERSECTION CAPACITY UTILIZATION

Valley Boulevard @ Garvey Avenue
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Valley Boulevard
E-W St: Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	212	1600	0.133 *	5	217	1600	0.136 *	46	258	1600	0.161 *	5	263	1600	0.165 *	0	263	1600	0.165 *
Nb Thru	641	3200	0.211	2	643	3200	0.212	38	679	3200	0.223	2	681	3200	0.224	0	681	3200	0.224
Nb Right	35	0	-	0	35	0	-	1	36	0	-	0	36	0	-	0	36	0	-
Sb Left	184	1600	0.115	0	184	1600	0.115	4	188	1600	0.117	0	188	1600	0.117	0	188	1600	0.117
Sb Thru	736	3200	0.238 *	2	738	3200	0.238 *	50	786	3200	0.253 *	2	788	3200	0.254 *	0	788	3200	0.254 *
Sb Right	24	0	-	0	24	0	-	0	24	0	-	0	24	0	-	0	24	0	-
Eb Left	30	1600	0.019	0	30	1600	0.019	1	31	1600	0.019	0	31	1600	0.019	0	31	1600	0.019
Eb Thru	682	3200	0.307 *	0	682	3200	0.309 *	43	725	3200	0.327 *	0	725	3200	0.330 *	0	725	3200	0.330 *
Eb Right	300	0	-	7	307	0	-	23	323	0	-	7	330	0	-	0	330	0	-
Wb Left	43	1600	0.027 *	0	43	1600	0.027 *	1	44	1600	0.027 *	0	44	1600	0.027 *	0	44	1600	0.027 *
Wb Thru	299	3200	0.147	0	299	3200	0.147	39	338	3200	0.160	0	338	3200	0.160	0	338	3200	0.160
Wb Right	170	0	-	0	170	0	-	3	173	0	-	0	173	0	-	0	173	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.804				0.810				0.869				0.875				0.875
LOS			D				D				D				D				D

11:34 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ I-10 Ramps - Garvey Avenue
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: I-10 Ramps - Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU3

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	95	1600	0.059 *	0	95	1600	0.059 *	2	97	1600	0.061 *	0	97	1600	0.061 *	0	97	1600	0.061 *
Nb Thru	560	3200	0.175	2	562	3200	0.176	30	590	3200	0.184	2	592	3200	0.185	0	592	3200	0.185
Nb Right	232	1600	0.145	2	234	1600	0.146	6	238	1600	0.149	2	240	1600	0.150	0	240	1600	0.150
Sb Left	167	1600	0.104	0	167	1600	0.104	3	170	1600	0.106	0	170	1600	0.106	0	170	1600	0.106
Sb Thru	746	3200	0.313 *	2	748	3200	0.313 *	29	775	3200	0.323 *	2	777	3200	0.324 *	0	777	3200	0.324 *
Sb Right	254	0	-	0	254	0	-	5	259	0	-	0	259	0	-	0	259	0	-
Eb Left	106	1600	0.066	0	106	1600	0.066	2	108	1600	0.068	0	108	1600	0.068	0	108	1600	0.068
Eb Thru	223	3200	0.118 *	0	223	3200	0.118 *	6	229	3200	0.121 *	0	229	3200	0.121 *	0	229	3200	0.121 *
Eb Right	155	0	-	0	155	0	-	3	158	0	-	0	158	0	-	0	158	0	-
Wb Left	242	1600	0.151 *	2	244	1600	0.153 *	6	248	1600	0.155 *	2	250	1600	0.156 *	0	250	1600	0.156 *
Wb Thru	295	3200	0.118	0	295	3200	0.118	7	302	3200	0.120	0	302	3200	0.120	0	302	3200	0.120
Wb Right	81	0	-	0	81	0	-	2	83	0	-	0	83	0	-	0	83	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.741				0.743				0.760				0.762				0.762
LOS			C				C				C				C				C

11:38 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
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INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ I-10 Ramps - Garvey Avenue
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: I-10 Ramps - Garvey Avenue
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU3

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	53	1600	0.033	0	53	1600	0.033	1	54	1600	0.034	0	54	1600	0.034	0	54	1600	0.034
Nb Thru	498	3200	0.156 *	2	500	3200	0.156 *	24	522	3200	0.163 *	2	524	3200	0.164 *	0	524	3200	0.164 *
Nb Right	232	1600	0.145	2	234	1600	0.146	6	238	1600	0.149	2	240	1600	0.150	0	240	1600	0.150
Sb Left	159	1600	0.099 *	0	159	1600	0.099 *	3	162	1600	0.101 *	0	162	1600	0.101 *	0	162	1600	0.101 *
Sb Thru	416	3200	0.174	2	418	3200	0.175	25	441	3200	0.183	2	443	3200	0.183	0	443	3200	0.183
Sb Right	141	0	-	0	141	0	-	3	144	0	-	0	144	0	-	0	144	0	-
Eb Left	226	1600	0.141	0	226	1600	0.141	5	231	1600	0.144	0	231	1600	0.144	0	231	1600	0.144
Eb Thru	458	3200	0.193 *	0	458	3200	0.193 *	10	468	3200	0.197 *	0	468	3200	0.197 *	0	468	3200	0.197 *
Eb Right	158	0	-	0	158	0	-	3	161	0	-	0	161	0	-	0	161	0	-
Wb Left	282	1600	0.176 *	2	284	1600	0.178 *	8	290	1600	0.181 *	2	292	1600	0.182 *	0	292	1600	0.182 *
Wb Thru	211	3200	0.133	0	211	3200	0.133	5	216	3200	0.135	0	216	3200	0.135	0	216	3200	0.135
Wb Right	213	0	-	0	213	0	-	4	217	0	-	0	217	0	-	0	217	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.724				0.726				0.742				0.744				0.744
LOS			C				C				C				C				C

11:38 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU4

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	205	1600	0.128 *	9	214	1600	0.134 *	8	213	1600	0.133 *	9	222	1600	0.139 *	0	222	1600	0.139 *
Nb Thru	632	3200	0.198	4	636	3200	0.199	22	654	3200	0.204	4	658	3200	0.206	0	658	3200	0.206
Nb Right [3]	396	1600	0.104	0	396	1600	0.104	11	407	1600	0.108	0	407	1600	0.108	0	407	1600	0.108
Sb Left	151	1600	0.094	4	155	1600	0.097	3	154	1600	0.096	4	158	1600	0.099	0	158	1600	0.099
Sb Thru	738	3200	0.231 *	0	738	3200	0.231 *	17	755	3200	0.236 *	0	755	3200	0.236 *	0	755	3200	0.236 *
Sb Right	132	1600	0.083	0	132	1600	0.083	7	139	1600	0.087	0	139	1600	0.087	0	139	1600	0.087
Eb Left	102	1600	0.064 *	0	102	1600	0.064 *	10	112	1600	0.070 *	0	112	1600	0.070 *	0	112	1600	0.070 *
Eb Thru	769	3200	0.306	8	777	3200	0.309	47	816	3200	0.327	8	824	3200	0.330	0	824	3200	0.330
Eb Right	211	0	-	0	211	0	-	19	230	0	-	0	230	0	-	0	230	0	-
Wb Left	229	1600	0.143	0	229	1600	0.143	6	235	1600	0.147	0	235	1600	0.147	0	235	1600	0.147
Wb Thru	1148	3200	0.396 *	0	1148	3200	0.396 *	45	1193	3200	0.410 *	0	1193	3200	0.410 *	0	1193	3200	0.410 *
Wb Right	118	0	-	0	118	0	-	2	120	0	-	0	120	0	-	0	120	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.918				0.924				0.950				0.955				0.955
LOS			E				E				E				E				E

11:38 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green
3 The rightbound right-turn lane has an overlapping phase with westbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU4

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	195	1600	0.122	8	203	1600	0.127	11	206	1600	0.129	8	214	1600	0.134	0	214	1600	0.134
Nb Thru	528	3200	0.165	3	531	3200	0.166	25	553	3200	0.173	3	556	3200	0.174	0	556	3200	0.174
Nb Right [3]	663	1600	0.282 *	0	663	1600	0.282 *	16	679	1600	0.287 *	0	679	1600	0.287 *	0	679	1600	0.287 *
Sb Left	238	1600	0.149 *	4	242	1600	0.151 *	5	243	1600	0.152 *	4	247	1600	0.154 *	0	247	1600	0.154 *
Sb Thru	506	3200	0.158	0	506	3200	0.158	15	521	3200	0.163	0	521	3200	0.163	0	521	3200	0.163
Sb Right	69	1600	0.043	0	69	1600	0.043	8	77	1600	0.048	0	77	1600	0.048	0	77	1600	0.048
Eb Left	28	1600	0.018	0	28	1600	0.018	6	34	1600	0.021	0	34	1600	0.021	0	34	1600	0.021
Eb Thru	907	3200	0.299 *	9	916	3200	0.302 *	47	954	3200	0.318 *	9	963	3200	0.321 *	0	963	3200	0.321 *
Eb Right	50	0	-	0	50	0	-	14	64	0	-	0	64	0	-	0	64	0	-
Wb Left	212	1600	0.133 *	0	212	1600	0.133 *	8	220	1600	0.138 *	0	220	1600	0.138 *	0	220	1600	0.138 *
Wb Thru	759	3200	0.287	0	759	3200	0.287	49	808	3200	0.304	0	808	3200	0.304	0	808	3200	0.304
Wb Right	160	0	-	0	160	0	-	3	163	0	-	0	163	0	-	0	163	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.962				0.968				0.995				1.000				1.000
LOS			E				E				E				E				E

11:38 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green
3 The rightbound right-turn lane has an overlapping phase with westbound left-turn phase.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ Magnolia Street
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: Magnolia Street
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU5

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	1600	0.048	0	77	1600	0.048	2	79	1600	0.049	0	79	1600	0.049	0	79	1600	0.049
Nb Thru	814	3200	0.273 *	2	816	3200	0.273 *	28	842	3200	0.282 *	2	844	3200	0.283 *	0	844	3200	0.283 *
Nb Right	59	0	-	0	59	0	-	1	60	0	-	0	60	0	-	0	60	0	-
Sb Left	52	1600	0.033 *	0	52	1600	0.033 *	2	54	1600	0.034 *	0	54	1600	0.034 *	0	54	1600	0.034 *
Sb Thru	774	3200	0.255	0	774	3200	0.255	33	807	3200	0.265	0	807	3200	0.265	0	807	3200	0.265
Sb Right	42	0	-	0	42	0	-	1	43	0	-	0	43	0	-	0	43	0	-
Eb Left	86	0	0.054	0	86	0	0.054	2	88	0	0.055	0	88	0	0.055	0	88	0	0.055
Eb Thru	89	1600	0.183 *	0	89	1600	0.184 *	2	91	1600	0.186 *	0	91	1600	0.187 *	0	91	1600	0.187 *
Eb Right	117	0	-	2	119	0	-	2	119	0	-	2	121	0	-	0	121	0	-
Wb Left	100	0	0.063 *	0	100	0	0.063 *	2	102	0	0.064 *	0	102	0	0.064 *	0	102	0	0.064 *
Wb Thru	107	1600	0.169	0	107	1600	0.169	2	109	1600	0.173	0	109	1600	0.173	0	109	1600	0.173
Wb Right	63	0	-	0	63	0	-	3	66	0	-	0	66	0	-	0	66	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.650				0.652				0.666				0.668				0.668
LOS			B				B				B				B				B

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

Durfee Avenue @ Magnolia Street
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: Durfee Avenue
E-W St: Magnolia Street
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU5

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	109	1600	0.068	0	109	1600	0.068	2	111	1600	0.069	0	111	1600	0.069	0	111	1600	0.069
Nb Thru	1094	3200	0.354 *	2	1096	3200	0.354 *	42	1136	3200	0.367 *	2	1138	3200	0.368 *	0	1138	3200	0.368 *
Nb Right	38	0	-	0	38	0	-	1	39	0	-	0	39	0	-	0	39	0	-
Sb Left	26	1600	0.016 *	0	26	1600	0.016 *	4	30	1600	0.018 *	0	30	1600	0.018 *	0	30	1600	0.018 *
Sb Thru	642	3200	0.225	0	642	3200	0.225	30	672	3200	0.235	0	672	3200	0.235	0	672	3200	0.235
Sb Right	79	0	-	0	79	0	-	2	81	0	-	0	81	0	-	0	81	0	-
Eb Left	244	0	0.153	0	244	0	0.153	5	249	0	0.156	0	249	0	0.156	0	249	0	0.156
Eb Thru	48	1600	0.269 *	0	48	1600	0.270 *	1	49	1600	0.274 *	0	49	1600	0.275 *	0	49	1600	0.275 *
Eb Right	138	0	-	2	140	0	-	3	141	0	-	2	143	0	-	0	143	0	-
Wb Left	18	0	0.011 *	0	18	0	0.011 *	0	18	0	0.011 *	0	18	0	0.011 *	0	18	0	0.011 *
Wb Thru	35	1600	0.056	0	35	1600	0.056	1	36	1600	0.058	0	36	1600	0.058	0	36	1600	0.058
Wb Right	36	0	-	0	36	0	-	3	39	0	-	0	39	0	-	0	39	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.750				0.752				0.771				0.773				0.773
LOS			C				C				C				C				C

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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INTERSECTION CAPACITY UTILIZATION

I-605 Southbound Off-Ramp @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: I-605 Southbound Off-Ramp
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU6

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	22	1600	0.014	1	23	1600	0.014	1	23	1600	0.015	1	24	1600	0.015	0	24	1600	0.015
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	638	1000000	0.001	0	638	1000000	0.001	13	651	1000000	0.001	0	651	1000000	0.001	0	651	1000000	0.001
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Eb Thru	1136	3200	0.410	5	1141	3200	0.412	54	1190	3200	0.429	5	1195	3200	0.430	0	1195	3200	0.430
Eb Right	175	0	-	1	176	0	-	7	182	0	-	1	183	0	-	0	183	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	1437	3200	0.449 *	5	1442	3200	0.451 *	52	1489	3200	0.465 *	5	1494	3200	0.467 *	0	1494	3200	0.467 *
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.563				0.565				0.580				0.582				0.582
LOS			A				A				A				A				A

10:09 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

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20931 Burbank Boulevard, Suite C, Woodland Hills, CA
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INTERSECTION CAPACITY UTILIZATION

I-605 Southbound Off-Ramp @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

CITY OF EL MONTE

N-S St: I-605 Southbound Off-Ramp
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU6

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	10	1600	0.006	1	11	1600	0.007	4	14	1600	0.009	1	15	1600	0.010	0	15	1600	0.010
Nb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Nb Right	889	1000000	0.001	0	889	1000000	0.001	18	907	1000000	0.001	0	907	1000000	0.001	0	907	1000000	0.001
Sb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Eb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Eb Thru	1632	3200	0.552 *	4	1636	3200	0.553 *	62	1694	3200	0.573 *	4	1698	3200	0.574 *	0	1698	3200	0.574 *
Eb Right	134	0	-	1	135	0	-	5	139	0	-	1	140	0	-	0	140	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	1098	3200	0.343	6	1104	3200	0.345	56	1154	3200	0.361	6	1160	3200	0.363	0	1160	3200	0.363
Wb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.658				0.660				0.682				0.684				0.684
LOS			B				B				B				B				B

10:09 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

LINSCOTT, LAW & GREENSPAN, ENGINEERS
20931 Burbank Boulevard, Suite C, Woodland Hills, CA
(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

N-S St: I-605 Northbound Off-Ramp-Temple Avenue
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU 7

I-605 Northbound Off-Ramp-Temple Avenue @ Valley Boulevard
Peak hr: AM
Annual Growth: 1.00%

COUNTY OF LOS ANGELES

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	77	0	0.048	1	78	0	0.049	3	80	0	0.050	1	81	0	0.050	0	81	0	0.050
Nb Thru	428	1600	0.316 *	0	428	1600	0.316 *	9	437	1600	0.323 *	0	437	1600	0.323 *	0	437	1600	0.323 *
Nb Right	191	1600	0.119	0	191	1600	0.119	4	195	1600	0.122	0	195	1600	0.122	0	195	1600	0.122
Sb Left	51	1600	0.032 *	0	51	1600	0.032 *	1	52	1600	0.033 *	0	52	1600	0.033 *	0	52	1600	0.033 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	351	1600	0.219	1	352	1600	0.220	7	358	1600	0.224	1	359	1600	0.224	0	359	1600	0.224
Eb Left	410	3200	0.128 *	1	411	3200	0.128 *	8	418	3200	0.131 *	1	419	3200	0.131 *	0	419	3200	0.131 *
Eb Thru	1340	4800	0.279	3	1343	4800	0.280	55	1395	4800	0.291	3	1398	4800	0.291	0	1398	4800	0.291
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Wb Thru	894	4800	0.201 *	3	897	4800	0.201 *	40	934	4800	0.209 *	3	937	4800	0.210 *	0	937	4800	0.210 *
Wb Right	69	0	-	0	69	0	-	1	70	0	-	0	70	0	-	0	70	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.776				0.778				0.795				0.797				0.797
LOS			C				C				C				C				C

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by. National Data and Surveying Services
2 Capacity expressed in veh/hour of green

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(818) 835-8648 Fax (818) 835-8649

INTERSECTION CAPACITY UTILIZATION

N-S St: I-605 Northbound Off-Ramp-Temple Avenue
E-W St: Valley Boulevard
Project: 12300 Valley Boulevard Hotel Project / 5-17-0355-1
File: ICU 7

I-605 Northbound Off-Ramp-Temple Avenue @ Valley Boulevard
Peak hr: PM
Annual Growth: 1.00%

COUNTY OF LOS ANGELES

Date: 10/30/2017
Date of Count: 2017
Projection Year: 2019

	2017 EXIST. TRAFFIC			2017 W/ PROJECT				2019 FORECAST YEAR				2019 W/ PROJECT				2019 W/ PROJECT MITIGATION			
	1	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C	Added	Total	2	V/C
Movement	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio	Volume	Volume	Capacity	Ratio
Nb Left	50	0	0.031	1	51	0	0.032	5	55	0	0.034	1	56	0	0.035	0	56	0	0.035
Nb Thru	564	1600	0.384 *	0	564	1600	0.384 *	11	575	1600	0.394 *	0	575	1600	0.395 *	0	575	1600	0.395 *
Nb Right	248	1600	0.155	0	248	1600	0.155	5	253	1600	0.158	0	253	1600	0.158	0	253	1600	0.158
Sb Left	98	1600	0.061 *	0	98	1600	0.061 *	2	100	1600	0.062 *	0	100	1600	0.062 *	0	100	1600	0.062 *
Sb Thru	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000	0	0	0	0.000
Sb Right	304	1600	0.190	1	305	1600	0.191	6	310	1600	0.194	1	311	1600	0.194	0	311	1600	0.194
Eb Left	517	3200	0.162	1	518	3200	0.162	10	527	3200	0.165	1	528	3200	0.165	0	528	3200	0.165
Eb Thru	1864	4800	0.388 *	2	1866	4800	0.389 *	64	1928	4800	0.402 *	2	1930	4800	0.402 *	0	1930	4800	0.402 *
Eb Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-
Wb Left	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *	0	0	0	0.000 *
Wb Thru	737	4800	0.174	3	740	4800	0.175	46	783	4800	0.184	3	786	4800	0.185	0	786	4800	0.185
Wb Right	98	0	-	0	98	0	-	2	100	0	-	0	100	0	-	0	100	0	-
Yellow Allowance:			0.100 *				0.100 *				0.100 *				0.100 *				0.100 *
ICU			0.933				0.934				0.958				0.959				0.959
LOS			E				E				E				E				E

11:39 AM

** Key conflicting movement as a part of ICU*
1 Counts conducted by National Data and Surveying Services
2 Capacity expressed in veh/hour of green

APPENDIX C

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2000, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Existing - AM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1136*	*175*		*1437*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1136*	*175*	*0*	*1437*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*22*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*22*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*22*					
C (m) (veh/h)			*58*					
v/c			*0.38*					
95% queue length			*1.40*					
Control Delay (s/veh)			*100.9*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*100.9*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Existing - PM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1632*	*134*		*1098*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1632*	*134*	*0*	*1098*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*10*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*10*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*10*					
C (m) (veh/h)			*36*					
v/c			*0.28*					
95% queue length			*0.90*					
Control Delay (s/veh)			*139.7*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*139.7*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Existing + Project - AM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1141*	*176*		*1442*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1141*	*176*	*0*	*1442*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*23*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*23*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*23*					
C (m) (veh/h)			*58*					
v/c			*0.40*					
95% queue length			*1.47*					
Control Delay (s/veh)			*103.1*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*103.1*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Existing + Project- PM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1636*	*135*		*1104*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1636*	*135*	*0*	*1104*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*11*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*11*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*11*					
C (m) (veh/h)			*36*					
v/c			*0.31*					
95% queue length			*1.00*					
Control Delay (s/veh)			*144.1*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*144.1*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Future - AM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1190*	*182*		*1489*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1190*	*182*	*0*	*1489*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*23*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*23*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*23*					
C (m) (veh/h)			*51*					
v/c			*0.45*					
95% queue length			*1.67*					
Control Delay (s/veh)			*124.1*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*124.1*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Future - PM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1694*	*139*		*1154*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1694*	*139*	*0*	*1154*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*14*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*14*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*14*					
C (m) (veh/h)			*31*					
v/c			*0.45*					
95% queue length			*1.46*					
Control Delay (s/veh)			*194.8*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*194.8*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Future + Project - AM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1195*	*183*		*1494*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1195*	*183*	*0*	*1494*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*24*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*24*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*24*					
C (m) (veh/h)			*51*					
v/c			*0.47*					
95% queue length			*1.75*					
Control Delay (s/veh)			*127.2*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*127.2*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*10/30/2017*
Analysis Time Period	*Future + Project - PM*

Site Information

Intersection	*I-605 SB Off-Ramp/Valley Blvd.*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *I-605 Southbound Off-Ramp*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1698*	*140*		*1160*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1698*	*140*	*0*	*1160*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)	*15*					
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*15*	*0*	*0*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*1*			*0*
Lanes	*1*	*0*	*0*	*0*	*0*	*0*
Configuration	*L*					

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration			*L*					
v (veh/h)			*15*					
C (m) (veh/h)			*31*					
v/c			*0.48*					
95% queue length			*1.57*					
Control Delay (s/veh)			*201.9*					
LOS			*F*					
Approach Delay (s/veh)	--	--	*201.9*					
Approach LOS	--	--	*F*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAS*	Intersection	*North Driveway / Valley Blvd.*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of El Monte*
Date Performed	*11/1/2017*	Analysis Year	*2017*
Analysis Time Period	*Existing + Project - AM*		

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *North Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1308*	*12*	*6*	*1495*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1308*	*12*	*6*	*1495*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*5*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*			*R*			
v (veh/h)		*6*			*5*			
C (m) (veh/h)		*530*			*467*			
v/c		*0.01*			*0.01*			
95% queue length		*0.03*			*0.03*			
Control Delay (s/veh)		*11.9*			*12.8*			
LOS		*B*			*B*			
Approach Delay (s/veh)	--	--	*12.8*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAS*	Intersection	*North Driveway / Valley Blvd.*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of El Monte*
Date Performed	*11/1/2017*	Analysis Year	*2017*
Analysis Time Period	*Existing + Project - PM*		

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *North Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1808*	*13*	*5*	*1131*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1808*	*13*	*5*	*1131*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*5*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*			*R*			
v (veh/h)		*5*			*5*			
C (m) (veh/h)		*341*			*336*			
v/c		*0.01*			*0.01*			
95% queue length		*0.04*			*0.05*			
Control Delay (s/veh)		*15.7*			*15.9*			
LOS		*C*			*C*			
Approach Delay (s/veh)	--	--	*15.9*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAS*	Intersection	*North Driveway / Valley Blvd.*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of El Monte*
Date Performed	*11/1/2017*	Analysis Year	*2019*
Analysis Time Period	*Future + Project - AM*		

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *North Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1377*	*12*	*6*	*1548*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1377*	*12*	*6*	*1548*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*5*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*			*R*			
v (veh/h)		*6*			*5*			
C (m) (veh/h)		*499*			*446*			
v/c		*0.01*			*0.01*			
95% queue length		*0.04*			*0.03*			
Control Delay (s/veh)		*12.3*			*13.2*			
LOS		*B*			*B*			
Approach Delay (s/veh)	--	--	*13.2*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information		Site Information	
Analyst	*JAS*	Intersection	*North Driveway / Valley Blvd.*
Agency/Co.	*LLG Engineers*	Jurisdiction	*City of El Monte*
Date Performed	*11/1/2017*	Analysis Year	*2019*
Analysis Time Period	*Future + Project - PM*		

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *Valley Boulevard* | North/South Street: *North Driveway*

Intersection Orientation: *East-West* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Eastbound			Westbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1876*	*13*	*5*	*1191*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1876*	*13*	*5*	*1191*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*1*	*2*	*0*
Configuration		*T*	*TR*	*L*	*T*	
Upstream Signal		*0*			*0*	

Minor Street	Northbound			Southbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)			*5*			
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*5*	*0*	*0*	*0*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*1*	*0*	*0*	*0*
Configuration			*R*			

Delay, Queue Length, and Level of Service

Approach	Eastbound	Westbound	Northbound			Southbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration		*L*			*R*			
v (veh/h)		*5*			*5*			
C (m) (veh/h)		*321*			*321*			
v/c		*0.02*			*0.02*			
95% queue length		*0.05*			*0.05*			
Control Delay (s/veh)		*16.4*			*16.4*			
LOS		*C*			*C*			
Approach Delay (s/veh)	--	--	*16.4*					
Approach LOS	--	--	*C*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*11/1/2017*
Analysis Time Period	*Existing + Project - AM*

Site Information

Intersection	*Durfee Avenue / West Driveway*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *West Driveway* | North/South Street: *Durfee Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1231*	*2*		*1178*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1231*	*2*	*0*	*1178*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*13*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*13*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*13*			
C (m) (veh/h)					*494*			
v/c					*0.03*			
95% queue length					*0.08*			
Control Delay (s/veh)					*12.5*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*12.5*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*11/1/2017*
Analysis Time Period	*Existing + Project - PM*

Site Information

Intersection	*Durfee Avenue / West Driveway*
Jurisdiction	*City of El Monte*
Analysis Year	*2017*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *West Driveway* | North/South Street: *Durfee Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1384*	*2*		*768*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1384*	*2*	*0*	*768*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*11*			
C (m) (veh/h)					*447*			
v/c					*0.02*			
95% queue length					*0.08*			
Control Delay (s/veh)					*13.3*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*13.3*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*11/1/2017*
Analysis Time Period	*Future + Project - AM*

Site Information

Intersection	*Durfee Avenue / West Driveway*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *West Driveway* | North/South Street: *Durfee Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1272*	*2*		*1220*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1272*	*2*	*0*	*1220*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*13*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*13*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*13*			
C (m) (veh/h)					*481*			
v/c					*0.03*			
95% queue length					*0.08*			
Control Delay (s/veh)					*12.7*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*12.7*					
Approach LOS	--	--	*B*					

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TWO-WAY STOP CONTROL SUMMARY

General Information

Analyst	*JAS*
Agency/Co.	*LLG Engineers*
Date Performed	*11/1/2017*
Analysis Time Period	*Future + Project - PM*

Site Information

Intersection	*Durfee Avenue / West Driveway*
Jurisdiction	*City of El Monte*
Analysis Year	*2019*

Project Description *5-17-0355-1 / 12300 Valley Boulevard Hotel Project*

East/West Street: *West Driveway* | North/South Street: *Durfee Avenue*

Intersection Orientation: *North-South* | Study Period (hrs): *0.25*

Vehicle Volumes and Adjustments

Major Street	Northbound			Southbound		
Movement	1	2	3	4	5	6
	L	T	R	L	T	R
Volume (veh/h)		*1436*	*2*		*805*	
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*1436*	*2*	*0*	*805*	*0*
Percent Heavy Vehicles	*0*	--	--	*0*	--	--
Median Type	*Undivided*					
RT Channelized			*0*			*0*
Lanes	*0*	*2*	*0*	*0*	*2*	*0*
Configuration		*T*	*TR*		*T*	
Upstream Signal		*0*			*0*	

Minor Street	Eastbound			Westbound		
Movement	7	8	9	10	11	12
	L	T	R	L	T	R
Volume (veh/h)						*11*
Peak-Hour Factor, PHF	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*	*1.00*
Hourly Flow Rate, HFR (veh/h)	*0*	*0*	*0*	*0*	*0*	*11*
Percent Heavy Vehicles	*0*	*0*	*0*	*0*	*0*	*0*
Percent Grade (%)	*0*			*0*		
Flared Approach		*N*			*N*	
Storage		*0*			*0*	
RT Channelized			*0*			*0*
Lanes	*0*	*0*	*0*	*0*	*0*	*1*
Configuration						*R*

Delay, Queue Length, and Level of Service

Approach	Northbound	Southbound	Westbound			Eastbound		
Movement	1	4	7	8	9	10	11	12
Lane Configuration					*R*			
v (veh/h)					*11*			
C (m) (veh/h)					*432*			
v/c					*0.03*			
95% queue length					*0.08*			
Control Delay (s/veh)					*13.6*			
LOS					*B*			
Approach Delay (s/veh)	--	--	*13.6*					
Approach LOS	--	--	*B*					

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