REVISED

TRAFFIC IMPACT ANALYSIS

TENTATIVE TRACT MAP 72192 – WC HOMES

(BANNISTER AVENUE CLOSED TO THROUGH TRAFFIC)

City of El Monte, CA

arch beach

C O N S U L T I N G

June 2, 2015

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TENTATIVE TRACT MAP 72192 – WC HOMES (BANNISTER AVENUE CLOSED TO THROUGH TRAFFIC)

City of El Monte, California

Prepared by

arch beach
CONSULTING

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1.0 INTRODUCTION

The following presents the Traffic Impact Analysis (TIA) prepared by Arch Beach Consulting for a proposed 22 dwelling unit (DU) single-family detached home development (proposed project) along the west side of the San Gabriel River in the eastern side El Monte (City). The proposed project site sits on a mostly vacant 3.16 acre parcel with some agricultural uses between Bannister Avenue and the San Gabriel River. The project site is bounded by single-family homes to the north and south; the San Gabriel River Trail and River to the east; and, single-family homes and Bannister Avenue to the west.

This TIA has been prepared consistent with the requirements of the City's Public Works Department, the Los Angeles County *Traffic Impact Analysis Report Guidelines* (1997), and application provisions of the California Environmental Quality Act (CEQA). The Lead Agency of the proposed project is the City of El Monte.

Purpose and Objectives of the Traffic Study

The purpose of this traffic study is to evaluate the traffic and circulation impacts of the proposed project. The study objectives of this traffic study include:

- Documentation of existing traffic conditions and future traffic conditions corresponding to the "Existing plus Project" scenario (consisting of existing year 2014 plus project conditions), and "Opening Year" (2016 consisting of existing plus ambient growth plus cumulative projects).
- Determination of additional circulation system features and system management actions needed to achieve the City's levels of service requirements with implementation of the proposed project.

Per review of the 2010 *Los Angeles County Congestion Management Program* (CMP), the nearest CMP facilities in the project vicinity are Interstate 605 (I-605) and its interchanges at Ramona Boulevard and Lower Azusa Road. Per review of Appendix B of the CMP, *Guidelines for CMP Transportation Impact Analysis*, a regional CMP-level traffic analysis is not required for the proposed project since it would not add 50 or more weekday peak hour trips to the nearest CMP roadways/ramps, or 150 peak hour trips to the nearest CMP freeways.

Site Location and Study Area

Figure 1 illustrates the project site location and study area, including the study area intersections and traffic control. Regional access to the project site is provided by Interstate 605 (I-605) via its interchange with Ramona Boulevard and Lower Azusa Road. Local access is provided by Maxson Road, Bannister Avenue, and Lambert Avenue. Per direction from the City, the study area intersections are as follows:

1. Maxson Road/Lower Azusa Road
2. Maxson Road/Star Street
3. Maxson Road/Lambert Avenue
4. Maxson Road/Ramona Boulevard
5. Peck Road/Lambert Avenue
6. Gilman Road/Ramona Boulevard

All study area intersections are within the jurisdiction of the City.

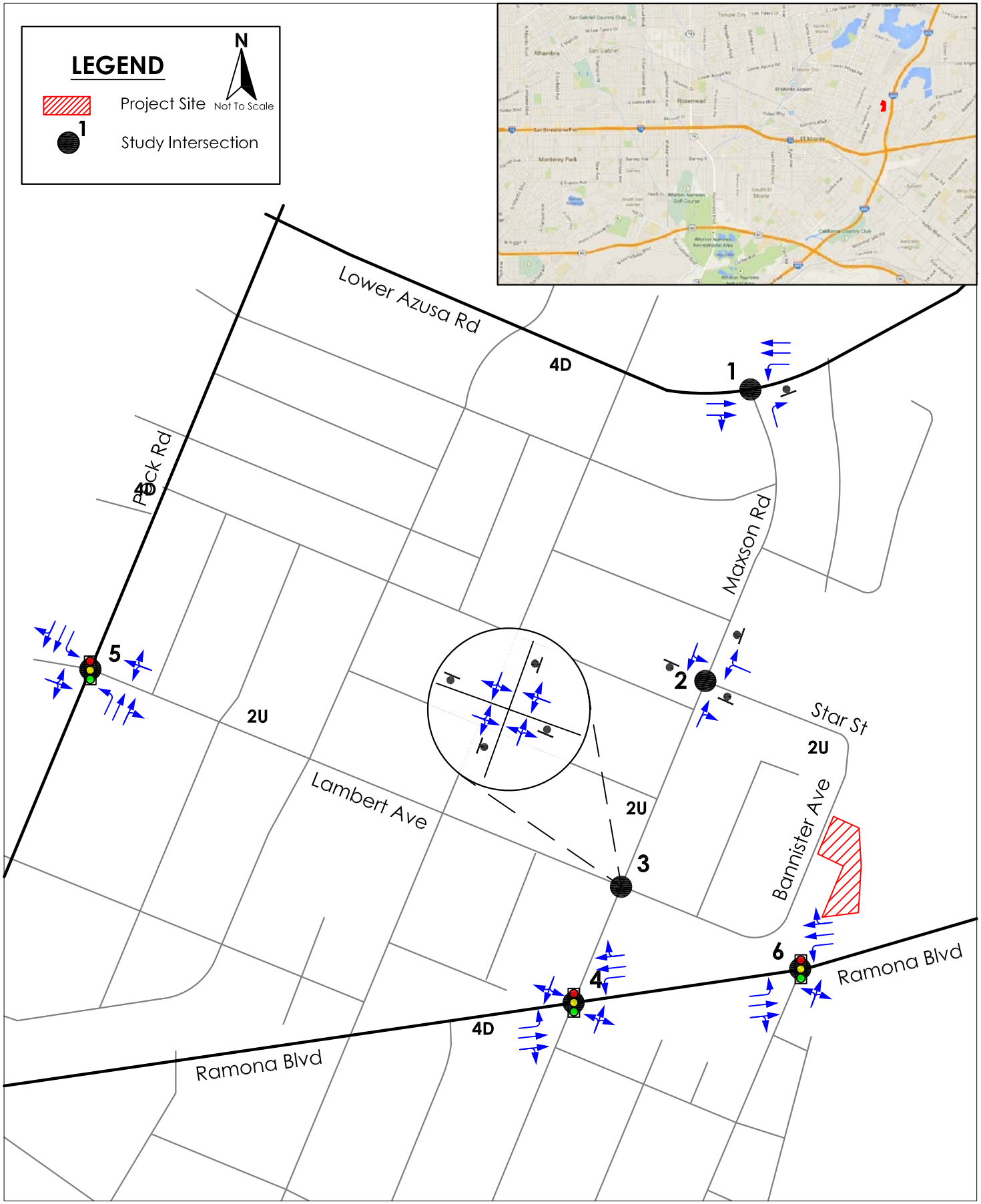

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Figure 1
Project Site Location and Intersection and Roadway Geometrics and Traffic Control

Methodology

The study area intersections were analyzed using the *Intersection Capacity Utilization* (ICU) methodology for signalized intersections, or the *Highway Capacity Manual* (HCM) "Operations" methodology for unsignalized intersections. The ICU method determines the volume-to-capacity (V/C) ratio on a critical lane basis and determines LOS associated with each critical V/C ratio at the signalized intersection. The unsignalized intersection was analyzed using the HCM methodology. The HCM method determines the average control delay a driver may experience at the intersection.

The degree of congestion at an intersection is described by the level of service, which ranges from LOS A to LOS F, with LOS A representing free-flow conditions with little delay and LOS F representing over-saturated traffic flow throughout the peak hour. A complete description of the meaning of level of service can be found in the Highway Research Board Special Report 209, *Highway Capacity Manual* (HCM 2000). Brief descriptions of the six levels of service for signalized intersections are shown in Table A.

Table A – Level of Service Definitions

Level of Service	V/C Ratio or ICU (signalized)	Control Delay in Seconds (unsignalized)
A	0.00 – 0.60	0.0 – 10.0 seconds
B	0.61 – 0.70	10.1 – 15.0 seconds
C	0.71 – 0.80	15.1 – 25.0 seconds
D	0.81 – 0.90	25.1 – 35.0 seconds
E	0.91 – 1.00	35.1 – 50.0 seconds
F	1.01 or greater	50.1 seconds or greater

Table B provides a description of each specific level of service grade (LOS A through LOS F).

Significance Criteria

Per the City's General Plan Circulation Element (2011), the City desires to maintain LOS D throughout the City, except that LOS E may occur in the following circumstances:

- Intersections/roadways at, or adjacent to, freeway ramps
- Intersections/roadways on major corridors and transit routes
- Intersections/roadways on truck routes
- Intersections/roadways in, or adjacent to, commercial districts

Therefore, a project would have a significant impact if it resulted in an increase in the V/C ratio of an intersection operating at LOS E or F per the increases noted below in Table C.

Table C – Significance Criteria

Level of Service	Final V/C Ratio	Project-Related Increase in V/C
E, F	> 0.900	equal to or greater than 0.010

For intersections significantly impacted by the project in the weekday a.m. and/or p.m. peak hours, mitigation measures will be provided to bring the intersection LOS back to baseline (i.e., "before project") LOS levels.

Table B – Level of Service Descriptions

LOS	Description
A	No approach phase is fully utilized by traffic, and no vehicle waits longer than one red indication. Typically, the approach appears quite open, turns are made easily, and nearly all drivers find freedom of operation.
B	This service level represents stable operation, where an occasional approach phase is fully utilized and a substantial number are nearing full use. Many drivers begin to feel restricted within platoons of vehicles.
C	This level still represents stable operating conditions. 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.
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 period; however, enough cycles with lower demand occur to permit periodic clearance of developing queues, thus preventing excessive backups.
E	Capacity occurs at the upper end of this service level. It represents the most vehicles that any particular intersection approach can accommodate. Full utilization of every signal cycle is seldom attained no matter how great the demand.
F	This level describes forced flow operations at low speeds, where volumes exceed capacity. These conditions usually result from queues of vehicles backing up from a restriction downstream. Speeds are reduced substantially, and stoppages may occur for short or long periods of time due to the congestion. In the extreme case, both speed and volume can drop to zero.

Source: Highway Capacity Manual, Transportation Research Board, Special Report No. 209, Washington, D.C., 2000.

Once an unsignalized intersection is found to operate at LOS E or F, a traffic signal warrant consistent with the *Manual of Uniform Traffic Control Devices* (MUTCD) would need to be prepared to determine whether signalization of the intersections would be warranted. If the proposed project causes a traffic signal warrant to be met, that would considered a significant impact.

Traffic Analysis Scenarios

This traffic study analyzed the following traffic scenarios:

Existing Condition

Existing traffic volumes were collected at the study intersections in April 2015 during a typical weekday while adjacent schools were in session. The existing traffic scenario constitutes the environmental setting in accordance with the CEQA analysis at the time that the hearing body reviews the proposed project. This scenario also assumes that the closure of Bannister Avenue to through-vehicle traffic is still in place.

Existing plus Project Condition

The Existing plus Project Condition traffic was developed by adding the proposed project traffic to the Existing Condition. This scenario was the basis for determining project-specific impacts and mitigation measures.

Opening Year 2016 Baseline Condition

The proposed project is anticipated to be built and occupied by year 2016. Opening year traffic in this scenario was forecast for 2016 by applying an annual ambient growth rate to the existing traffic volumes. In addition to the ambient growth rate, traffic from approved and pending projects (i.e. cumulative projects) in the project's vicinity has been added.

Opening Year 2016 plus Project Condition

The Opening Year 2016 plus Project Condition traffic was developed by adding the proposed project traffic to the Opening Year Baseline Condition. This scenario was also the basis for determining project-specific impacts and mitigation measures.

2.0 PROJECT DESCRIPTION AND TRAFFIC GENERATION

The following section provides information on the permanent operation of the proposed project relative to the local and regional circulation network.

Project Size and Description

Figure 2 illustrates the site plan of the proposed project. The proposed project is the development of 22 single-family detached homes along the west side of the San Gabriel River in the eastern side of the City of El Monte. The project site sits on a mostly vacant 3.16 acre parcel with some agricultural uses between Bannister Avenue and the San Gabriel River. The project site is bounded by single-family homes to the north and south; the San Gabriel River Trail and River to the east; and, single-family homes and Bannister Avenue to the west.

Per the City Zoning Code, the project site is zoned for "R-1B" (residential) and "PF" (public facility). Therefore, the parking requirement per zone R-1B is "*two (2) parking spaces within a fully enclosed garage for the first 1,200 square feet of gross floor area. A three-car garage is required for a dwelling unit with a gross floor area greater than 2,000 square feet or having more than four bedrooms. For units with more than four bedrooms, one open parking space shall be required for each bedroom after the first four bedrooms*." The proposed project would provide the following:

- 15 DUs greater than 2,000 SF requiring 45 enclosed spaces (three per DU)
- 7 DUs less than 2,000 SF requiring 14 enclosed spaces (two per DU)
- 18 open parking spaces (two on-street spaces on Bannister Avenue and 16 marked spaces on interior street)

Based on review of the site plan, with a density bonus concession, the proposed project would be designed to Code, providing the minimum required parking spaces.

Vehicular access to the proposed project would be provided from a new driveway on the east side of Bannister Avenue which would become a private street/cul-de-sac at 26 feet in width. No sidewalks proposed, and no parking would be permitted on both sides of the street.

Currently, there is a permanent vehicular road-block (bicycle and pedestrian access is permitted) for traffic on Bannister Avenue, midway between Star Street and Lambert Avenue, north and adjacent to the northern boundary of the proposed project. The proposed project would enhance the south side of the road-block by curving Bannister Avenue into the project's driveway, and building a continuous sidewalk on both sides of Bannister Avenue, and enhancing the walkway through the road-block.

Project Traffic

This section describes the trip generation, distribution, and assignment of the proposed project's traffic volumes on the study area transportation network facilities.

Trip Generation

Weekday daily, a.m. and p.m. peak hour trip generation estimates for the proposed project were developed using trip rates provided in the Institute of Transportation Engineers (ITE) *Trip Generation*, 9th *Edition.* Summaries of the trip generation rates and resulting vehicle trips for the proposed project are presented in Table D.

According to the table, the proposed project would generate approximately 209 daily trips, 16 a.m. peak hour trips (4 inbound and 12 outbound), and 22 p.m. peak hour trips (14 inbound and 8 outbound).

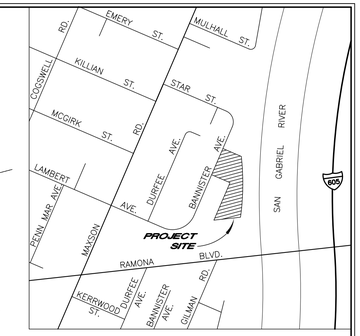
SITE PLAN

FOR VESTING TENTATIVE TRACT NO. 72192
IN THE CITY OF EL MONTE
COUNTY OF LOS ANGELES, STATE OF CALIFORNIA

PROJECT SUMMARY	
A.P.N:	8545-025-900, 901 & 017
PROJECT ADDRESS:	4422 & 4436 BANNISTER AVENUE
ZONING DESIGNATION:	R1B
BUILDING CONSTRUCTION TYPE:	SINGLE FAMILY DETACHED
GROSS PROJECT AREA:	137,563 SQ. FT. = 3.158 ACS.
PUBLIC STREET AREA:	7,596 SQ. FT.
NET PROJECT AREA:	129,967 SQ. FT.
PRIVATE STREET/COMMON AREA:	27,548 SQ. FT.
LOTS 1-22 AREA:	99,689 SQ. FT.
LOT A:	2,730 SQ. FT.

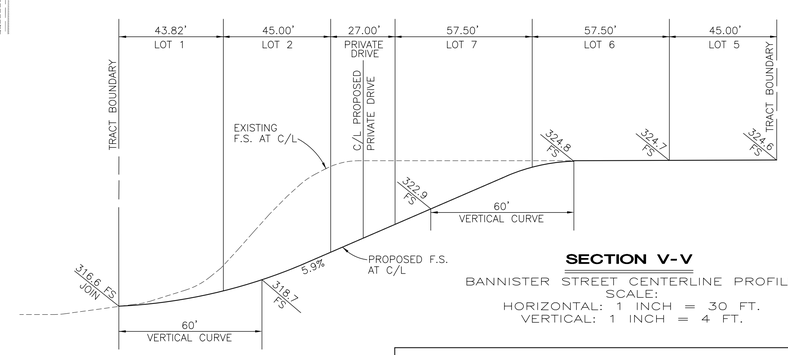
BANNISTER AVENUE SECTION A-A

SCALE: 1 INCH = 10 FT.



LOCATION MAP
(NO SCALE)

LOT SUMMARY						
LOT	LOT AREA (SQ.FT.)	UNIT TYPE	UNIT SQ.FT. (LIVEABLE)	GARAGE AREA (SQ.FT.)	FLOOR AREA RATIO	LOT AREA COVERAGE
1	4,125	5	2,427	460	0.70	37.9%
2	4,229	5	2,427	460	0.69	37.1%
3	3,650	4	2,316	452	0.76	45.7%
4	4,869	4	2,316	452	0.57	34.2%
5	5,179	5	2,427	460	0.53	28.9%
6	4,215	3	1,912	509	0.54	31.3%
7	4,223	3	1,912	509	0.54	31.3%
8	4,830	5	2,427	452	0.60	32.4%
9	4,800	3	1,912	509	0.50	29.4%
10	4,861	5	2,427	452	0.59	32.1%
11	4,134	1	2,100	497	0.63	34.5%
12	3,705	2	1,693	455	0.58	27.7%
13	4,273	4	2,316	452	0.65	39.1%
14	4,262	5	2,427	452	0.68	36.7%
15	5,007	4	2,316	452	0.55	33.3%
16	5,151	5	2,427	452	0.56	30.3%
17	4,253	4	2,316	452	0.65	39.2%
18	5,904	3	1,912	509	0.41	23.9%
19	5,930	5	2,427	452	0.49	26.4%
20	3,791	2	1,693	455	0.57	27.0%
21	3,721	2	1,693	455	0.58	27.5%
22	5,249	5	2,427	452	0.55	29.8%



SECTION V-V
BANNISTER STREET CENTERLINE PROFILE
SCALE:
HORIZONTAL: 1 INCH = 30 FT.
VERTICAL: 1 INCH = 4 FT.

COMPILED BY ARROWHEAD MAPPING CORPORATION
FROM AERIAL PHOTOGRAPHY DATED : 7-12-11
JOB # AMC 11-140
431 MAC KAY DRIVE
SAN BERNARDINO, CA 92408
(909) 889-2420

LEGEND:

- HARDSCAPE
- LAWN
- PLANTER AREA
- GRAVEL
- DECORATIVE PAVING
- BLOCK WALL
- FENCE
- PROPOSED TREE

GRAPHIC SCALE
30 0 15 30 60 120
(IN FEET)
1 inch = 30 ft.

BASIS OF BEARINGS:
BASIS OF BEARINGS IS THE CENTERLINE OF BANNISTER AVENUE BEING N22°11'10"E PER TRACT NO. 26395 (M.B. 614/15-16)

BENCH MARK: BM 3296
L&BN IN S CB RAMONA BLVD 8M(26FT) S/O & 1M(3.3FT) W/O E END OF BRIDGE OVER SAN GABRIEL RIVER (MKD BM)
ELEV. = 324.089

REVISIONS				
NO.	DESCRIPTION	BY	DATE	APPROVED

PREPARED FOR:
EL MONTE HOMES, LLC
1773 SAN BERNARDINO ROAD
SUITE B42
WEST COVINA, CA 91790
(626) 338-5650

REGISTERED PROFESSIONAL ENGINEER HERSEL MOUSSA-ZAHAB No. 44560 Exp. 3-31-2016 CIVIL STATE OF CALIFORNIA

LDC LAND DEVELOPMENT CONSULTANTS
LAND PLANNERS
SURVEYORS
CIVIL ENGINEERS
1520 BROOKHOLLOW DRIVE, SUITE 33
SANTA ANA, CALIFORNIA, 92705
(714) 557-7700

PLANS PREPARED UNDER SUPERVISION OF:
HERSEL MOUSSA-ZAHAB, P.E. R.C.E. 44560 EXP. 3/31/16 DATE

CITY OF EL MONTE

SITE PLAN
FOR VESTING TENTATIVE TRACT NO. 72192

DESIGNED BY: SZ DATE: 01-30-13	APPROVED:	
DRAWN BY: SZ DATE: 06-01-14		
LATEST CHANGES BY: SZ DATE: 02-18-15		SHEET 1 OF 1
PLOTTED BY: SZ DATE: 02-18-15		JOB NO. 480

Table D – Project Trip Generation Estimates

Land Use	Size/Units	Daily	AM Peak Hour			PM Peak Hour		
			In	Out	Total	In	Out	Total
TRIP RATES								
Single-Family Detached Homes	per DU	9.52	0.19	0.56	0.75	0.63	0.37	1.00
TRIP GENERATION								
Single-Family Detached Homes	22 DUs	**209**	**4**	**12**	**16**	**14**	**8**	**22**

Note: Trip rates from *Trip Generation, 9th Edition*, Institute of Transportation Engineers, 2012.

Trip Distribution and Assignment

Regional and local trip distribution percentages for the proposed project were based on logical peak hour commute patterns. Figure 3 illustrates the trip distribution percentages for the proposed project. The trip distribution percentages at each intersection were applied to the proposed project's weekday daily, a.m. and p.m. peak hour trip generation estimates to calculate the project trip assignment. The resulting weekday daily, a.m. and p.m. peak hour trip assignments are also shown on Figure 3.

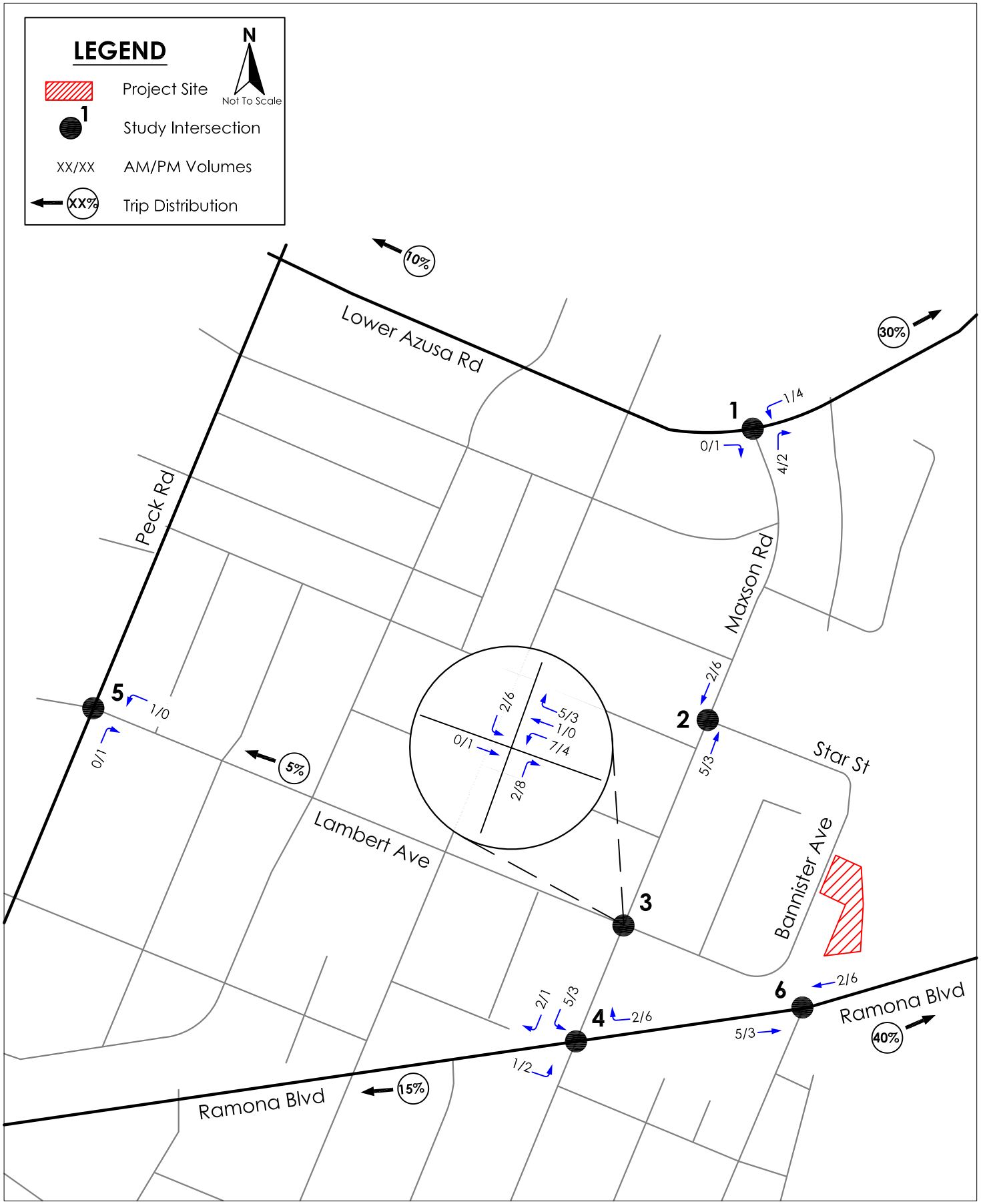


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Figure 3
Project Trip Distribution and Assignment
with Opening of Bannister Avenue

3.0 EXISTING CONDITIONS ANALYSIS

The following section describes the existing traffic conditions in the project study area. Existing traffic volumes were collected at the study intersections in April 2015 during a typical weekday while adjacent schools were in session. This section describes the traffic conditions related to the following traffic scenarios:

- Existing Conditions
- Existing plus Project

Existing Traffic Conditions

Roadways

Regional access to the project site is provided by Interstate 605 (I-605) via its interchange with Ramona Boulevard and Lower Azusa Road. Local access is provided by Maxson Road, Bannister Avenue, and Lambert Avenue. The following describes the roadways in the study area:

Lower Azusa Road

Lower Azusa Road is designated as a Secondary Arterial and Truck Route in the City's *General Plan, Circulation Element*. Lower Azusa Road provides east-west regional and local access throughout the City of El Monte starting at its intersection with Rosemead Boulevard (SR 19) to the west, and where it becomes Los Angeles Street in Baldwin Park, east of I-605. In the vicinity of the study area, Lower Azusa Road is a divided four-lane roadway with a painted median serving as a two-way left-turn lane (TWLTL). On-street parking is permitted on both sides of the street, and the posted speed limit is 35 miles per hour (MPH). In addition, Foothill Transit operates a bus route along Lower Azusa with a stop on the south side of the street, before Durfee Avenue.

Ramona Boulevard

Ramona Boulevard is designated as a Secondary Arterial, Truck Route, and Mid Valley Transit Corridor in the City's *General Plan, Circulation Element*. Ramona Boulevard provides east-west regional and local access throughout the City of El Monte starting at its intersection with Santa Anita Avenue to the west, and where it becomes San Bernardino Road in Baldwin Park, at its intersection with Puente Avenue. In the vicinity of the study area, Ramona Boulevard is a divided four-lane roadway with a painted median serving as a two-way left-turn lane (TWLTL). On-street parking is not permitted on either side of the street, and the posted speed limit is 35 MPH. In addition, Foothill Transit operates a bus route along Ramona Boulevard with stops on both sides of Ramon Boulevard at Maxson Road.

Maxson Road

Maxson Road is designated as a part of the Backbone Street System in the City's *General Plan, Circulation Element*. Maxson Road provides north-south local access between Lower Azusa Road and Ramona Boulevard. In the vicinity of the study area, Maxson Road is an undivided two-lane roadway. On-street parking is permitted on both sides of the street, and the posted speed limit is 25 MPH.

Bannister Avenue

Bannister Avenue provides north-south local access between Star Street and its mid-block road-block, and the road-block and Lambert Avenue. Only pedestrian and bicycle access is allowed through the road-block. Bannister Avenue is an undivided two-lane roadway, and on-street parking is permitted on both sides of the street.

Currently, there is a permanent vehicular road-block for traffic on Bannister Avenue, midway between Star Street and Lambert Avenue, north and adjacent to the northern boundary of the proposed project. The proposed project would enhance the south side of the road-block by curving Bannister Avenue into the project's driveway, and building a continuous sidewalk on both sides of Bannister Avenue, and enhancing the walkway through the road-block.

Intersection Geometrics and Traffic Volumes

Figure 1, shown previously, illustrates the existing traffic controls and lane geometrics at the study area intersections and roadway segments. Existing traffic volumes were collected at the study intersections in April 2015 during a typical weekday while adjacent schools were in session. Figure 4 shows the existing daily, a.m. and p.m. peak hour traffic volumes at the study intersections. The raw traffic volume count sheets are provided in Appendix A.

Levels of Service

Intersections

Based on the analysis methodology described in Section 1.0, the existing a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the existing intersection delay and LOS values. The existing field-calculated peak hour factors (PHF) were input which accounts for the short peaking traffic characteristics of the drop-off/pick-up operations of the adjacent schools. Table E presents the results of the existing intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Based on the existing LOS analysis, the existing study area intersections are currently operating with satisfactory LOS (LOS D or better) during both peak hours.

Pedestrian and Bicycle Facilities

There are three basic categories of pedestrian and bicycle facilities as defined by the City. Class I Bikeway/Trails involve designs which are completely separated from traffic lanes. Class II Bike Lanes are on-street paths that are located along the edge of a street with a striped lane denoting this bike path. Class III Bike Boulevards also are located along a street edge, but are not striped. These paths are identified by street signs only.

Currently, there are continuous sidewalks along both sides of Bannister Avenue, except for an approximately 330 foot segment from the project driveway, south to where the existing sidewalks terminate. The proposed project would construct sidewalks on both sides of the street to connect with the project driveway and the existing road-block (pedestrian/bicycle access). In addition, there are existing sidewalks on both sides of Maxson Road through its entire length. There is an existing signalized intersection at Maxson Road/Ramona Boulevard with pedestrian phases.

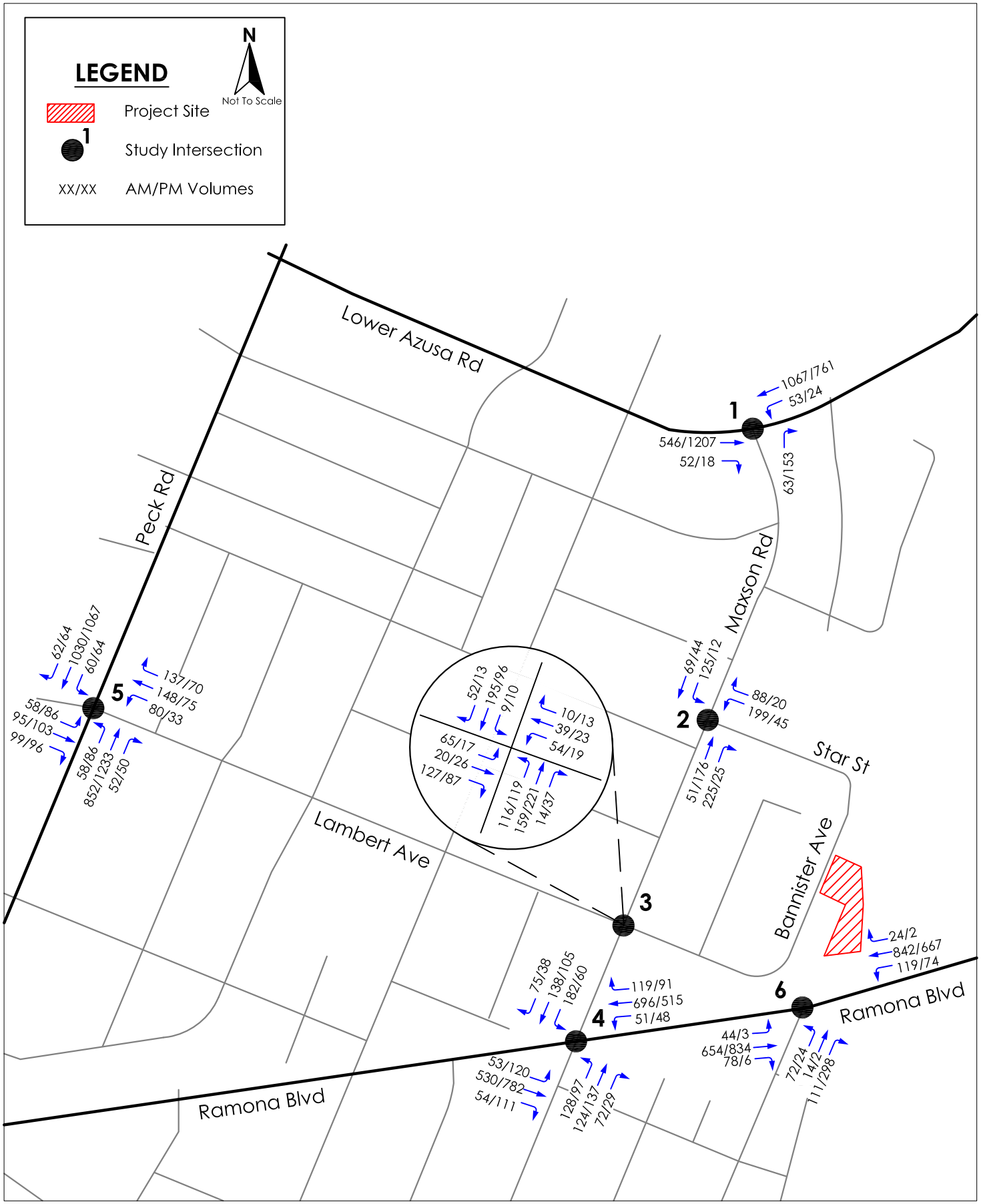

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Figure 4
Existing AM and PM Peak Hour Traffic Volumes

Table E – Existing (April 2015) Condition Intersection Level of Service Summary

Intersection	Control	Existing Condition			
		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Maxson Road/Lower Azusa Road	1-way stop	11.4 sec	B	22.1 sec	C
2. Maxson Road/Star Street	all-way stop	16.6 sec	C	8.3 sec	A
3. Maxson Road/Lambert Avenue	all-way stop	13.6 sec	B	11.0 sec	B
4. Maxson Road/Ramona Boulevard	signal	0.789	C	0.634	B
5. Peck Avenue/Lambert Avenue	signal	0.873	D	0.793	C
6. Gilman Road/Ramona Boulevard	signal	0.605	B	0.679	B

Notes: LOS for signalized intersections based on *Intersection Capacity Utilization* (ICU); LOS for unsignalized intersections based on *Highway Capacity Manual* (HCM).
Bold value indicates intersection is operating with unsatisfactory LOS, at LOS E or F.

Currently, Lower Azusa Road, Cogswell Road, and Ranchito Street are designated as Class III Bike Boulevards. There is also a planned connection to the adjacent San Gabriel River Trail near Star Street (Durfee Elementary School). The San Gabriel River Trail provides regional pedestrian and bicycle access along the west side of the San Gabriel River.

Transit

Foothill Transit operates three bus routes in the project vicinity: Routes 178, 190/194, and 488. Route 178 travels along Lower Azusa Road with a stop on the south side of Lower Azusa Road, west of Durfee Avenue. When traveling eastbound, this route is destined to the Puente Hills Mall with stops in the City of Baldwin Park. When traveling westbound this route is destined to the El Monte Transit Station. Route 190/194 travels along Ramona Boulevard with stops on both sides of Ramona Boulevard, at Maxson Road. When traveling eastbound, this route is destined to Cal Poly Pomona, and when traveling westbound, this route is also destined to the El Monte Transit Station. Route 488 travels along Ramona Boulevard with stops on both sides of Ramona Boulevard, at Maxson Road (same stops as Route 190/194). When traveling eastbound, this route is destined to Citrus College and the City of Glendora, and when traveling westbound, this route is also destined to the El Monte Transit Station. Residents of the proposed project would have access to the nearest stop for Route 178 by walking approximately 0.80 miles to the north and east; and approximately 0.5 miles to the south and west for Routes 190/194 and 488.

Existing plus Project

Traffic generated by the proposed project was added to the existing scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required) with project traffic added to existing traffic volumes.

Traffic Volumes

The proposed project trip assignment shown in Figure 3 was added to the existing traffic volumes in Figure 4 which resulted in the Existing plus Project traffic volumes. Figure 5 illustrates the Existing plus Project daily, a.m. and p.m. peak hour traffic volumes.

Traffic Volumes

The proposed project trip assignment shown in Figure 3 was added to the existing traffic volumes in Figure 4 which resulted in the Existing plus Project traffic volumes. Figure 5 illustrates the Existing plus Project daily, a.m. and p.m. peak hour traffic volumes.

Levels of Service

Intersections

Based on the analysis methodology described in Section 1.0, the Existing plus Project a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection delay and LOS values. The existing field-calculated peak hour factors (PHF) were input which accounts for the short peaking traffic characteristics of the drop-off/pick-up operations of the adjacent schools. Table F presents the results of the Existing plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix C.

Based on the Existing plus Project LOS analysis, all study area intersections would continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project.

Mitigation Measures

No mitigation measures are required as the proposed project would not significantly impact the study area intersections. All of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project and therefore, the proposed project would not create a significant impact.

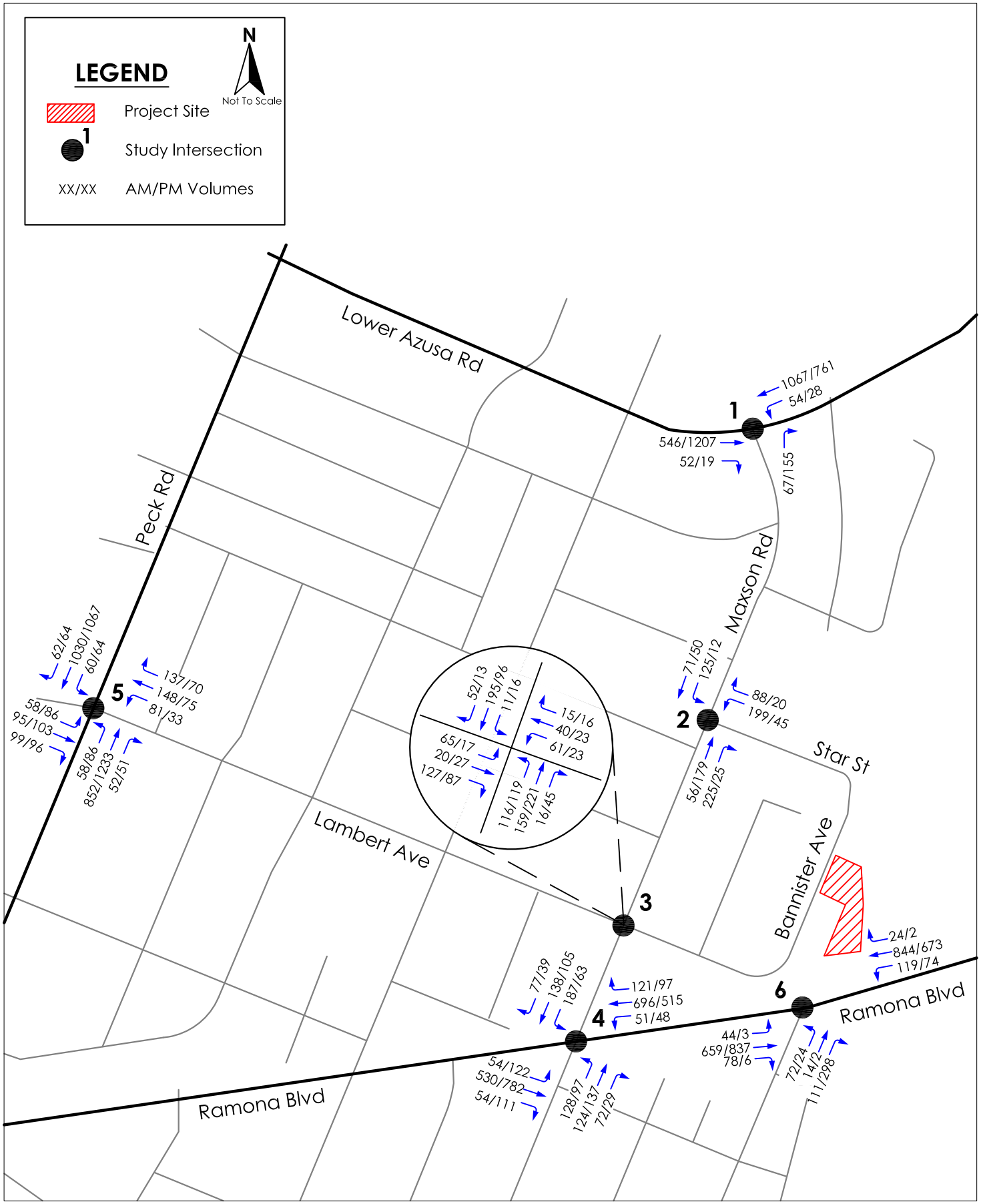

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Figure 5
Existing plus Project AM and PM Peak Hour Traffic Volumes

Table F – Existing (April 2015) plus Project Intersection Level of Service Summary

Intersection	Control	Existing Condition				Existing plus Project				Difference		Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	
1. Maxson Road/Lower Azusa Road	1-way stop	11.4 sec	B	22.1 sec	C	11.4 sec	B	22.3 sec	C	0.0 sec	+0.2 sec	no
2. Maxson Road/Star Street	all-way stop	16.6 sec	C	8.3 sec	A	16.9 sec	C	8.3 sec	A	+0.3 sec	0.0 sec	no
3. Maxson Road/Lambert Avenue	all-way stop	13.6 sec	B	11.0 sec	B	13.9 sec	B	11.2 sec	B	+0.3 sec	+0.2 sec	no
4. Maxson Road/Ramona Boulevard	signal	0.789	C	0.634	B	0.795	C	0.640	B	+0.006	+0.006	no
5. Peck Avenue/Lambert Avenue	signal	0.873	D	0.793	C	0.874	D	0.793	C	+0.001	0.000	no
6. Gilman Road/Ramona Boulevard	signal	0.605	B	0.679	B	0.607	B	0.680	B	+0.002	+0.001	no

Notes: LOS for signalized intersections based on *Intersection Capacity Utilization* (ICU); LOS for unsignalized intersections based on *Highway Capacity Manual* (HCM).

Bold value indicates intersection is operating with unsatisfactory LOS, at LOS E or F.

Bold value indicates significant project impact per the appropriate City's LOS significance criteria.

4.0 OPENING YEAR 2016 TRAFFIC CONDITIONS

Opening Year 2016 Baseline Condition

This scenario is comprised of the existing (2014) traffic conditions, plus two years of ambient traffic growth (2014 to 2016), plus traffic from cumulative (approved and/or pending) developments in the study area. The growth rates in the LA County CMP indicate less than one percent annual growth in the San Gabriel Valley area. However, for a conservative analysis, an ambient traffic growth rate of two (2) percent per year was applied to the existing traffic volumes to forecast up to Opening Year 2016.

Cumulative development projects in the project vicinity were obtained from the *City of El Monte Major Projects*, March 2015 provided by the City's Planning Department. Of the 15 development projects listed throughout the City, three projects were found to likely have traffic generated through the study area. Table G presents the list of cumulative developments that would affect the study area. Appendix C contains the detailed information for the cumulative projects.

Traffic Controls and Intersection Geometrics

There no improvements planned for the study area roadways and intersections through the 2016 project opening year. Therefore, the existing intersection traffic controls and geometrics were assumed for those intersections in the 2016 level of service analysis.

Traffic Volumes

As discussed above, Opening Year 2016 baseline traffic volumes were forecast by applying a conservative annual growth rate of two (2) percent per year, plus the addition of traffic from cumulative development. Table G presents the list of cumulative developments in the study area, and their anticipated trip generation estimates, while Figure 6 illustrates the locations of the cumulative projects relative to the proposed project site.

Table G – Cumulative Projects Trip Generation Estimates

			AM Peak Hour			PM Peak Hour		
Land Use	Size/Units	Daily	In	Out	Total	In	Out	Total
TRIP RATES								
Apartment (ITE 220)	per DU	6.65	0.10	0.41	0.51	0.40	0.22	0.62
Shopping Center (ITE 820)	per TSF	*ITE*	*ITE equation used*			*ITE equation used*		
Free-Standing Discount Superstore (ITE 813)	per TSF	50.75	1.04	0.81	1.85	2.13	2.22	4.35
TRIP GENERATION								
1. Gateway Phase 1								
Apartments	480 DUs	3,192	49	196	245	193	104	298
Shopping Center	25.000 TSF	2,758	41	25	67	114	123	237
Pass-by trips (58%)		*-1,609*	*-24*	*-15*	*-39*	*-66*	*-72*	*-138*
Total Trip Generation		**4,341**	**66**	**206**	**273**	**241**	**155**	**396**
2. Wal-Mart Supercenter								
Free-Standing Discount Superstore	186.782 TSF	9,479	194	152	346	398	414	813
Pass-by trips (28%)		*-2,654*	*-54*	*-43*	*-97*	*-111*	*-116*	*-228*
Total Trip Generation		**6,825**	**139**	**109**	**249**	**287**	**298**	**585**
3. Santa Fe Trail Project								
Shopping Center	115.000 TSF	7,437	105	65	170	316	342	658
Pass-by trips (37%)		*-2,788*	*-39*	*-24*	*-64*	*-118*	*-128*	*-247*
Total Trip Generation		**4,649**	**66**	**40**	**106**	**197**	**214**	**411**
TOTAL CUMULATIVE PROJECTS TRIP GENERATION		**15,815**	**271**	**356**	**628**	**725**	**668**	**1,392**

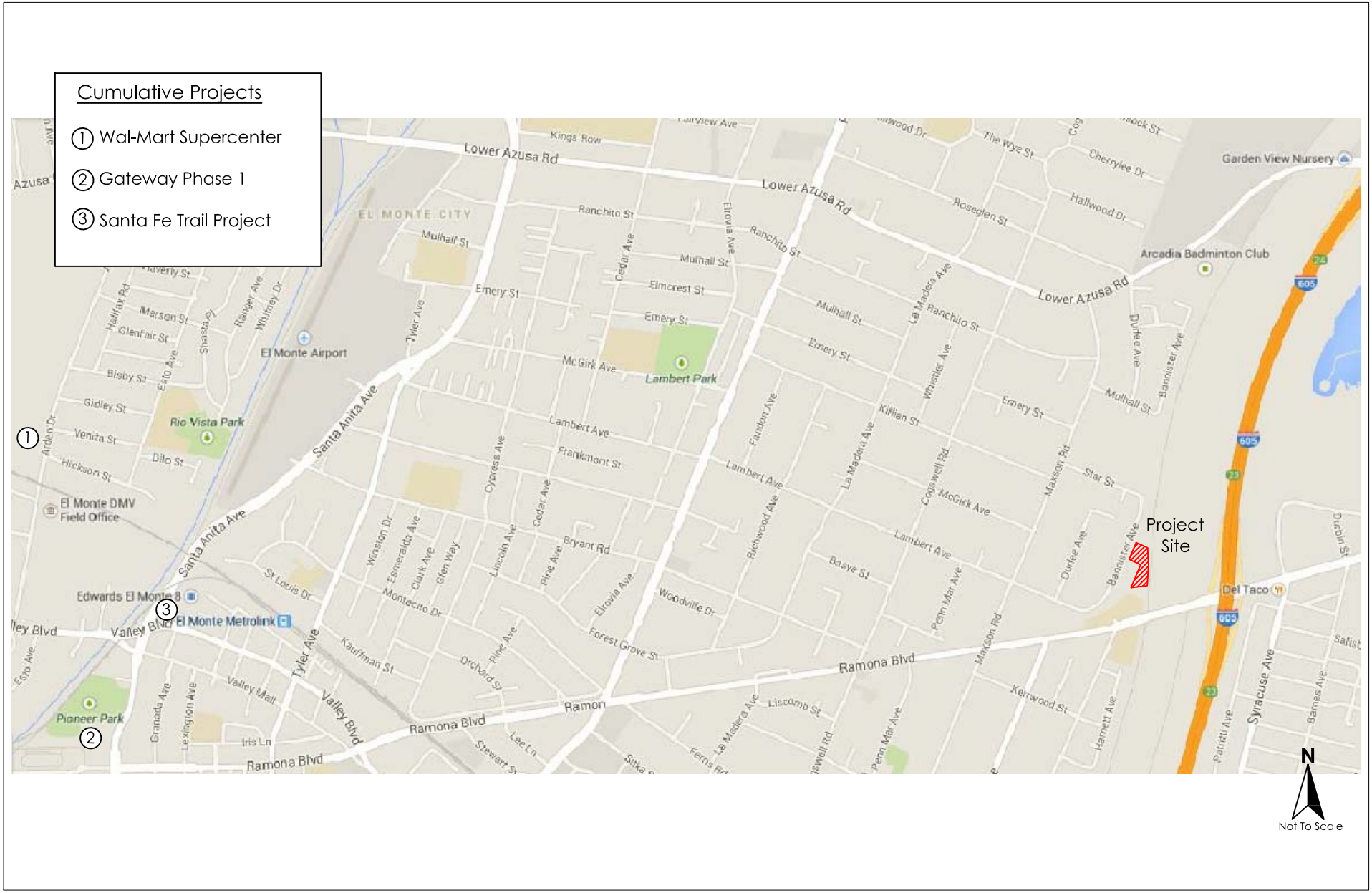

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Figure 6
Locations of Cumulative Projects

Based on the table, the cumulative projects in the study area would generate a total of approximately 15,815 daily trips, 628 a.m. peak hour trips, and 1,392 p.m. peak hour trips . Those trips were distributed appropriately through the study area based on logical travel and commute corridors.

The trip assignments of the cumulative projects, and the ambient growth rate were applied to the existing traffic volumes which derived the Opening Year (2016) Baseline traffic volumes. Figure 7 illustrates the Opening Year (2016) Baseline daily, a.m. and p.m. peak hour volumes.

Levels of Service

Intersections

Based on the analysis methodology described in Section 1.0, the Opening Year 2016 Baseline a.m. and p.m. peak hour traffic volumes were input into the *Synchro* LOS software to determine the existing intersection delay and LOS values. The existing field-calculated peak hour factors (PHF) were input which accounts for the short peaking traffic characteristics of the drop-off/pick-up operations of the adjacent elementary school. Table H presents the results of the Opening Year 2016 Baseline intersection LOS analysis, while the LOS calculation sheets are provided in Appendix D.

Table H – Opening Year 2016 Baseline Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline Condition			
		AM Peak Hour		PM Peak Hour	
		Delay	LOS	Delay	LOS
1. Maxson Road/Lower Azusa Road	1-way stop	11.6 sec	B	24.7 sec	C
2. Maxson Road/Star Street	all-way stop	18.3 sec	C	8.4 sec	A
3. Maxson Road/Lambert Avenue	all-way stop	14.6 sec	B	11.6 sec	B
4. Maxson Road/Ramona Boulevard	signal	0.819	D	0.677	B
5. Peck Avenue/Lambert Avenue	signal	**0.916**	**E**	0.851	D
6. Gilman Road/Ramona Boulevard	signal	0.638	B	0.720	C

Notes: LOS for signalized intersections based on *Intersection Capacity Utilization* (ICU); LOS for unsignalized intersections based on *Highway Capacity Manual* (HCM).
Bold value indicates intersection is operating with unsatisfactory LOS, at LOS E or F.

Based on the Opening Year 2016 Baseline LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) during both peak hours with the exception of Peck Avenue/Lambert Avenue which is forecast to operate with unsatisfactory LOS, at LOS E, in the a.m. peak hour.

Opening Year 2016 plus Project

Traffic generated by the proposed project was added to the Opening Year 2016 Baseline scenario and the project impacts on the circulation system were analyzed. This scenario would determine project-specific impacts and mitigation measures (if required) with project traffic added to the Opening Year 2016 Baseline traffic volumes.

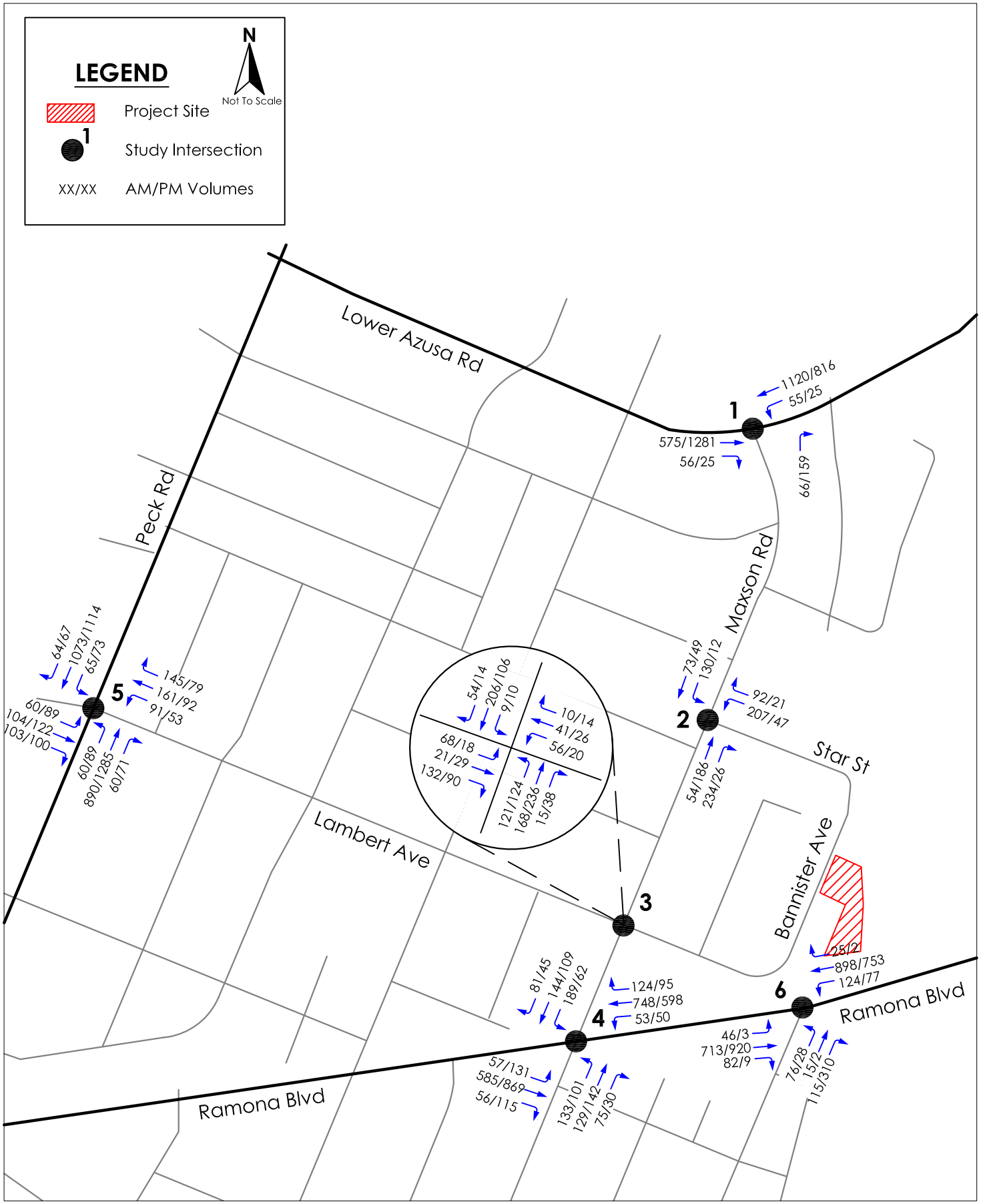

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Figure 7
Opening Year 2016 Baseline AM and PM Peak Hour Traffic Volumes

Traffic Volumes

The proposed project trip assignment shown in Figure 3 was added to the Opening Year 2016 Baseline traffic volumes in Figure 7 which resulted in the Opening Year 2016 plus Project traffic volumes. Figure 8 illustrates the Opening Year plus Project daily, a.m. and p.m. peak hour traffic volumes.

Levels of Service

Intersections

Based on the analysis methodology described in Section 1.0, the Opening Year 2016 plus Project a.m. and p.m. peak hour traffic volumes were input into the *Traffix* LOS software to determine the intersection delay and LOS values. The existing field-calculated peak hour factors (PHF) were input which accounts for the short peaking traffic characteristics of the drop-off/pick-up operations of the adjacent elementary school. Table I presents the results of the Opening Year 2016 plus Project intersection LOS analysis, while the LOS calculation sheets are provided in Appendix D.

Based on the Opening Year 2016 plus Project LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project with exception of Peck Avenue/Lambert Avenue which is forecast to continue to operate at LOS E in the a.m. peak hour. However, the since the project's V/C increase is less than 0.010 V/C (project increase is 0.001 V/C), it would not create a significant impact per the City's Significance Criteria.

Mitigation Measures

No mitigation measures are required as the proposed project would not significantly impact the study area intersections. Most of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project with exception of Peck Avenue/Lambert Avenue which is forecast to continue to operate at LOS E in the a.m. peak hour. However, the since the project's V/C increase is less than 0.010 V/C (project increase is 0.001 V/C), it would not create a significant impact.

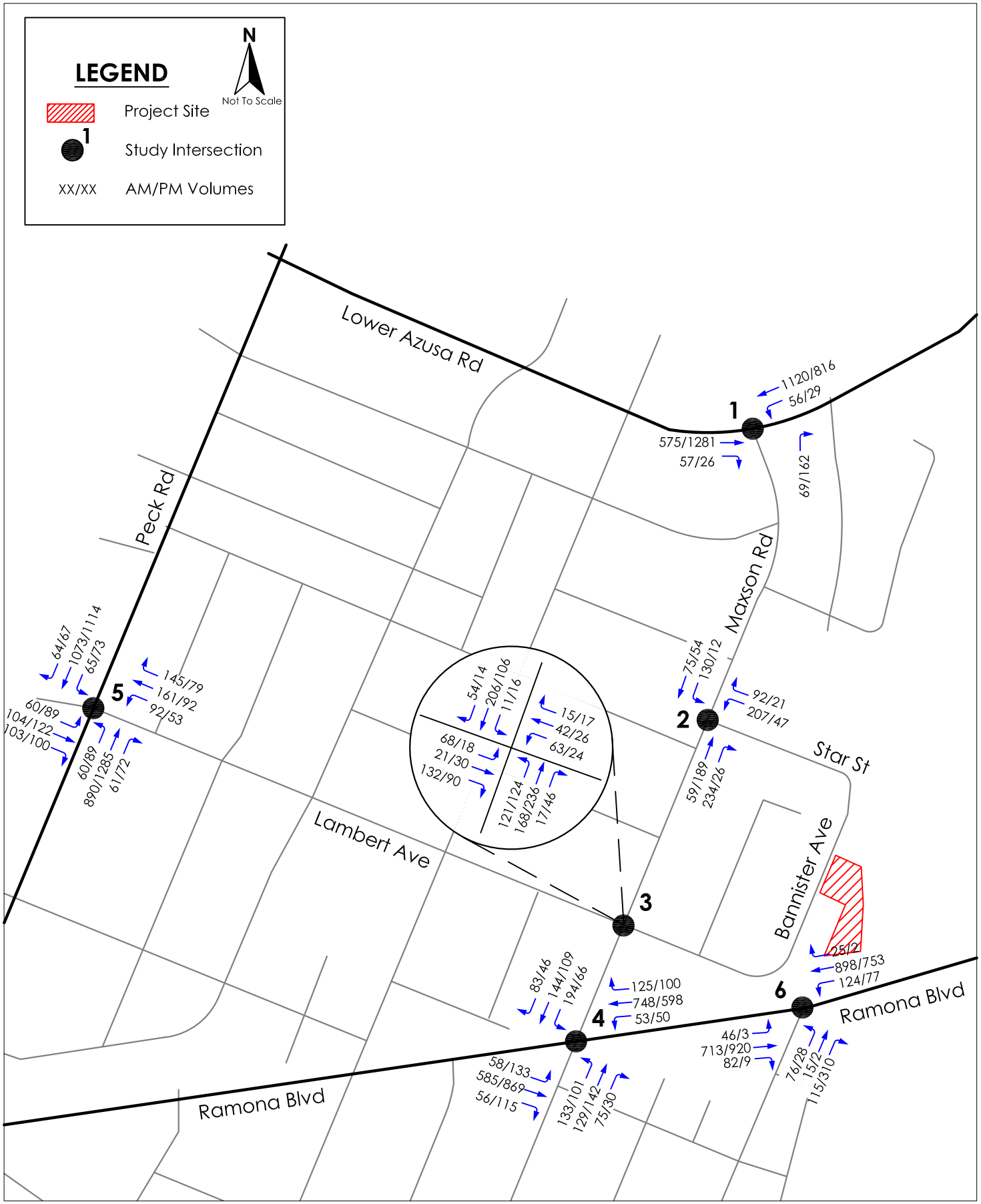

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Figure 8
Opening Year 2016 plus Project AM and PM
Peak Hour Traffic Volumes

Table I – Opening Year 2016 plus Project Intersection Level of Service Summary

Intersection	Control	Opening Year Baseline Condition				Opening Year plus Project				Difference		Impact?
		AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
		Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS	AM	PM	
1. Maxson Road/Lower Azusa Road	1-way stop	11.6 sec	B	24.7 sec	C	11.7 sec	B	25.1 sec	D	+0.1 sec	+0.4 sec	no
2. Maxson Road/Star Street	all-way stop	18.3 sec	C	8.4 sec	A	18.7 sec	C	8.5 sec	A	+0.4 sec	+0.1 sec	no
3. Maxson Road/Lambert Avenue	all-way stop	14.6 sec	B	11.6 sec	B	15.0 sec	C	11.8 sec	B	+0.4 sec	+0.2 sec	no
4. Maxson Road/Ramona Boulevard	signal	0.819	D	0.677	B	0.833	D	0.683	B	+0.014	+0.006	no
5. Peck Avenue/Lambert Avenue	signal	**0.916**	**E**	0.851	D	**0.917**	**E**	0.852	D	+0.001	+0.001	no
6. Gilman Road/Ramona Boulevard	signal	0.638	B	0.720	C	0.640	B	0.721	C	+0.002	+0.001	no

Notes: LOS for signalized intersections based on *Intersection Capacity Utilization* (ICU); LOS for unsignalized intersections based on *Highway Capacity Manual* (HCM).

Bold value indicates intersection is operating with unsatisfactory LOS, at LOS E or F.

Bold value indicates significant project impact per the appropriate City's LOS significance criteria.

5.0 PROJECT ACCESS, CIRCULATION AND PARKING

The following section discusses the proposed project's access and circulation characteristics, and parking requirements. If required, mitigation measures will be proposed to mitigate impacts to less than significant levels.

Project Access and Circulation

Vehicular access to the proposed project would be provided from a new driveway on the east side of Bannister Avenue which would become a private street/cul-de-sac at 26 feet in width. No sidewalks proposed, and no parking would be permitted on both sides of the private street.

Currently, there is a permanent vehicular road-block (bicycle and pedestrian access is permitted) for traffic on Bannister Avenue, midway between Star Street and Lambert Avenue, north and adjacent to the northern boundary of the proposed project. The proposed project would enhance the south side of the road-block by curving Bannister Avenue into the project's driveway, and building a continuous sidewalk on both sides of Bannister Avenue, and enhancing the walkway through the road-block.

The new sidewalks on Bannister Avenue, project driveway, and private street will be designed to meet the City's design standards.

Parking

Per the City Zoning Code, the project site is zoned for "R-1B" (residential) and "PF" (public facility). Therefore, the parking requirement per zone R-1B is "*two (2) parking spaces within a fully enclosed garage for the first 1,200 square feet of gross floor area. A three-car garage is required for a dwelling unit with a gross floor area greater than 2,000 square feet or having more than four bedrooms. For units with more than four bedrooms, one open parking space shall be required for each bedroom after the first four bedrooms*." The proposed project would provide the following:

- 15 DUs greater than 2,000 SF requiring 45 enclosed spaces (three per DU)
- 7 DUs less than 2,000 SF requiring 14 enclosed spaces (two per DU)
- 18 open parking spaces (two on-street spaces on Bannister Avenue and 16 marked spaces on interior street)

Based on review of the site plan, with a density bonus concession, the proposed project would be designed to Code, providing the minimum required parking spaces.

Mitigation Measures

No mitigation measures are required.

6.0 CONCLUSIONS AND RECOMMENDATIONS

The following section provides the conclusions and recommendations (if any) for the traffic analysis of the proposed project as noted above in Sections 3.0 – Existing Conditions, 4.0 – Opening Year 2016, 5.0 – Project Access, Circulation and Parking.

Project Trip Generation

The proposed project is the development of 22 single-family detached homes along the west side of the San Gabriel River in the eastern side of the City of El Monte. Per ITE trip rates, the proposed project would generate approximately 209 daily trips, 16 a.m. peak hour trips (4 inbound and 12 outbound), and 22 p.m. peak hour trips (14 inbound and 8 outbound).

Existing plus Project

Based on the Existing plus Project LOS analysis, all study area intersections would continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project. The intersection of Maxson Road/Star Street would have improved delays and LOS (from LOS C to LOS B in the a.m. peak hour) over the existing (without project) condition with the opening of Bannister Avenue to through traffic. The intersection of Maxson Road/Lambert Avenue would degrade from LOS B to LOS C in the a.m. peak hour, however, LOS C is still a satisfactory LOS per the City's Significance Criteria.

No mitigation measures are required as the proposed project would not significantly impact the study area intersections. All of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project and therefore, the proposed project would not create a significant impact.

Opening Year 2016 plus Project

Based on the Opening Year 2016 plus Project LOS analysis, most of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project with exception of Peck Avenue/Lambert Avenue which is forecast to continue to operate at LOS E in the a.m. peak hour. However, the since the project's V/C increase is less than 0.010 V/C (project increase is 0.001 V/C), it would not create a significant impact per the City's Significance Criteria.

No mitigation measures are required as the proposed project would not significantly impact the study area intersections. Most of the study area intersections are forecast to continue to operate with satisfactory LOS (LOS D or better) with addition of traffic from the proposed project with exception of Peck Avenue/Lambert Avenue which is forecast to continue to operate at LOS E in the a.m. peak hour. However, the since the project's V/C increase is less than 0.010 V/C (project increase is 0.001 V/C), it would not create a significant impact.

Project Access, Circulation and Parking

Vehicular access to the proposed project would be provided from a new driveway on the east side of Bannister Avenue which would become a private street/cul-de-sac at 26 feet in width. No sidewalks proposed, and no parking would be permitted on both sides of the street.

Currently, there is a permanent vehicular road-block (bicycle and pedestrian access is permitted) for traffic on Bannister Avenue, midway between Star Street and Lambert Avenue, north and adjacent to the northern boundary of the proposed project. The proposed project would enhance the south side of the road-block by curving Bannister Avenue into the project's driveway,

and building a continuous sidewalk on both sides of Bannister Avenue, and enhancing the walkway through the road-block.

The new sidewalks on Bannister Avenue, project driveway, and private street will be designed to meet the City's design standards.

Per the City Zoning Code, the project site is zoned for "R-1B" (residential) and "PF" (public facility). Therefore, the parking requirement per zone R-1B is "*two (2) parking spaces within a fully enclosed garage for the first 1,200 square feet of gross floor area. A three-car garage is required for a dwelling unit with a gross floor area greater than 2,000 square feet or having more than four bedrooms. For units with more than four bedrooms, one open parking space shall be required for each bedroom after the first four bedrooms*." The proposed project would provide the following:

- 15 DUs greater than 2,000 SF requiring 45 enclosed spaces (three per DU)
- 7 DUs less than 2,000 SF requiring 14 enclosed spaces (two per DU)
- 18 open parking spaces (two on-street spaces on Bannister Avenue and 16 marked spaces on interior street)

Based on review of the site plan, with a density bonus concession, the proposed project would be designed to Code, providing the minimum required parking spaces.

No mitigation measures are required.

7.0 REFERENCES

City of El Monte, *General Plan*, 2011.

City of El Monte, *Municipal Code, Zoning Ordinance*.

Institute of Transportation Engineers, *Trip Generation, 9th Edition*, 2012.

Transportation Research Board, *Highway Capacity Manual*, Special Report No. 209, Washington, D.C., 2000.

APPENDIX A

Raw Traffic Volume Count Sheets

ITM Peak Hour Summary

Prepared by:

NDS

Maxson Rd and Lower Azusa Rd , El Monte

Date:	4/2/2015
Day:	Thursday

Project #:	15-5194-001
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Maxson Rd)

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

Eastbound Approach (Lower Azusa Rd)

Lanes	AM	NOON	PM
	1069	0	764
0	0	0	0
2	546	0	1207
0	52	0	18

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
2	1067	0	761
1	53	0	24
	609	0	1360

CONTROL

1-Way Stop (NB)

Northbound Approach

AM	105	2	0	63
NOON	0	0	0	0
PM	42	3	0	153
Lanes		0	0	1

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg		East Leg			West Leg			South Leg	
AM	0	0	1120	0	785	1069	0	764	105	65
NOON	0	0	609	0	1360	598	0	1225	0	0
PM	0	0							42	156

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	0	1729	1667	170
NOON	0	0	0	0
PM	0	2145	1989	198

ITM Peak Hour Summary

Prepared by:

NDS

Maxson Rd and Star St , El Monte

Date:	4/2/2015
Day:	Thursday

Project #:	15-5194-002
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Maxson Rd)

	Left	Thru	Right	
Lanes	0	1	0	
AM	0	69	125	139
NOON	0	0	0	0
PM	0	44	12	196

Eastbound Approach (Star St)

	Left	Thru	Right
	AM	NOON	PM
	0	0	0
Lanes			
0	0	0	0
0	0	0	0
0	0	0	0
Lanes	AM	NOON	PM

Westbound Approach

	Left	Thru	Right	Lanes
AM	88	0	20	0
NOON	0	0	0	1
PM	199	0	45	0
	350	0	37	
	AM	NOON	PM	

CONTROL

3-Way Stop (NB/SB/WB)

Northbound Approach

	Left	Thru	Right	
AM	268	0	51	225
NOON	0	0	0	0
PM	89	0	176	25
Lanes		0	1	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	194	287	268	0
NOON	0	0	0	0
PM	56	65	276	0
AM	139	350	89	0
NOON	0	0	201	0
PM	196	37		0

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	333	637	544	0
NOON	0	0	0	0
PM	252	102	290	0

ITM Peak Hour Summary

Prepared by:

NDS

Maxson Rd and Lambert Ave , El Monte

Date:	4/2/2015
Day:	Thursday
Project #:	15-5194-003
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Maxson Rd)

	Left	Thru	Right		
Lanes	0	1	0		
AM	52	195	9	234	AM
NOON	0	0	0	0	NOON
PM	13	96	10	251	PM

Eastbound Approach (Lambert Ave)

Lanes	AM	NOON	PM
	207	0	155
0	65	0	17
1	20	0	26
0	127	0	87

Westbound Approach

Lanes	AM	NOON	PM
0	10	0	13
1	39	0	23
0	54	0	19
	43	0	73

CONTROL: 4-Way Stop

Northbound Approach

	Left	Thru	Right	
AM	376	116	159	14	AM
NOON	0	0	0	0	NOON
PM	202	119	221	37	PM
Lanes		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	256	103	376	207
NOON	0	0	0	0
PM	119	251	202	377	155
	234	55	289	130
	0	73	0	212

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	490	146	665	419
NOON	0	0	0	0
PM	370	128	579	285

ITM Peak Hour Summary

Prepared by:

NDS

Maxson Rd and Ramona Blvd , El Monte

Date:	4/2/2015
Day:	Thursday

Project #:	15-5194-004
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	430 PM

Peak Hour Summary

Southbound Approach

Maxson Rd

	Lanes 0	1	0		
AM	75	138	182	296	AM
NOON	0	0	0	0	NOON
PM	38	105	60	348	PM

Ramona Blvd

Eastbound Approach

	AM	NOON	PM
	899	0	650
1	53	0	120
2	530	0	782
0	54	0	111
Lanes	AM	NOON	PM

CONTROL

Signalized

Westbound Approach

AM	NOON	PM	Lanes
119	0	91	0
696	0	515	2
51	0	48	1
784	0	871	
AM	NOON	PM	

Northbound Approach

AM	243	128	124	72	AM
NOON	0	0	0	0	NOON
PM	264	97	137	29	PM
		0	1	0	Lanes

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	West Leg	South Leg
AM	395	866	899	243
NOON	0	0	0	0
PM	203	654	650	264
		784	637	324
		0	0	0
		871	1013	263

Total Volume Per Leg

	North Leg	East Leg	West Leg	South Leg
AM	691	1650	1536	567
NOON	0	0	0	0
PM	551	1525	1663	527

ITM Peak Hour Summary

Prepared by:

NDS

Peck Rd and Lambert Ave , El Monte

Date:	4/2/2015
Day:	Thursday
Project #:	15-5194-005
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	445 PM

Peak Hour Summary

Southbound Approach (Peck Rd)

	Lanes 0	2	1		
AM	62	1030	60	1047	AM
NOON	0	0	0	0	NOON
PM	64	1067	64	1389	PM

Eastbound Approach (Lambert Ave)

Lanes	AM	NOON	PM
	268	0	225
0	58	0	86
1	95	0	103
0	99	0	96

Westbound Approach

Lanes	AM	NOON	PM
0	137	0	70
1	148	0	75
0	80	0	33
	207	0	217

CONTROL: Signalized

Northbound Approach

AM	1209	58	852	52
NOON	0	0	0	0
PM	1196	86	1233	50
Lanes		1	2	0

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Total Ins & Outs

	North Leg	East Leg	South Leg	West Leg
AM	1152	365	1209	268
	1047	0	962	0
NOON	0	207	0	252
	0	0	0	0
PM	1195	178	1196	225
	1389	217	1369	285

Total Volume Per Leg

	North Leg	East Leg	South Leg	West Leg
AM	2199	572	2171	520
NOON	0	0	0	0
PM	2584	395	2565	510

ITM Peak Hour Summary

Prepared by:

NDS

Gilman Rd and Ramona Blvd , El Monte

Date:	4/2/2015
Day:	Thursday

Project #:	15-5194-006
City:	El Monte

AM Peak Hour	715 AM
NOON Peak Hour	
PM Peak Hour	500 PM

Peak Hour Summary

Southbound Approach

Gilman Rd

	Lanes 0	0	0		
AM	0	0	0	82	AM
NOON	0	0	0	0	NOON
PM	0	0	0	7	PM

Eastbound Approach

Ramona Blvd

Lanes	AM	NOON	PM
	914	0	691
1	44	0	3
2	654	0	834
0	78	0	6

Westbound Approach

Lanes	AM	NOON	PM
0	24	0	2
2	842	0	667
1	119	0	74
	765	0	1132

CONTROL

Signalized

Count Periods	Start	End
AM	7:00 AM	9:00 AM
NOON		
PM	4:00 PM	6:00 PM

Northbound Approach

AM	197	72	14	111
NOON	0	0	0	0
PM	80	24	2	298
Lanes		0	1	0

Total Ins & Outs

North Leg		
0	82	AM
0	0	NOON
0	7	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
914	0	691	985	0	743
776	0	843	765	0	1132

South Leg		
197	197	AM
0	0	NOON
80	324	PM

Total Volume Per Leg

North Leg	
82	AM
0	NOON
7	PM

West Leg			East Leg		
AM	NOON	PM	AM	NOON	PM
1690	0	1534	1750	0	1875

South Leg	
394	AM
0	NOON
404	PM

APPENDIX B

Intersection Level of Service Worksheets

WC Homes El Monte
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	B	11.4	0.121	B	11.4	0.121	+ 0.000 D/V
# 2 Maxson Road/Star Street	C	16.6	0.706	C	16.6	0.706	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	13.6	0.578	B	13.6	0.578	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	C	xxxxx	0.789	C	xxxxx	0.789	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	D	xxxxx	0.873	D	xxxxx	0.873	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.605	B	xxxxx	0.605	+ 0.000 V/C

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WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.4]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	63	0	0	0	0	546	52	53	1067	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	63	0	0	0	0	546	52	53	1067	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.81	0.81	0.81	1.00	1.00	1.00	0.83	0.83	0.83	0.85	0.85	0.85								
PHF Volume:	0	0	77	0	0	0	0	661	63	63	1258	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	77	0	0	0	0	661	63	63	1258	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	362	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	724	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	641	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	888	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	641	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	888	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	11.4			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.706
Loss Time (sec):	10	Average Delay (sec/veh):	16.6
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Maxson Road							Star Street					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Lanes:	0 0	0 1	0	0 1	0 0	0	0 0	0 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	0	51	225	125	69	0	0	0	0	199	0	88	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	51	225	125	69	0	0	0	0	199	0	88	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.65	0.65	0.65	0.72	0.72	0.72	1.00	1.00	1.00	0.65	0.65	0.65	
PHF Volume:	0	78	346	173	95	0	0	0	0	308	0	136	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	78	346	173	95	0	0	0	0	308	0	136	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	0	78	346	173	95	0	0	0	0	308	0	136	
Saturation Flow Module:													
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.00	0.18	0.82	0.64	0.36	0.00	0.00	0.00	0.00	0.69	0.00	0.31	
Final Sat.:	0	125	553	374	206	0	0	0	0	436	0	193	
Capacity Analysis Module:													
Vol/Sat:	xxxx	0.63	0.63	0.46	0.46	xxxx	xxxx	xxxx	xxxx	0.71	xxxx	0.71	
Crit Moves:		****		****								****	
Delay/Veh:	0.0	15.5	15.5	13.4	13.4	0.0	0.0	0.0	0.0	19.6	0.0	19.6	
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	15.5	15.5	13.4	13.4	0.0	0.0	0.0	0.0	19.6	0.0	19.6	
LOS by Move:	*	C	C	B	B	*	*	*	*	C	*	C	
ApproachDel:		15.5			13.4			xxxxxx			19.6		
Delay Adj:		1.00			1.00			xxxxx			1.00		
ApprAdjDel:		15.5			13.4			xxxxxx			19.6		
LOS by Appr:		C			B			*			C		
AllWayAvgQ:	1.4	1.4	1.4	0.7	0.7	0.7	0.0	0.0	0.0	1.9	1.9	1.9	

Note: Queue reported is the number of cars per lane.

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WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.578
Loss Time (sec):	10	Average Delay (sec/veh):	13.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	116	159	14	9	195	52	65	20	127	54	39	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	159	14	9	195	52	65	20	127	54	39	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.79	0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78
PHF Volume:	143	196	17	11	247	66	80	25	156	69	50	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	196	17	11	247	66	80	25	156	69	50	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	196	17	11	247	66	80	25	156	69	50	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.55	0.05	0.04	0.76	0.20	0.31	0.09	0.60	0.52	0.38	0.10
Final Sat.:	247	339	30	22	474	126	180	55	351	265	192	49
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.52	0.52	0.52	0.44	0.44	0.44	0.26	0.26	0.26
Crit Moves:		****			****		****			****		
Delay/Veh:	15.2	15.2	15.2	13.7	13.7	13.7	12.5	12.5	12.5	11.1	11.1	11.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	15.2	15.2	15.2	13.7	13.7	13.7	12.5	12.5	12.5	11.1	11.1	11.1
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		15.2			13.7			12.5			11.1	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		15.2			13.7			12.5			11.1	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.1	1.1	1.1	0.9	0.9	0.9	0.6	0.6	0.6	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.789
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	64	Level Of Service:	C

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	128	124	72	182	138	75	53	530	54	51	696	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	124	72	182	138	75	53	530	54	51	696	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	158	153	89	214	162	88	60	602	61	53	717	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	153	89	214	162	88	60	602	61	53	717	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	153	89	214	162	88	60	602	61	53	717	123
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.38	0.22	0.46	0.35	0.19	1.00	2.00	2.00	1.00	1.71	0.29
Final Sat.:	632	612	356	737	559	304	1600	3200	3200	1600	2733	467
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.13	0.29	0.29	0.04	0.19	0.02	0.03	0.26	0.26
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.873
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	58	852	52	60	1030	62	58	95	99	80	148	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	852	52	60	1030	62	58	95	99	80	148	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.83	0.83	0.83	0.96	0.96	0.96	0.82	0.82	0.82
PHF Volume:	73	1066	65	72	1244	75	61	99	104	97	180	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1066	65	72	1244	75	61	99	104	97	180	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1066	65	72	1244	75	61	99	104	97	180	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.89	0.11	0.23	0.38	0.39	0.22	0.41	0.37
Final Sat.:	1600	3016	184	1600	3018	182	368	603	629	351	649	601
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.05	0.41	0.41	0.04	0.16	0.16	0.06	0.28	0.28
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.605
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	40	Level Of Service:	B

Street Name:	Gilman Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1
Volume Module:												
Base Vol:	72	14	111	0	0	0	44	654	78	119	842	24
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	14	111	0	0	0	44	654	78	119	842	24
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
PHF Volume:	86	17	133	0	0	0	54	796	95	127	900	26
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	17	133	0	0	0	54	796	95	127	900	26
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	17	133	0	0	0	54	796	95	127	900	26
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.07	0.56	0.00	0.00	0.00	1.00	1.79	0.21	1.00	1.94	0.06
Final Sat.:	585	114	902	0	0	0	1600	2859	341	1600	3111	89
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.00	0.00	0.00	0.03	0.28	0.28	0.08	0.29	0.29
Crit Moves:		****						****		****		

WC Homes El Monte
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	C	22.1	0.454	C	22.1	0.454	+ 0.000 D/V
# 2 Maxson Road/Star Street	A	8.3	0.259	A	8.3	0.259	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	11.0	0.542	B	11.0	0.542	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	B	xxxxx	0.634	B	xxxxx	0.634	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.679	B	xxxxx	0.679	+ 0.000 V/C

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WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[22.1]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	153	0	0	0	0	1207	18	24	761	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	153	0	0	0	0	1207	18	24	761	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.89	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88								
PHF Volume:	0	0	173	0	0	0	0	1399	21	27	865	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	173	0	0	0	0	1399	21	27	865	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	710	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1419	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	381	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	486	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.45	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	22.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.8	xxxx	xxxxx								
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	22.1			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	C			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.259
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Maxson Road									Star Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign				Stop Sign				Stop Sign				Stop Sign					
Rights:	Include				Include				Include				Include					
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0			
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	176	25		12	44		0			0	0		0	45		0	20		
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
Initial Bse:	0	176	25		12	44		0			0	0		0	45		0	20		
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
PHF Adj:	0.91	0.91	0.91		0.88	0.88		0.88			1.00	1.00		1.00	0.58		0.58	0.58		
PHF Volume:	0	193	27		14	50		0			0	0		0	78		0	34		
Reduct Vol:	0	0	0		0	0		0			0	0		0	0		0	0		
Reduced Vol:	0	193	27		14	50		0			0	0		0	78		0	34		
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
FinalVolume:	0	193	27		14	50		0			0	0		0	78		0	34		
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
Lanes:	0.00	0.88	0.12		0.21	0.79		0.00			0.00	0.00		0.00	0.69		0.00	0.31		
Final Sat.:	0	745	106		170	622		0			0	0		0	535		0	238		
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.26	0.26		0.08	0.08		xxxx			xxxx	xxxx		xxxx	0.14		xxxx	0.14		
Crit Moves:		****				****									****					
Delay/Veh:	0.0	8.5	8.5		7.8	7.8		0.0			0.0	0.0		0.0	8.1		0.0	8.1		
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00	1.00		1.00	1.00		
AdjDel/Veh:	0.0	8.5	8.5		7.8	7.8		0.0			0.0	0.0		0.0	8.1		0.0	8.1		
LOS by Move:	*	A	A		A	A		*			*	*		*	A		*	A		
ApproachDel:	8.5				7.8			xxxxxx						8.1						
Delay Adj:	1.00				1.00			xxxxx						1.00						
ApprAdjDel:	8.5				7.8			xxxxxx						8.1						
LOS by Appr:	A				A			*						A						
AllWayAvgQ:	0.3	0.3	0.3		0.1	0.1		0.0			0.0	0.0		0.2	0.2		0.2			

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.542
Loss Time (sec):	10	Average Delay (sec/veh):	11.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	119	221	37	10	96	13	17	26	87	19	23	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	221	37	10	96	13	17	26	87	19	23	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	130	242	40	12	116	16	20	30	102	22	27	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	242	40	12	116	16	20	30	102	22	27	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	242	40	12	116	16	20	30	102	22	27	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.59	0.10	0.08	0.81	0.11	0.13	0.20	0.67	0.34	0.42	0.24
Final Sat.:	240	446	75	59	565	77	88	135	451	210	255	144
Capacity Analysis Module:												
Vol/Sat:	0.54	0.54	0.54	0.21	0.21	0.21	0.23	0.23	0.23	0.11	0.11	0.11
Crit Moves:	****				****			****			****	
Delay/Veh:	12.7	12.7	12.7	9.0	9.0	9.0	9.2	9.2	9.2	8.9	8.9	8.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	12.7	12.7	12.7	9.0	9.0	9.0	9.2	9.2	9.2	8.9	8.9	8.9
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	12.7			9.0			9.2			8.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.7			9.0			9.2			8.9		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.1	1.1	1.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.634
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	97	137	29	60	105	38	120	782	111	48	515	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	137	29	60	105	38	120	782	111	48	515	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.83	0.83	0.83	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	122	173	37	72	126	46	125	812	115	52	554	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	173	37	72	126	46	125	812	115	52	554	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	173	37	72	126	46	125	812	115	52	554	98
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.52	0.11	0.29	0.52	0.19	1.00	2.00	2.00	1.00	1.70	0.30
Final Sat.:	590	833	176	473	828	300	1600	3200	3200	1600	2719	481
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.05	0.15	0.15	0.08	0.25	0.04	0.03	0.20	0.20
Crit Moves:		****		****			****				****	

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Peck Road							Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	86	1233	50	64	1067	64	86	103	96	33	75	70	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	86	1233	50	64	1067	64	86	103	96	33	75	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.89	0.89	0.89	
PHF Volume:	93	1329	54	69	1142	69	94	113	105	37	84	79	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	93	1329	54	69	1142	69	94	113	105	37	84	79	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	93	1329	54	69	1142	69	94	113	105	37	84	79	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	0.30	0.36	0.34	0.19	0.42	0.39	
Final Sat.:	1600	3075	125	1600	3019	181	483	578	539	297	674	629	
Capacity Analysis Module:													
Vol/Sat:	0.06	0.43	0.43	0.04	0.38	0.38	0.06	0.20	0.20	0.02	0.13	0.13	
Crit Moves:		****		****				****		****			

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.679
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Gilman Road							Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1	0
Volume Module:													
Base Vol:	24	2	298	0	0	0	3	834	6	74	667	2	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	24	2	298	0	0	0	3	834	6	74	667	2	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97	
PHF Volume:	29	2	360	0	0	0	3	910	7	77	690	2	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	29	2	360	0	0	0	3	910	7	77	690	2	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	29	2	360	0	0	0	3	910	7	77	690	2	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.01	0.92	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.99	0.01	
Final Sat.:	119	10	1472	0	0	0	1600	3177	23	1600	3190	10	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.24	0.24	0.00	0.00	0.00	0.00	0.29	0.29	0.05	0.22	0.22	
Crit Moves:		****						****		****			

WC Homes El Monte
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	B	11.4	0.129	B	11.4	0.129	+ 0.000 D/V
# 2 Maxson Road/Star Street	B	11.7	0.522	B	11.7	0.522	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	14.6	0.646	B	14.6	0.646	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	C	xxxxx	0.795	C	xxxxx	0.795	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	D	xxxxx	0.874	D	xxxxx	0.874	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.607	B	xxxxx	0.607	+ 0.000 V/C

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WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.4]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	67	0	0	0	0	546	52	54	1067	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	67	0	0	0	0	546	52	54	1067	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.81	0.81	0.81	1.00	1.00	1.00	0.83	0.83	0.83	0.85	0.85	0.85								
PHF Volume:	0	0	82	0	0	0	0	661	63	64	1258	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	82	0	0	0	0	661	63	64	1258	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	362	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	724	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	641	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	888	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	641	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	888	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	11.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	11.4			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec): 100 | Critical Vol./Cap.(X): 0.522
Loss Time (sec): 10 | Average Delay (sec/veh): 11.7
Optimal Cycle: 0 | Level Of Service: B

Street Name:	Maxson Road						Star Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	51	113	127	69	0	0	0	0	139	0	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	51	113	127	69	0	0	0	0	139	0	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.65	0.65	0.65	0.72	0.72	0.72	1.00	1.00	1.00	0.65	0.65	0.65
PHF Volume:	0	78	174	175	95	0	0	0	0	215	0	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	78	174	175	95	0	0	0	0	215	0	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	78	174	175	95	0	0	0	0	215	0	144
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.31	0.69	0.65	0.35	0.00	0.00	0.00	0.00	0.60	0.00	0.40
Final Sat.:	0	221	490	423	230	0	0	0	0	412	0	276
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.35	0.35	0.41	0.41	xxxx	xxxx	xxxx	xxxx	0.52	xxxx	0.52
Crit Moves:		****			****					****		
Delay/Veh:	0.0	10.2	10.2	11.7	11.7	0.0	0.0	0.0	0.0	12.9	0.0	12.9
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.2	10.2	11.7	11.7	0.0	0.0	0.0	0.0	12.9	0.0	12.9
LOS by Move:	*	B	B	B	B	*	*	*	*	B	*	B
ApproachDel:		10.2			11.7			xxxxxx			12.9	
Delay Adj:		1.00			1.00			xxxxx			1.00	
ApprAdjDel:		10.2			11.7			xxxxxx			12.9	
LOS by Appr:		B			B			*			B	
AllWayAvgQ:	0.5	0.5	0.5	0.6	0.6	0.6	0.0	0.0	0.0	0.9	0.9	0.9

Note: Queue reported is the number of cars per lane.

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WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.646
Loss Time (sec):	10	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	116	80	128	9	195	22	32	20	127	101	70	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	80	128	9	195	22	32	20	127	101	70	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.79	0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78
PHF Volume:	143	99	158	11	247	28	39	25	156	129	90	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	99	158	11	247	28	39	25	156	129	90	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	99	158	11	247	28	39	25	156	129	90	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.25	0.39	0.04	0.86	0.10	0.18	0.11	0.71	0.56	0.39	0.05
Final Sat.:	221	153	244	23	494	56	98	61	390	292	202	29
Capacity Analysis Module:												
Vol/Sat:	0.65	0.65	0.65	0.50	0.50	0.50	0.40	0.40	0.40	0.44	0.44	0.44
Crit Moves:		****			****			****			****	
Delay/Veh:	17.1	17.1	17.1	13.8	13.8	13.8	12.1	12.1	12.1	13.4	13.4	13.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	17.1	17.1	17.1	13.8	13.8	13.8	12.1	12.1	12.1	13.4	13.4	13.4
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:		17.1			13.8			12.1			13.4	
Delay Adj:		1.00			1.00			1.00			1.00	
ApprAdjDel:		17.1			13.8			12.1			13.4	
LOS by Appr:		C			B			B			B	
AllWayAvgQ:	1.5	1.5	1.5	0.8	0.8	0.8	0.5	0.5	0.5	0.6	0.6	0.6

Note: Queue reported is the number of cars per lane.

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WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.795
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	66	Level Of Service:	C

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	128	124	72	187	138	77	54	530	54	51	696	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	124	72	187	138	77	54	530	54	51	696	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	158	153	89	220	162	90	61	602	61	53	717	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	153	89	220	162	90	61	602	61	53	717	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	158	153	89	220	162	90	61	602	61	53	717	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.38	0.22	0.47	0.34	0.19	1.00	2.00	2.00	1.00	1.70	0.30
Final Sat.:	632	612	356	744	549	306	1600	3200	3200	1600	2726	474
Capacity Analysis Module:												
Vol/Sat:	0.10	0.25	0.25	0.14	0.30	0.30	0.04	0.19	0.02	0.03	0.26	0.26
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.874
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	88	Level Of Service:	D

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	58	852	52	60	1030	62	58	95	99	81	148	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	852	52	60	1030	62	58	95	99	81	148	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.83	0.83	0.83	0.96	0.96	0.96	0.82	0.82	0.82
PHF Volume:	73	1066	65	72	1244	75	61	99	104	99	180	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1066	65	72	1244	75	61	99	104	99	180	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	73	1066	65	72	1244	75	61	99	104	99	180	167
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.88	0.12	1.00	1.89	0.11	0.23	0.38	0.39	0.22	0.41	0.37
Final Sat.:	1600	3016	184	1600	3018	182	368	603	629	354	647	599
Capacity Analysis Module:												
Vol/Sat:	0.05	0.35	0.35	0.05	0.41	0.41	0.04	0.16	0.16	0.06	0.28	0.28
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.607
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Gilman Road							Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1	0
Volume Module:													
Base Vol:	72	14	111	0	0	0	44	659	78	119	844	24	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	72	14	111	0	0	0	44	659	78	119	844	24	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.84	0.84	0.84	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94	
PHF Volume:	86	17	133	0	0	0	54	802	95	127	902	26	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	86	17	133	0	0	0	54	802	95	127	902	26	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	86	17	133	0	0	0	54	802	95	127	902	26	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.37	0.07	0.56	0.00	0.00	0.00	1.00	1.79	0.21	1.00	1.94	0.06	
Final Sat.:	585	114	902	0	0	0	1600	2861	339	1600	3112	88	
Capacity Analysis Module:													
Vol/Sat:	0.05	0.15	0.15	0.00	0.00	0.00	0.03	0.28	0.28	0.08	0.29	0.29	
Crit Moves:		****						****		****			

WC Homes El Monte
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	C	22.3	0.460	C	22.3	0.460	+ 0.000 D/V
# 2 Maxson Road/Star Street	A	8.3	0.257	A	8.3	0.257	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	11.3	0.562	B	11.3	0.562	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	B	xxxxx	0.640	B	xxxxx	0.640	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	C	xxxxx	0.793	C	xxxxx	0.793	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C

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WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 1.7 Worst Case Level Of Service: C[22.3]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	- T	- R			L	- T	- R		L	- T	- R		L - T - R
Control:	Stop Sign					Stop Sign				Uncontrolled				Uncontrolled
Rights:	Include					Include				Include				Include
Lanes:	0 0 0 0 1					0 0 0 0 0				0 0 1 1 0				1 0 2 0 0
Volume Module:														
Base Vol:	0	0	155	0	0	0	0	1207	19	28	761	0		
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
Initial Bse:	0	0	155	0	0	0	0	1207	19	28	761	0		
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		
PHF Adj:	0.89	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88		
PHF Volume:	0	0	175	0	0	0	0	1399	22	32	865	0		
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0		
FinalVolume:	0	0	175	0	0	0	0	1399	22	32	865	0		
Critical Gap Module:														
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx		
Capacity Module:														
Cnflict Vol:	xxxx	xxxx	710	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1421	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	380	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	380	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	485	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.46	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx		
Level Of Service Module:														
2Way95thQ:	xxxx	xxxx	2.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	22.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	12.9	xxxx	xxxxx		
LOS by Move:	*	*	C	*	*	*	*	*	*	B	*	*		
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT				
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*		
ApproachDel:	22.3			xxxxxx			xxxxxx			xxxxxx				
ApproachLOS:	C			*			*			*				

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.257
Loss Time (sec):	10	Average Delay (sec/veh):	8.3
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Maxson Road						Star Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	176	25	18	44	0	0	0	0	36	0	23
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	176	25	18	44	0	0	0	0	36	0	23
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00	0.58	0.58	0.58
PHF Volume:	0	193	27	21	50	0	0	0	0	62	0	40
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	193	27	21	50	0	0	0	0	62	0	40
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	193	27	21	50	0	0	0	0	62	0	40
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.29	0.71	0.00	0.00	0.00	0.00	0.61	0.01	0.38
Final Sat.:	0	749	106	231	565	0	0	0	0	476	0	304
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.26	0.26	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.13	0.00	0.13
Crit Moves:		****		****						****		
Delay/Veh:	0.0	8.5	8.5	7.8	7.8	0.0	0.0	0.0	0.0	8.0	8.0	8.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.5	8.5	7.8	7.8	0.0	0.0	0.0	0.0	8.0	8.0	8.0
LOS by Move:	*	A	A	A	A	*	*	*	*	A	A	A
ApproachDel:		8.5			7.8		xxxxxx				8.0	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		8.5			7.8		xxxxxx				8.0	
LOS by Appr:		A			A		*				A	
AllWayAvgQ:	0.3	0.3	0.3	0.1	0.1	0.1	0.0	0.0	0.0	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

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WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.562
Loss Time (sec):	10	Average Delay (sec/veh):	11.3
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	119	221	45	10	96	13	17	27	87	36	23	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	221	45	10	96	13	17	27	87	36	23	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	130	242	49	12	116	16	20	32	102	42	27	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	242	49	12	116	16	20	32	102	42	27	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	242	49	12	116	16	20	32	102	42	27	15
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.57	0.12	0.08	0.81	0.11	0.13	0.21	0.66	0.50	0.32	0.18
Final Sat.:	232	430	88	58	553	75	86	136	439	300	191	108
Capacity Analysis Module:												
Vol/Sat:	0.56	0.56	0.56	0.21	0.21	0.21	0.23	0.23	0.23	0.14	0.14	0.14
Crit Moves:	****				****		****				****	
Delay/Veh:	13.2	13.2	13.2	9.2	9.2	9.2	9.3	9.3	9.3	9.2	9.2	9.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.2	13.2	13.2	9.2	9.2	9.2	9.3	9.3	9.3	9.2	9.2	9.2
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	13.2			9.2			9.3			9.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.2			9.2			9.3			9.2		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.1	1.1	1.1	0.2	0.2	0.2	0.2	0.2	0.2	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.640
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	97	137	29	63	105	39	122	782	111	48	515	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	137	29	63	105	39	122	782	111	48	515	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.83	0.83	0.83	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	122	173	37	76	126	47	127	812	115	52	554	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	122	173	37	76	126	47	127	812	115	52	554	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	122	173	37	76	126	47	127	812	115	52	554	104
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.52	0.11	0.30	0.51	0.19	1.00	2.00	2.00	1.00	1.68	0.32
Final Sat.:	590	833	176	487	812	301	1600	3200	3200	1600	2693	507
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.21	0.05	0.16	0.16	0.08	0.25	0.04	0.03	0.21	0.21
Crit Moves:		****		****			****				****	

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.793
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	65	Level Of Service:	C

Street Name:	Peck Road							Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1 0	1 1	0	1 0	1 1	0	0 0	1! 0	0	0 0	1! 0	0	
Volume Module:													
Base Vol:	86	1233	51	64	1067	64	86	103	96	33	75	70	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	86	1233	51	64	1067	64	86	103	96	33	75	70	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.89	0.89	0.89	
PHF Volume:	93	1329	55	69	1142	69	94	113	105	37	84	79	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	93	1329	55	69	1142	69	94	113	105	37	84	79	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	93	1329	55	69	1142	69	94	113	105	37	84	79	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	1.00	1.92	0.08	1.00	1.89	0.11	0.30	0.36	0.34	0.19	0.42	0.39	
Final Sat.:	1600	3073	127	1600	3019	181	483	578	539	297	674	629	
Capacity Analysis Module:													
Vol/Sat:	0.06	0.43	0.43	0.04	0.38	0.38	0.06	0.20	0.20	0.02	0.13	0.13	
Crit Moves:		****		****				****		****			

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Gilman Road							Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	- T	- R	L	- T	- R	L	- T	- R	L	- T	- R	
Control:	Permitted			Permitted			Permitted			Permitted			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1	0
Volume Module:													
Base Vol:	24	2	298	0	0	0	3	837	6	74	673	2	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	24	2	298	0	0	0	3	837	6	74	673	2	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	0.83	0.83	0.83	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97	
PHF Volume:	29	2	360	0	0	0	3	914	7	77	696	2	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	29	2	360	0	0	0	3	914	7	77	696	2	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
FinalVolume:	29	2	360	0	0	0	3	914	7	77	696	2	
Saturation Flow Module:													
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Lanes:	0.07	0.01	0.92	0.00	0.00	0.00	1.00	1.99	0.01	1.00	1.99	0.01	
Final Sat.:	119	10	1472	0	0	0	1600	3177	23	1600	3191	9	
Capacity Analysis Module:													
Vol/Sat:	0.02	0.24	0.24	0.00	0.00	0.00	0.00	0.29	0.29	0.05	0.22	0.22	
Crit Moves:		****						****		****			

WC Homes El Monte
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	B	11.7	0.131	B	11.7	0.131	+ 0.000 D/V
# 2 Maxson Road/Star Street	C	18.3	0.746	C	18.3	0.746	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	14.6	0.620	B	14.6	0.620	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	D	xxxxx	0.820	D	xxxxx	0.820	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	E	xxxxx	0.917	E	xxxxx	0.917	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.639	B	xxxxx	0.639	+ 0.000 V/C

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	66	0	0	0	0	575	56	55	1120	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	66	0	0	0	0	575	56	55	1120	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.81	0.81	0.81	1.00	1.00	1.00	0.83	0.83	0.83	0.85	0.85	0.85								
PHF Volume:	0	0	81	0	0	0	0	696	68	65	1321	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	81	0	0	0	0	696	68	65	1321	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	382	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	764	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	622	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	622	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	858	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.13	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.08	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.4	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	11.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.5	xxxx	xxxxx								
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	11.7			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	B			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.746
Loss Time (sec):	10	Average Delay (sec/veh):	18.3
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Maxson Road									Star Street								
Approach:	North Bound				South Bound				East Bound				West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	54	234		130	73		0			0	0		0		207		0		92
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
Initial Bse:	0	54	234		130	73		0			0	0		0		207		0		92
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
PHF Adj:	0.65	0.65	0.65		0.72	0.72		0.72			1.00	1.00		1.00		0.65		0.65		0.65
PHF Volume:	0	83	359		180	101		0			0	0		0		320		0		142
Reduct Vol:	0	0	0		0	0		0			0	0		0		0		0		0
Reduced Vol:	0	83	359		180	101		0			0	0		0		320		0		142
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
FinalVolume:	0	83	359		180	101		0			0	0		0		320		0		142
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
Lanes:	0.00	0.19	0.81		0.64	0.36		0.00			0.00	0.00		0.00		0.69		0.00		0.31
Final Sat.:	0	125	540		364	205		0			0	0		0		429		0		191
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.67	0.67		0.49	0.49		xxxx			xxxx	xxxx		xxxx		0.75		xxxx		0.75
Crit Moves:		****			****															****
Delay/Veh:	0.0	17.1	17.1		14.2	14.2		0.0			0.0	0.0		0.0		22.0		0.0		22.0
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	0.0	17.1	17.1		14.2	14.2		0.0			0.0	0.0		0.0		22.0		0.0		22.0
LOS by Move:	*	C	C		B	B		*			*	*		*		C		*		C
ApproachDel:		17.1				14.2					xxxxxx							22.0		
Delay Adj:		1.00				1.00					xxxxx							1.00		
ApprAdjDel:		17.1				14.2					xxxxxx							22.0		
LOS by Appr:		C				B						*						C		
AllWayAvgQ:	1.6	1.6	1.6		0.8	0.8		0.8			0.0	0.0		0.0		2.3		2.3		2.3

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.620
Loss Time (sec):	10	Average Delay (sec/veh):	14.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	121	168	15	9	206	54	68	21	132	56	41	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	168	15	9	206	54	68	21	132	56	41	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.79	0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78
PHF Volume:	149	207	18	11	261	68	83	26	162	72	53	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	207	18	11	261	68	83	26	162	72	53	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	207	18	11	261	68	83	26	162	72	53	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.55	0.05	0.03	0.77	0.20	0.31	0.09	0.60	0.53	0.38	0.09
Final Sat.:	240	334	30	20	466	122	175	54	340	255	187	46
Capacity Analysis Module:												
Vol/Sat:	0.62	0.62	0.62	0.56	0.56	0.56	0.48	0.48	0.48	0.28	0.28	0.28
Crit Moves:	****				****			****			****	
Delay/Veh:	16.7	16.7	16.7	14.8	14.8	14.8	13.2	13.2	13.2	11.5	11.5	11.5
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.7	16.7	16.7	14.8	14.8	14.8	13.2	13.2	13.2	11.5	11.5	11.5
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	16.7			14.8			13.2			11.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	16.7			14.8			13.2			11.5		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.3	1.3	1.3	1.0	1.0	1.0	0.7	0.7	0.7	0.3	0.3	0.3

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.820
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	71	Level Of Service:	D

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	133	129	75	189	144	81	57	585	56	53	748	124
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	129	75	189	144	81	57	585	56	53	748	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	164	159	93	222	169	95	65	665	64	55	770	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	159	93	222	169	95	65	665	64	55	770	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	159	93	222	169	95	65	665	64	55	770	128
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.38	0.22	0.46	0.35	0.19	1.00	2.00	2.00	1.00	1.72	0.28
Final Sat.:	631	612	356	730	557	313	1600	3200	3200	1600	2745	455
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.14	0.30	0.30	0.04	0.21	0.02	0.03	0.28	0.28
Crit Moves:		****		****			****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.917
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	109	Level Of Service:	E

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	60	890	60	65	1073	64	60	104	103	91	161	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	890	60	65	1073	64	60	104	103	91	161	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.83	0.83	0.83	0.96	0.96	0.96	0.82	0.82	0.82
PHF Volume:	75	1114	75	79	1296	77	63	109	108	111	196	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1114	75	79	1296	77	63	109	108	111	196	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1114	75	79	1296	77	63	109	108	111	196	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.89	0.11	0.22	0.39	0.39	0.23	0.41	0.36
Final Sat.:	1600	2998	202	1600	3020	180	360	623	617	367	649	584
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.05	0.43	0.43	0.04	0.17	0.17	0.07	0.30	0.30
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.639
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	43	Level Of Service:	B

Street Name:	Gilman Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1
Volume Module:												
Base Vol:	76	15	115	0	0	0	46	713	82	124	898	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	15	115	0	0	0	46	713	82	124	898	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
PHF Volume:	91	18	138	0	0	0	56	867	100	132	959	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	18	138	0	0	0	56	867	100	132	959	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	18	138	0	0	0	56	867	100	132	959	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.07	0.56	0.00	0.00	0.00	1.00	1.79	0.21	1.00	1.95	0.05
Final Sat.:	590	117	893	0	0	0	1600	2870	330	1600	3113	87
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.00	0.00	0.00	0.03	0.30	0.30	0.08	0.31	0.31
Crit Moves:		****						****		****		

WC Homes El Monte
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	D	25.1	0.506	D	25.1	0.506	+ 0.000 D/V
# 2 Maxson Road/Star Street	A	8.4	0.274	A	8.4	0.274	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	11.6	0.581	B	11.6	0.581	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	B	xxxxx	0.680	B	xxxxx	0.680	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 6 Gilman Road	C	xxxxx	0.724	C	xxxxx	0.724	+ 0.000 V/C

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WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 1.8 Worst Case Level Of Service: D[25.1]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	159	0	0	0	0	1281	25	25	816	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	159	0	0	0	0	1281	25	25	816	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.89	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88								
PHF Volume:	0	0	179	0	0	0	0	1484	29	28	927	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	179	0	0	0	0	1484	29	28	927	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	757	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1513	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	355	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	355	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	448	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.51	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.06	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	2.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	25.1	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.6	xxxx	xxxxx								
LOS by Move:	*	*	D	*	*	*	*	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	25.1			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	D			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.274
Loss Time (sec):	10	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Maxson Road						Star Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 0 1 0			0 1 0 0 0			0 0 0 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	0	186	26	12	49	0	0	0	0	47	0	21
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	186	26	12	49	0	0	0	0	47	0	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.88	0.88	0.88	1.00	1.00	1.00	0.58	0.58	0.58
PHF Volume:	0	204	28	14	56	0	0	0	0	81	0	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	204	28	14	56	0	0	0	0	81	0	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	204	28	14	56	0	0	0	0	81	0	36
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.88	0.12	0.20	0.80	0.00	0.00	0.00	0.00	0.69	0.00	0.31
Final Sat.:	0	742	104	155	631	0	0	0	0	528	0	236
Capacity Analysis Module:												
Vol/Sat:	xxxx	0.27	0.27	0.09	0.09	xxxx	xxxx	xxxx	xxxx	0.15	xxxx	0.15
Crit Moves:		****			****					****		
Delay/Veh:	0.0	8.7	8.7	7.8	7.8	0.0	0.0	0.0	0.0	8.2	0.0	8.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	8.7	7.8	7.8	0.0	0.0	0.0	0.0	8.2	0.0	8.2
LOS by Move:	*	A	A	A	A	*	*	*	*	A	*	A
ApproachDel:		8.7			7.8		xxxxxx				8.2	
Delay Adj:		1.00			1.00		xxxxx				1.00	
ApprAdjDel:		8.7			7.8		xxxxxx				8.2	
LOS by Appr:		A			A		*				A	
AllWayAvgQ:	0.4	0.4	0.4	0.1	0.1	0.1	0.0	0.0	0.0	0.2	0.2	0.2

Note: Queue reported is the number of cars per lane.

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Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.581
Loss Time (sec):	10	Average Delay (sec/veh):	11.6
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	124	236	38	10	106	14	18	29	90	20	26	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	236	38	10	106	14	18	29	90	20	26	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	136	258	42	12	128	17	21	34	105	23	30	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	258	42	12	128	17	21	34	105	23	30	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	258	42	12	128	17	21	34	105	23	30	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.59	0.10	0.08	0.81	0.11	0.13	0.21	0.66	0.33	0.44	0.23
Final Sat.:	233	444	72	53	559	74	86	139	431	197	256	138
Capacity Analysis Module:												
Vol/Sat:	0.58	0.58	0.58	0.23	0.23	0.23	0.24	0.24	0.24	0.12	0.12	0.12
Crit Moves:	****				****				****			****
Delay/Veh:	13.7	13.7	13.7	9.3	9.3	9.3	9.4	9.4	9.4	9.1	9.1	9.1
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	13.7	13.7	13.7	9.3	9.3	9.3	9.4	9.4	9.4	9.1	9.1	9.1
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	13.7			9.3			9.4			9.1		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	13.7			9.3			9.4			9.1		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.2	1.2	1.2	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.680
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	101	142	30	62	109	45	131	869	115	50	598	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	142	30	62	109	45	131	869	115	50	598	95
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.83	0.83	0.83	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	128	179	38	75	131	54	136	902	119	54	644	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	179	38	75	131	54	136	902	119	54	644	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	179	38	75	131	54	136	902	119	54	644	102
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.52	0.11	0.29	0.50	0.21	1.00	2.00	2.00	1.00	1.73	0.27
Final Sat.:	592	832	176	459	807	333	1600	3200	3200	1600	2761	439
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.05	0.16	0.16	0.09	0.28	0.04	0.03	0.23	0.23
Crit Moves:		****		****			****				****	

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	1285	71	73	1114	67	89	122	100	53	92	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1285	71	73	1114	67	89	122	100	53	92	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.89	0.89	0.89
PHF Volume:	96	1385	77	78	1193	72	97	134	110	60	103	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1385	77	78	1193	72	97	134	110	60	103	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1385	77	78	1193	72	97	134	110	60	103	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.90	0.10	1.00	1.89	0.11	0.29	0.39	0.32	0.24	0.41	0.35
Final Sat.:	1600	3032	168	1600	3018	182	458	628	514	379	657	564
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.05	0.40	0.40	0.06	0.21	0.21	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.724
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Gilman Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1
Volume Module:												
Base Vol:	28	2	310	0	0	0	3	920	9	77	753	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	310	0	0	0	3	920	9	77	753	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97
PHF Volume:	34	2	375	0	0	0	3	1004	10	80	779	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2	375	0	0	0	3	1004	10	80	779	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2	375	0	0	0	3	1004	10	80	779	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.01	0.91	0.00	0.00	0.00	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	132	9	1459	0	0	0	1600	3169	31	1600	3192	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.00	0.00	0.00	0.32	0.32	0.05	0.24	0.24
Crit Moves:		****						****		****		

WC Homes El Monte
Existing
AM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	B	11.7	0.137	B	11.7	0.137	+ 0.000 D/V
# 2 Maxson Road/Star Street	B	12.2	0.549	B	12.2	0.549	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	C	15.9	0.691	C	15.9	0.691	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	D	xxxxx	0.834	D	xxxxx	0.834	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	E	xxxxx	0.918	E	xxxxx	0.918	+ 0.000 V/C
# 6 Gilman Road	B	xxxxx	0.641	B	xxxxx	0.641	+ 0.000 V/C

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AM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 0.7 Worst Case Level Of Service: B[11.7]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	69			0	0	0			0	575	57			56	1120	0		
Growth Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
Initial Bse:	0	0	69			0	0	0			0	575	57			56	1120	0		
User Adj:	1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00			1.00	1.00	1.00		
PHF Adj:	0.81	0.81	0.81			1.00	1.00	1.00			0.83	0.83	0.83			0.85	0.85	0.85		
PHF Volume:	0	0	85			0	0	0			0	696	69			66	1321	0		
Reduct Vol:	0	0	0			0	0	0			0	0	0			0	0	0		
FinalVolume:	0	0	85			0	0	0			0	696	69			66	1321	0		
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			4.1	xxxx	xxxxx		
FollowUpTim:	xxxxx	xxxx	3.3			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			2.2	xxxx	xxxxx		
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	383			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			765	xxxx	xxxxx		
Potent Cap.:	xxxx	xxxx	621			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			857	xxxx	xxxxx		
Move Cap.:	xxxx	xxxx	621			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			857	xxxx	xxxxx		
Volume/Cap:	xxxx	xxxx	0.14			xxxx	xxxx	xxxx			xxxx	xxxx	xxxx			0.08	xxxx	xxxx		
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	0.5			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			0.2	xxxx	xxxxx		
Control Del:	xxxxx	xxxx	11.7			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			9.6	xxxx	xxxxx		
LOS by Move:	*	*	B			*	*	*			*	*	*			A	*	*		
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx			xxxx	xxxx	xxxxx		
SharedQueue:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shrd ConDel:	xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx			xxxxx	xxxx	xxxxx		
Shared LOS:	*	*	*			*	*	*			*	*	*			*	*	*		
ApproachDel:	11.7					xxxxxx					xxxxxx					xxxxxx				
ApproachLOS:	B					*					*					*				

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.549
Loss Time (sec):	10	Average Delay (sec/veh):	12.2
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road								Star Street								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0			0	0	0			0	0	0			0	0	0		
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	54	118		132	73		0			0	0		0		145		0		96
Growth Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
Initial Bse:	0	54	118		132	73		0			0	0		0		145		0		96
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
PHF Adj:	0.65	0.65	0.65		0.72	0.72		0.72			1.00	1.00		1.00		0.65		0.65		0.65
PHF Volume:	0	83	181		182	101		0			0	0		0		224		0		149
Reduct Vol:	0	0	0		0	0		0			0	0		0		0		0		0
Reduced Vol:	0	83	181		182	101		0			0	0		0		224		0		149
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
FinalVolume:	0	83	181		182	101		0			0	0		0		224		0		149
Saturation Flow Module:																				
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
Lanes:	0.00	0.31	0.69		0.64	0.36		0.00			0.00	0.00		0.00		0.60		0.00		0.40
Final Sat.:	0	220	481		415	229		0			0	0		0		409		0		271
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.38	0.38		0.44	0.44		xxxx			xxxx	xxxx		xxxx		0.55		xxxx		0.55
Crit Moves:			****			****										****				
Delay/Veh:	0.0	10.5	10.5		12.1	12.1		0.0			0.0	0.0		0.0		13.5		0.0		13.5
Delay Adj:	1.00	1.00	1.00		1.00	1.00		1.00			1.00	1.00		1.00		1.00		1.00		1.00
AdjDel/Veh:	0.0	10.5	10.5		12.1	12.1		0.0			0.0	0.0		0.0		13.5		0.0		13.5
LOS by Move:	*	B	B		B	B		*			*	*		*		B		*		B
ApproachDel:		10.5				12.1					xxxxxx							13.5		
Delay Adj:		1.00				1.00					xxxxx							1.00		
ApprAdjDel:		10.5				12.1					xxxxxx							13.5		
LOS by Appr:		B				B					*							B		
AllWayAvgQ:	0.5	0.5	0.5		0.7	0.7		0.7			0.0	0.0		0.0		1.0		1.0		1.0

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.691
Loss Time (sec):	10	Average Delay (sec/veh):	15.9
Optimal Cycle:	0	Level Of Service:	C

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0			0 0 1! 0 0		
Volume Module:												
Base Vol:	121	85	133	9	206	23	33	21	132	105	73	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	85	133	9	206	23	33	21	132	105	73	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.79	0.79	0.79	0.82	0.82	0.82	0.78	0.78	0.78
PHF Volume:	149	105	164	11	261	29	40	26	162	135	94	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	105	164	11	261	29	40	26	162	135	94	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	105	164	11	261	29	40	26	162	135	94	13
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.36	0.25	0.39	0.04	0.86	0.10	0.18	0.11	0.71	0.56	0.39	0.05
Final Sat.:	216	151	237	21	483	54	94	60	376	283	197	27
Capacity Analysis Module:												
Vol/Sat:	0.69	0.69	0.69	0.54	0.54	0.54	0.43	0.43	0.43	0.48	0.48	0.48
Crit Moves:	****				****		****			****		
Delay/Veh:	19.2	19.2	19.2	14.9	14.9	14.9	12.7	12.7	12.7	14.2	14.2	14.2
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	19.2	19.2	19.2	14.9	14.9	14.9	12.7	12.7	12.7	14.2	14.2	14.2
LOS by Move:	C	C	C	B	B	B	B	B	B	B	B	B
ApproachDel:	19.2			14.9			12.7			14.2		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	19.2			14.9			12.7			14.2		
LOS by Appr:	C			B			B			B		
AllWayAvgQ:	1.8	1.8	1.8	0.9	0.9	0.9	0.5	0.5	0.5	0.7	0.7	0.7

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.834
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	75	Level Of Service:	D

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	133	129	75	194	144	83	58	585	56	53	748	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	133	129	75	194	144	83	58	585	56	53	748	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.81	0.81	0.81	0.85	0.85	0.85	0.88	0.88	0.88	0.97	0.97	0.97
PHF Volume:	164	159	93	228	169	98	66	665	64	55	770	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	164	159	93	228	169	98	66	665	64	55	770	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	164	159	93	228	169	98	66	665	64	55	770	129
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.40	0.38	0.22	0.46	0.34	0.20	1.00	2.00	2.00	1.00	1.71	0.29
Final Sat.:	631	612	356	737	547	315	1600	3200	3200	1600	2742	458
Capacity Analysis Module:												
Vol/Sat:	0.10	0.26	0.26	0.14	0.31	0.31	0.04	0.21	0.02	0.03	0.28	0.28
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.918
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	110	Level Of Service:	E

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	60	890	61	65	1073	64	60	104	103	92	161	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	890	61	65	1073	64	60	104	103	92	161	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.83	0.83	0.83	0.96	0.96	0.96	0.82	0.82	0.82
PHF Volume:	75	1114	76	79	1296	77	63	109	108	112	196	176
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	75	1114	76	79	1296	77	63	109	108	112	196	176
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	75	1114	76	79	1296	77	63	109	108	112	196	176
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.87	0.13	1.00	1.89	0.11	0.22	0.39	0.39	0.23	0.41	0.36
Final Sat.:	1600	2995	205	1600	3020	180	360	623	617	370	647	583
Capacity Analysis Module:												
Vol/Sat:	0.05	0.37	0.37	0.05	0.43	0.43	0.04	0.17	0.17	0.07	0.30	0.30
Crit Moves:	****				****		****				****	

WC Homes El Monte
Existing
AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.641
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	44	Level Of Service:	B

Street Name:	Gilman Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1
Volume Module:												
Base Vol:	76	15	115	0	0	0	46	718	82	124	900	25
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	15	115	0	0	0	46	718	82	124	900	25
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.84	0.84	0.84	1.00	1.00	1.00	0.82	0.82	0.82	0.94	0.94	0.94
PHF Volume:	91	18	138	0	0	0	56	873	100	132	962	27
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	18	138	0	0	0	56	873	100	132	962	27
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	18	138	0	0	0	56	873	100	132	962	27
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.07	0.56	0.00	0.00	0.00	1.00	1.80	0.20	1.00	1.95	0.05
Final Sat.:	590	117	893	0	0	0	1600	2872	328	1600	3114	86
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.00	0.00	0.00	0.03	0.30	0.30	0.08	0.31	0.31
Crit Moves:		****						****		****		

WC Homes El Monte
Existing
PM Peak Hour

Impact Analysis Report
Level Of Service

Intersection	Base LOS	Base Del/ Veh	Base V/ C	Future LOS	Future Del/ Veh	Future V/ C	Change in
# 1 Maxson Road/Lower Azusa Road	D	25.5	0.516	D	25.5	0.516	+ 0.000 D/V
# 2 Maxson Road/Star Street	A	8.4	0.272	A	8.4	0.272	+ 0.000 V/C
# 3 Maxson Road/Lambert Avenue	B	12.0	0.602	B	12.0	0.602	+ 0.000 V/C
# 4 Maxson Road/Ramona Boulevard	B	xxxxx	0.686	B	xxxxx	0.686	+ 0.000 V/C
# 5 Peck Road/Lambert Avenue	D	xxxxx	0.856	D	xxxxx	0.856	+ 0.000 V/C
# 6 Gilman Road	C	xxxxx	0.725	C	xxxxx	0.725	+ 0.000 V/C

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WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)

Intersection #1 Maxson Road/Lower Azusa Road

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[25.5]

Street Name:	Maxson Road									Lower Azusa Road				
Approach:	North Bound					South Bound				East Bound				West Bound
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Uncontrolled					Uncontrolled				
Rights:	Include					Include					Include					Include				
Lanes:	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	1	0	2	0	0
Volume Module:																				
Base Vol:	0	0	162	0	0	0	0	1281	26	29	816	0								
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
Initial Bse:	0	0	162	0	0	0	0	1281	26	29	816	0								
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00								
PHF Adj:	0.89	0.89	0.89	1.00	1.00	1.00	0.86	0.86	0.86	0.88	0.88	0.88								
PHF Volume:	0	0	183	0	0	0	0	1484	30	33	927	0								
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0								
FinalVolume:	0	0	183	0	0	0	0	1484	30	33	927	0								
Critical Gap Module:																				
Critical Gp:	xxxxx	xxxx	6.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx								
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx								
Capacity Module:																				
Cnflict Vol:	xxxx	xxxx	757	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1514	xxxx	xxxxx								
Potent Cap.:	xxxx	xxxx	354	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	xxxx	xxxxx								
Move Cap.:	xxxx	xxxx	354	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	447	xxxx	xxxxx								
Volume/Cap:	xxxx	xxxx	0.52	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx								
Level Of Service Module:																				
2Way95thQ:	xxxx	xxxx	2.8	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx								
Control Del:	xxxxx	xxxx	25.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	13.7	xxxx	xxxxx								
LOS by Move:	*	*	D	*	*	*	*	*	*	B	*	*								
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx								
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*								
ApproachDel:	25.5			xxxxxx			xxxxxx			xxxxxx										
ApproachLOS:	D			*			*			*										

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #2 Maxson Road/Star Street

Cycle (sec):	100	Critical Vol./Cap.(X):	0.272
Loss Time (sec):	10	Average Delay (sec/veh):	8.4
Optimal Cycle:	0	Level Of Service:	A

Street Name:	Maxson Road								Star Street								
Approach:	North Bound				South Bound				East Bound				West Bound				
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
Control:	Stop Sign					Stop Sign					Stop Sign					Stop Sign				
Rights:	Include					Include					Include					Include				
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1!	0	0
Volume Module:																				
Base Vol:	0	186		26		18	49		0		0	0		0		37	0		24	
Growth Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Initial Bse:	0	186		26		18	49		0		0	0		0		37	0		24	
User Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
PHF Adj:	0.91	0.91		0.91		0.88	0.88		0.88		1.00	1.00		1.00		0.58	0.58		0.58	
PHF Volume:	0	204		28		21	56		0		0	0		0		64	0		41	
Reduct Vol:	0	0		0		0	0		0		0	0		0		0	0		0	
Reduced Vol:	0	204		28		21	56		0		0	0		0		64	0		41	
PCE Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
MLF Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
FinalVolume:	0	204		28		21	56		0		0	0		0		64	0		41	
Saturation Flow Module:																				
Adjustment:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
Lanes:	0.00	0.88		0.12		0.27	0.73		0.00		0.00	0.00		0.00		0.61	0.00		0.39	
Final Sat.:	0	747		104		213	580		0		0	0		0		468	0		304	
Capacity Analysis Module:																				
Vol/Sat:	xxxx	0.27		0.27		0.10	0.10		xxxx		xxxx	xxxx		xxxx		0.14	xxxx		0.14	
Crit Moves:				****			****									****				
Delay/Veh:	0.0	8.6		8.6		7.9	7.9		0.0		0.0	0.0		0.0		8.1	0.0		8.1	
Delay Adj:	1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00		1.00	1.00		1.00	
AdjDel/Veh:	0.0	8.6		8.6		7.9	7.9		0.0		0.0	0.0		0.0		8.1	0.0		8.1	
LOS by Move:	*	A		A		A	A		*		*	*		*		A	*		A	
ApproachDel:		8.6					7.9					xxxxxx					8.1			
Delay Adj:		1.00					1.00					xxxxx					1.00			
ApprAdjDel:		8.6					7.9					xxxxxx					8.1			
LOS by Appr:		A					A					*					A			
AllWayAvgQ:	0.4	0.4		0.4		0.1	0.1		0.1		0.0	0.0		0.0		0.1	0.1		0.1	

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)

Intersection #3 Maxson Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.602
Loss Time (sec):	10	Average Delay (sec/veh):	12.0
Optimal Cycle:	0	Level Of Service:	B

Street Name:	Maxson Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Stop Sign			Stop Sign			Stop Sign			Stop Sign		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0	0 0	1! 0	0
Volume Module:												
Base Vol:	124	236	46	10	106	14	18	30	90	38	26	14
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	236	46	10	106	14	18	30	90	38	26	14
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.83	0.83	0.83	0.86	0.86	0.86	0.86	0.86	0.86
PHF Volume:	136	258	50	12	128	17	21	35	105	44	30	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	258	50	12	128	17	21	35	105	44	30	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	258	50	12	128	17	21	35	105	44	30	16
Saturation Flow Module:												
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.31	0.58	0.11	0.08	0.81	0.11	0.13	0.22	0.65	0.49	0.33	0.18
Final Sat.:	225	429	84	52	546	72	84	140	419	284	194	105
Capacity Analysis Module:												
Vol/Sat:	0.60	0.60	0.60	0.23	0.23	0.23	0.25	0.25	0.25	0.16	0.16	0.16
Crit Moves:	****			****			****			****		
Delay/Veh:	14.3	14.3	14.3	9.5	9.5	9.5	9.6	9.6	9.6	9.4	9.4	9.4
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.3	14.3	14.3	9.5	9.5	9.5	9.6	9.6	9.6	9.4	9.4	9.4
LOS by Move:	B	B	B	A	A	A	A	A	A	A	A	A
ApproachDel:	14.3			9.5			9.6			9.4		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.3			9.5			9.6			9.4		
LOS by Appr:	B			A			A			A		
AllWayAvgQ:	1.3	1.3	1.3	0.3	0.3	0.3	0.3	0.3	0.3	0.1	0.1	0.1

Note: Queue reported is the number of cars per lane.

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #4 Maxson Road/Ramona Boulevard

Cycle (sec):	100	Critical Vol./Cap.(X):	0.686
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Maxson Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	1! 0	0	1	0	1	1	2
Volume Module:												
Base Vol:	101	142	30	66	109	46	133	869	115	50	598	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	142	30	66	109	46	133	869	115	50	598	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.79	0.79	0.79	0.83	0.83	0.83	0.96	0.96	0.96	0.93	0.93	0.93
PHF Volume:	128	179	38	79	131	55	138	902	119	54	644	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	179	38	79	131	55	138	902	119	54	644	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	128	179	38	79	131	55	138	902	119	54	644	108
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.37	0.52	0.11	0.30	0.49	0.21	1.00	2.00	2.00	1.00	1.71	0.29
Final Sat.:	592	832	176	478	789	333	1600	3200	3200	1600	2742	458
Capacity Analysis Module:												
Vol/Sat:	0.08	0.22	0.22	0.05	0.17	0.17	0.09	0.28	0.04	0.03	0.23	0.23
Crit Moves:		****		****			****				****	

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #5 Peck Road/Lambert Avenue

Cycle (sec):	100	Critical Vol./Cap.(X):	0.856
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	82	Level Of Service:	D

Street Name:	Peck Road						Lambert Avenue					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1 0	1	1 0	1 0	1	1 0	0 0	1!	0 0	0 0	1!	0 0
Volume Module:												
Base Vol:	89	1285	72	73	1114	67	89	122	100	53	92	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1285	72	73	1114	67	89	122	100	53	92	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.91	0.91	0.91	0.89	0.89	0.89
PHF Volume:	96	1385	78	78	1193	72	97	134	110	60	103	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	1385	78	78	1193	72	97	134	110	60	103	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	96	1385	78	78	1193	72	97	134	110	60	103	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.89	0.11	1.00	1.89	0.11	0.29	0.39	0.32	0.24	0.41	0.35
Final Sat.:	1600	3030	170	1600	3018	182	458	628	514	379	657	564
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.46	0.05	0.40	0.40	0.06	0.21	0.21	0.04	0.16	0.16
Crit Moves:		****		****				****		****		

WC Homes El Monte
Existing
PM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)

Intersection #6 Gilman Road

Cycle (sec):	100	Critical Vol./Cap.(X):	0.725
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	53	Level Of Service:	C

Street Name:	Gilman Road						Ramona Boulevard					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Control:	Permitted			Permitted			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	0	0	1! 0	0	0	0	0	0	1	0	1	1
Volume Module:												
Base Vol:	28	2	310	0	0	0	3	924	9	77	759	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	2	310	0	0	0	3	924	9	77	759	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	1.00	1.00	1.00	0.92	0.92	0.92	0.97	0.97	0.97
PHF Volume:	34	2	375	0	0	0	3	1009	10	80	785	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	2	375	0	0	0	3	1009	10	80	785	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	2	375	0	0	0	3	1009	10	80	785	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.08	0.01	0.91	0.00	0.00	0.00	1.00	1.98	0.02	1.00	1.99	0.01
Final Sat.:	132	9	1459	0	0	0	1600	3169	31	1600	3192	8
Capacity Analysis Module:												
Vol/Sat:	0.02	0.26	0.26	0.00	0.00	0.00	0.00	0.32	0.32	0.05	0.25	0.25
Crit Moves:		****						****		****		

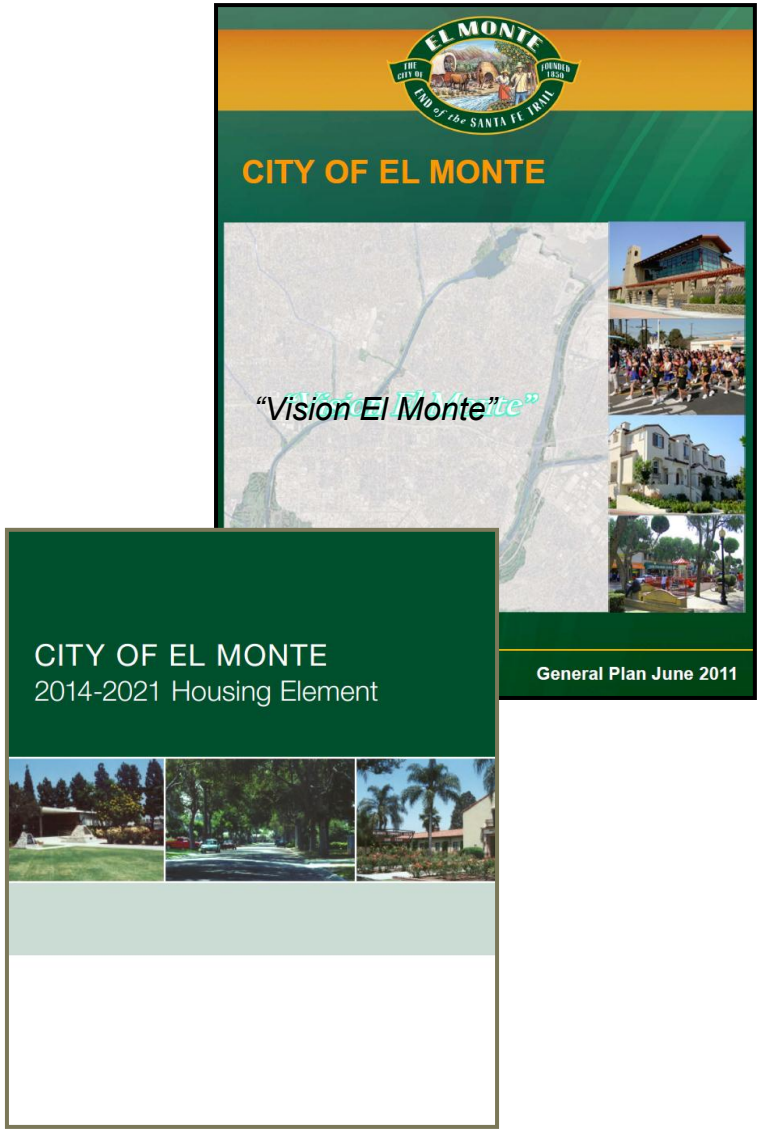
APPENDIX C

Cumulative Projects Traffic Data

City of El Monte Major Projects

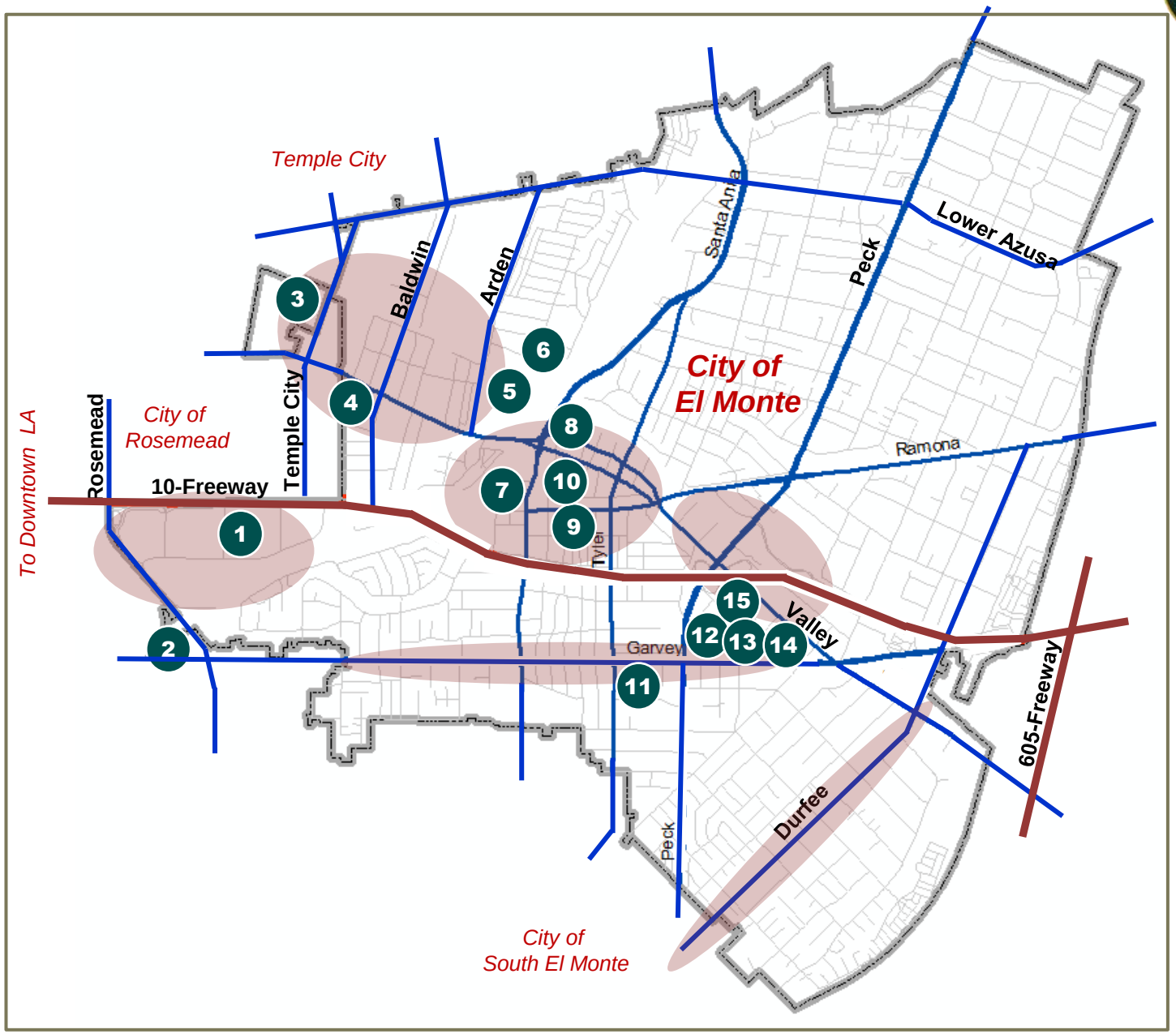
March 2015

Vision El Monte



- "Vision El Monte" General Plan, June 2011
- Zoning Map Updates, fall 2011
- Design Guidelines, spring 2012
- Tree Preservation Ordinance, fall 2012
- Housing Element, fall 2013
- Mixed-Use Ordinance and Affordable Housing Ordinance, winter 2014
- Comprehensive Zoning Code Update, to be launched in 2015

Major Development Projects

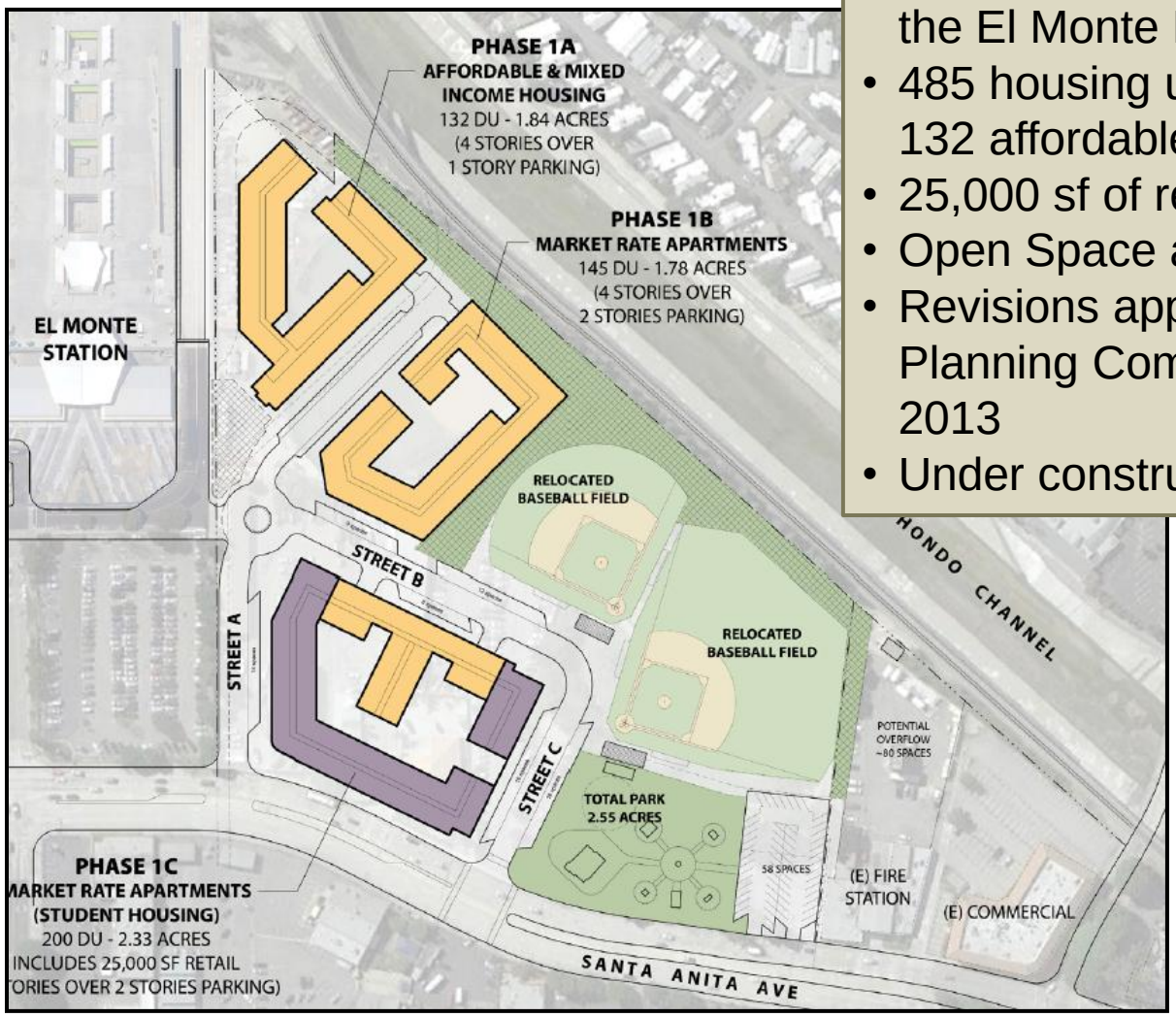


Development Activities

	2012	2013	2014	% Change 2012-14
Total Counter Visits	**5,450**	**6,440**	**6,980**	**+28%**
Zoning Clearances	**211**	**258**	**261**	**+24%**
Planning Commission & City Council Submittals (general plan amendments, zone changes, tract maps)	**7**	**9**	**16**	**+129%**
Planning Commission (CUPs, design review)	**30**	**38**	**50**	**+67%**
Modification Committee	**31**	**27**	**24**	**-23%**
Initial Plan Reviews	**4**	**13**	**19**	**+375%**

El Monte Gateway Project

3563 Santa Anita Avenue



- 14.3 acres site adjacent to the El Monte Bus Station
- 485 housing units (including 132 affordable units)
- 25,000 sf of retail
- Open Space areas
- Revisions approved by Planning Commission in Fall 2013
- Under construction

El Monte Gateway Project

3563 Santa Anita Avenue

Phase 1C – Santa Anita view

Phase 1B

Phase 1A & 1B – Street View

Hilton Garden Inn

9920 Valley Boulevard

- New 4-story, 133 room hotel
- Includes restaurant and banquet facilities
- Under Construction

Santa Fe Trail Project

10661 Valley Boulevard

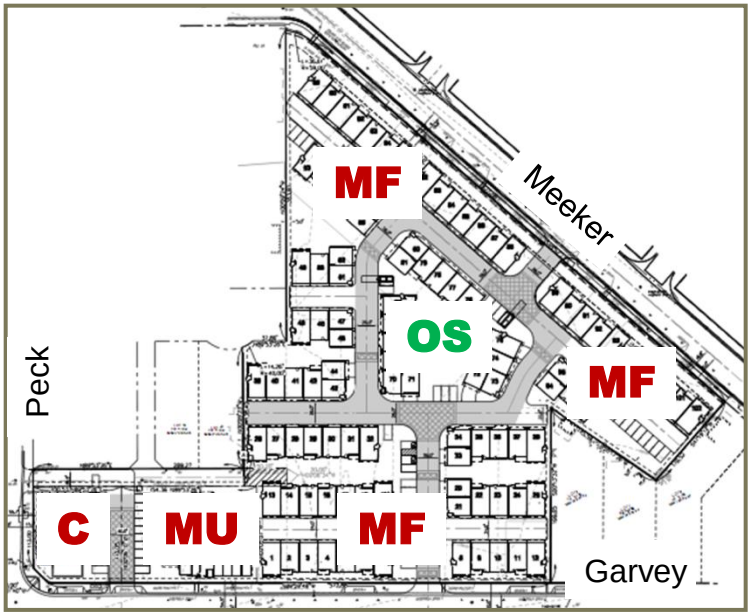
- New 115,000 sf retail center on a 9.24 acre site
- Approved by Planning Commission in Spring 2014
- Under construction

Garvey Square

11301-11401 Garvey Avenue (at Peck Road)

Garvey and Peck side

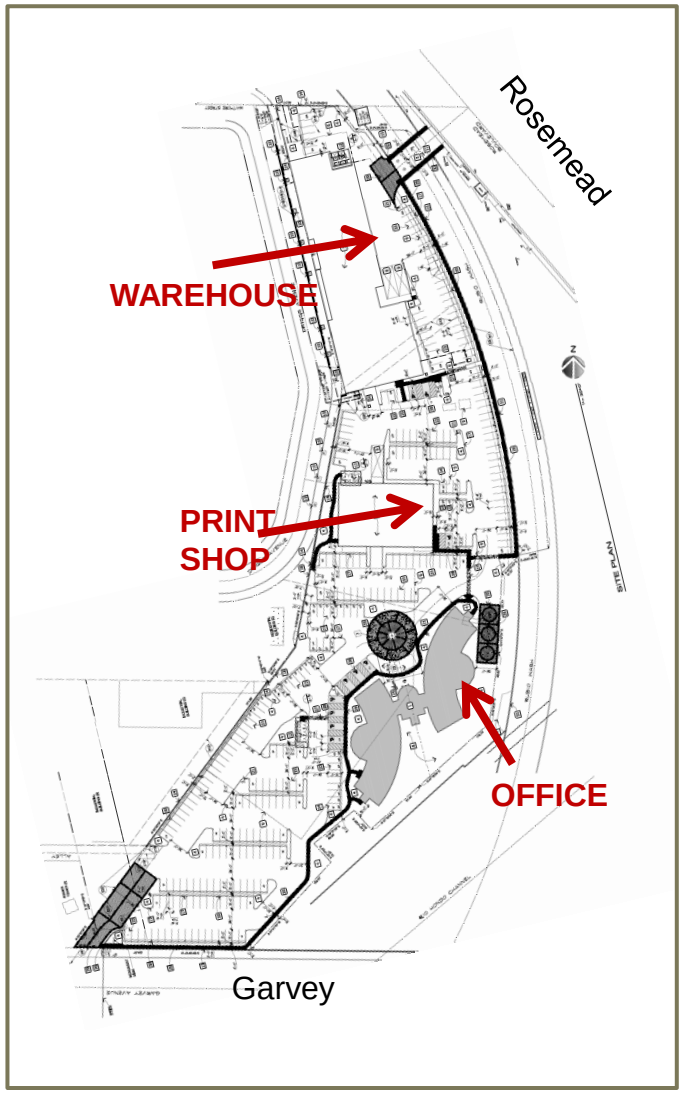
Meeker side



- New 1-4 story mixed-use project with 114 residential units and 2,800 sf of retail
- Ready to submit building plans

Media Center

9133 Garvey Avenue



OFFICE BUILDING FRONT

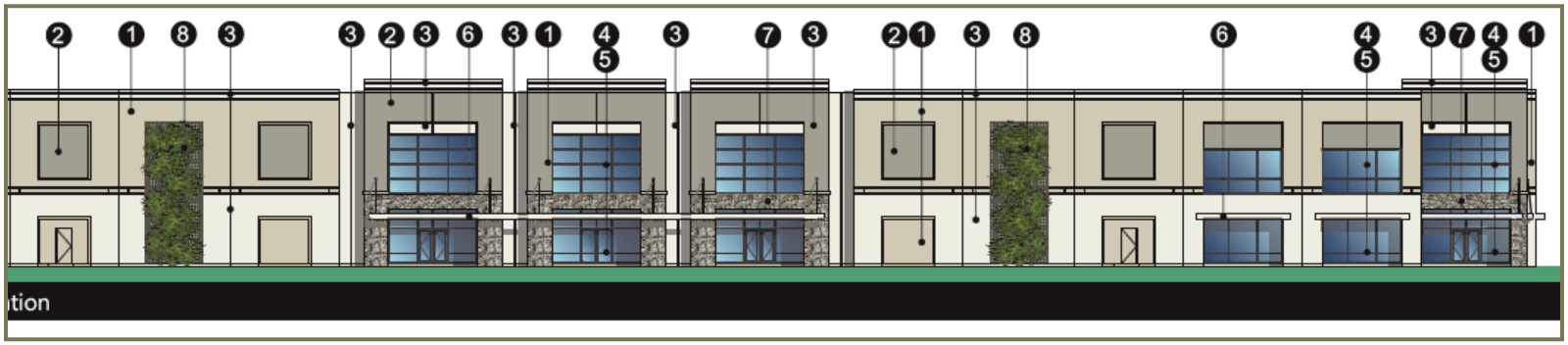
WAREHOUSE

- New 5-story 60,000 sf office building
- Remodel existing 9,600 sf and 26,700 sf buildings
- Approved by Planning Commission in Fall 2014
- Reviewing building plans

Magellan Gateway

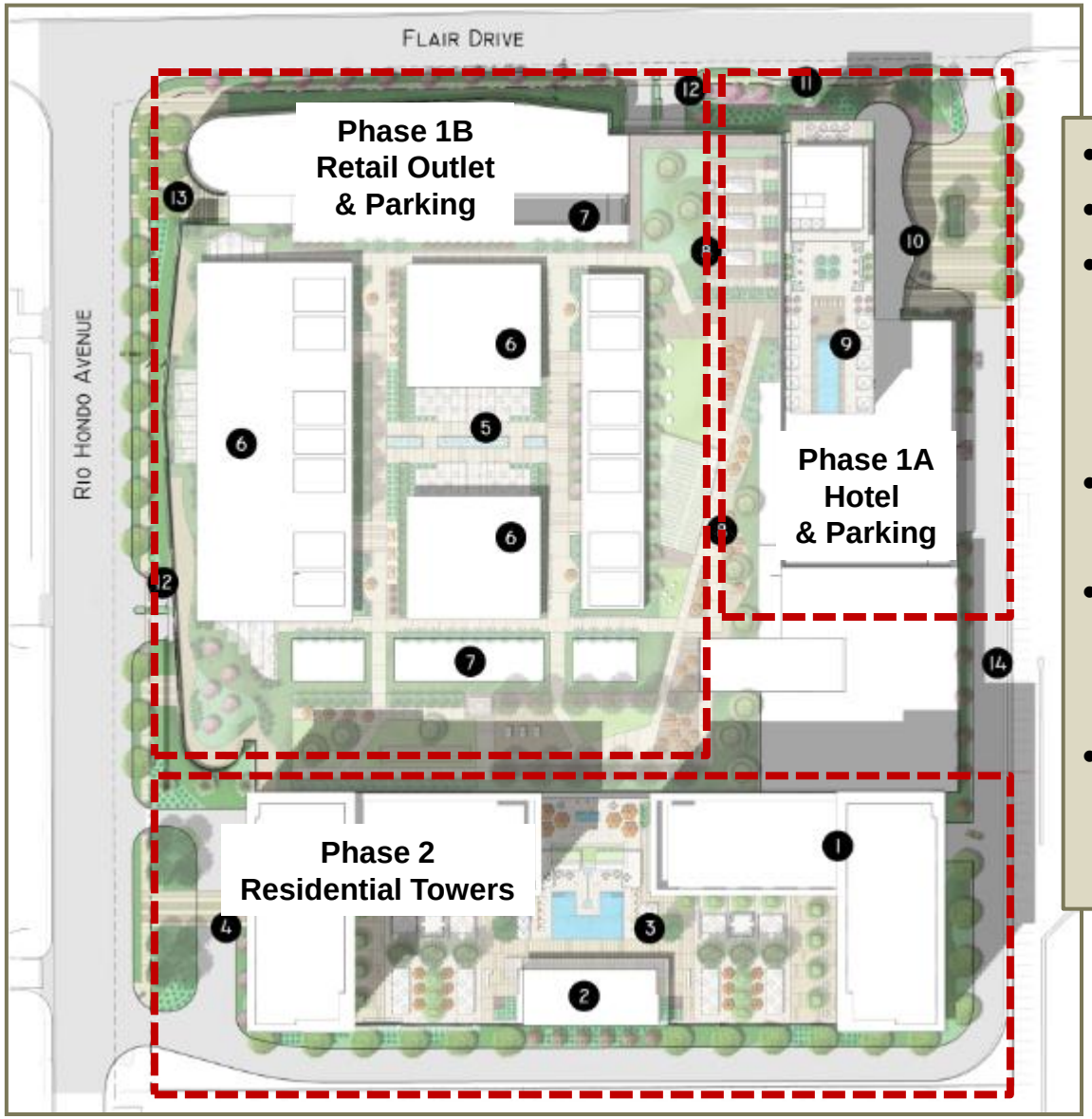
4217-4213 Temple City Boulevard

- 5 buildings, 520,000 sf of industrial space
- Approved by Planning Commission and City Council in Winter 2014
- Reviewing building plans



Flair Spectrum Project

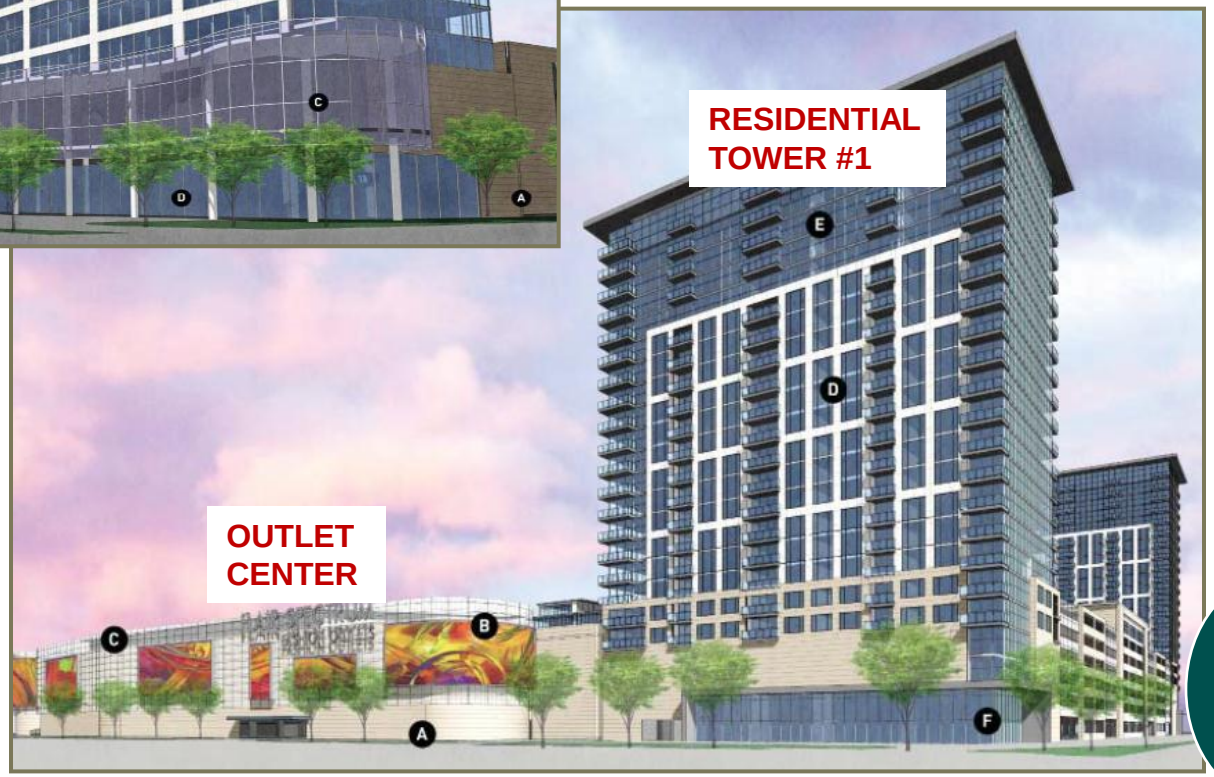
9400 Flair Drive



- 14.66 acres site
- 250 room, 13-story hotel
- 3-story outlet center with 640,000 sf of retail and 50,000 sf or restaurant
- 600 residential units in two 18-story towers
- 3,500 parking spaces (below grade and in above grade structures)
- Scheduled for City Council review in Winter 2015

Flair Spectrum Project

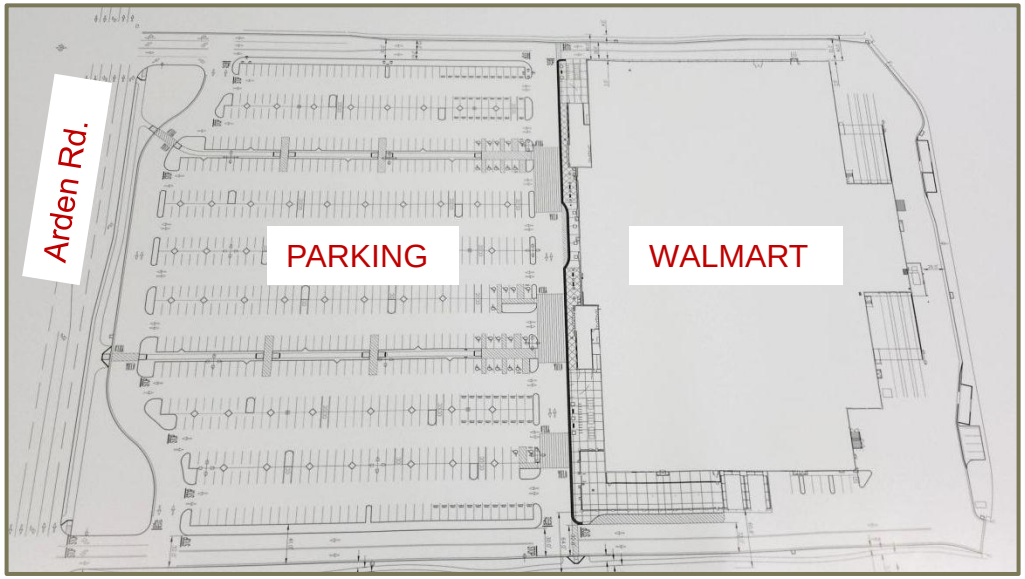
9400 Flair Drive



1

Walmart Supercenter

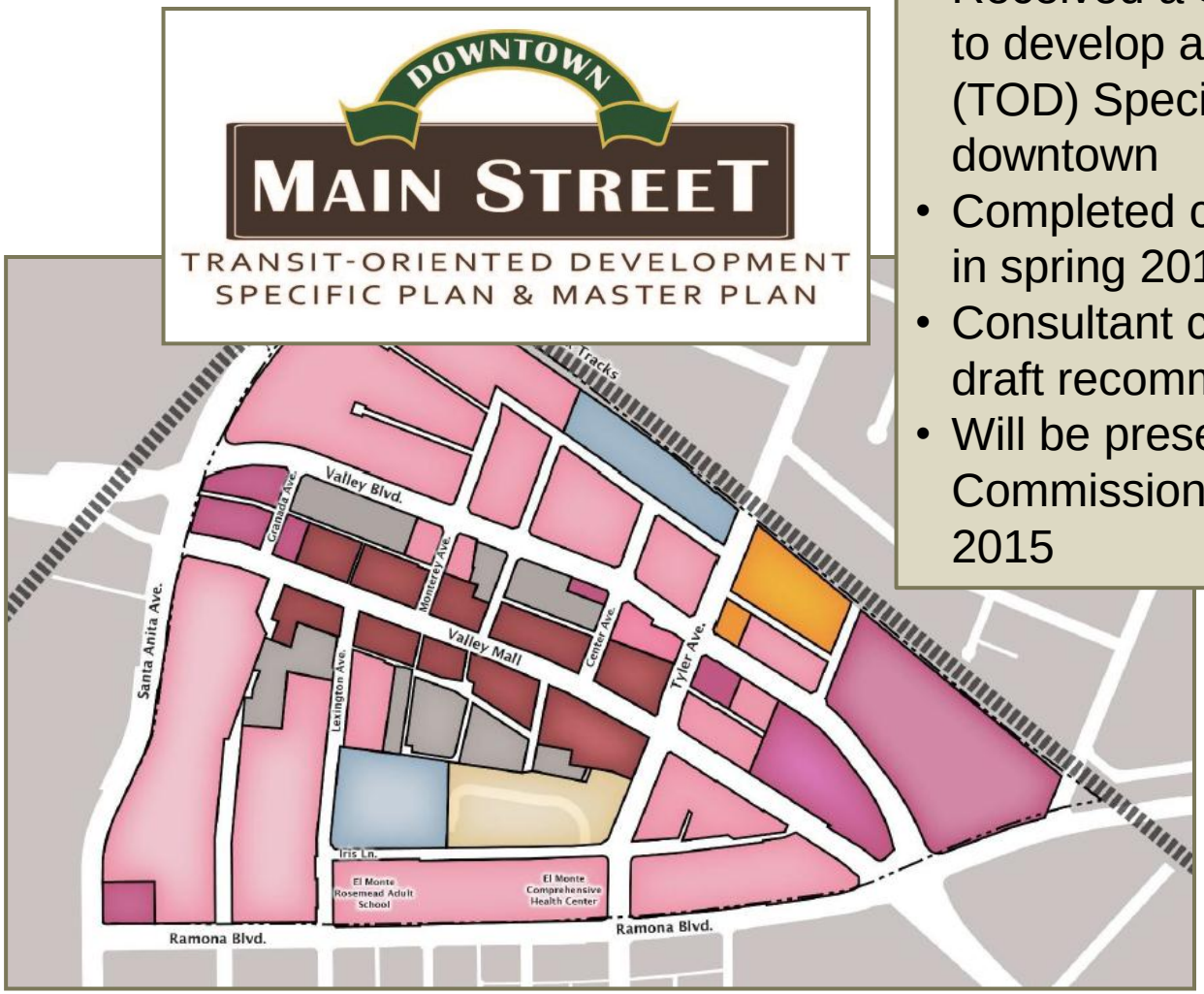
4000 Arden Road



- New 180,000 sf retail center
- Completing environmental
- Scheduled for Planning Commission and City Council in Spring 2015

Downtown Specific Plan

Bounded by Santa Anita, Railroad and Ramona



- Received a $400,000 MTA grant to develop a Transit Oriented (TOD) Specific Plan for the downtown
- Completed community outreach in spring 2014
- Consultant currently presenting draft recommendations to staff
- Will be presented to the Planning Commission and City Council in 2015

Other Mixed-Use Projects

Along Garvey Avenue and Valley Boulevard

11

- Garvey & Tyler
- 69 residential units and 2,100 sf of retail
- To PC & CC in Spring 2015

14

- 2 projects at Garvey & Meeker
- Commercial, senior and assisted living housing
- Initial Plan Review

15

- Valley east of I-10
- 78 units and 30,080 sf of commercial
- Completing environ.

11
14 15

Questions & Comments

Conveniently located 10 miles east of Downtown Los Angeles, the City of El Monte offers abundant opportunities for new businesses. The City has recently attracted many new commercial, industrial, residential and mixed-use developments. There are also numerous potential sites for new projects. Come and see the excitement underway at the City of El Monte!

DEVELOPMENT PROJECTS & POTENTIAL SITES

Major Development Projects:

Flair Park

1. Flair Spectrum – Mixed-use project with a 250-room hotel, 690,000 square foot retail outlet center and 600 residential units on a 14-acre site.
2. Media Center – 5-story 60,000 sf office building.

Northwest Area

3. Gateway Magellan (Temple Palms)– 500,000 sf industrial project on a 26.8 acre site.
4. Hilton Garden Hotel Project – 133 room 4-story hotel.
5. Walmart Supercenter – 186,000 sf retail anchor.
6. Hickson Industrial – 60,000 sf of industrial project.

Downtown Area

7. Gateway TOD – 485 housing units and 25,000 sf of retail next to a major transit center.
8. Santa Fe Trail Project – 115,000 sf retail project.
9. Ramona Crossings – 40 housing units within walking distance of shops and transit.
10. Downtown Specific Plan – City initiated plan to create a blueprint for growth in the City's historic core.

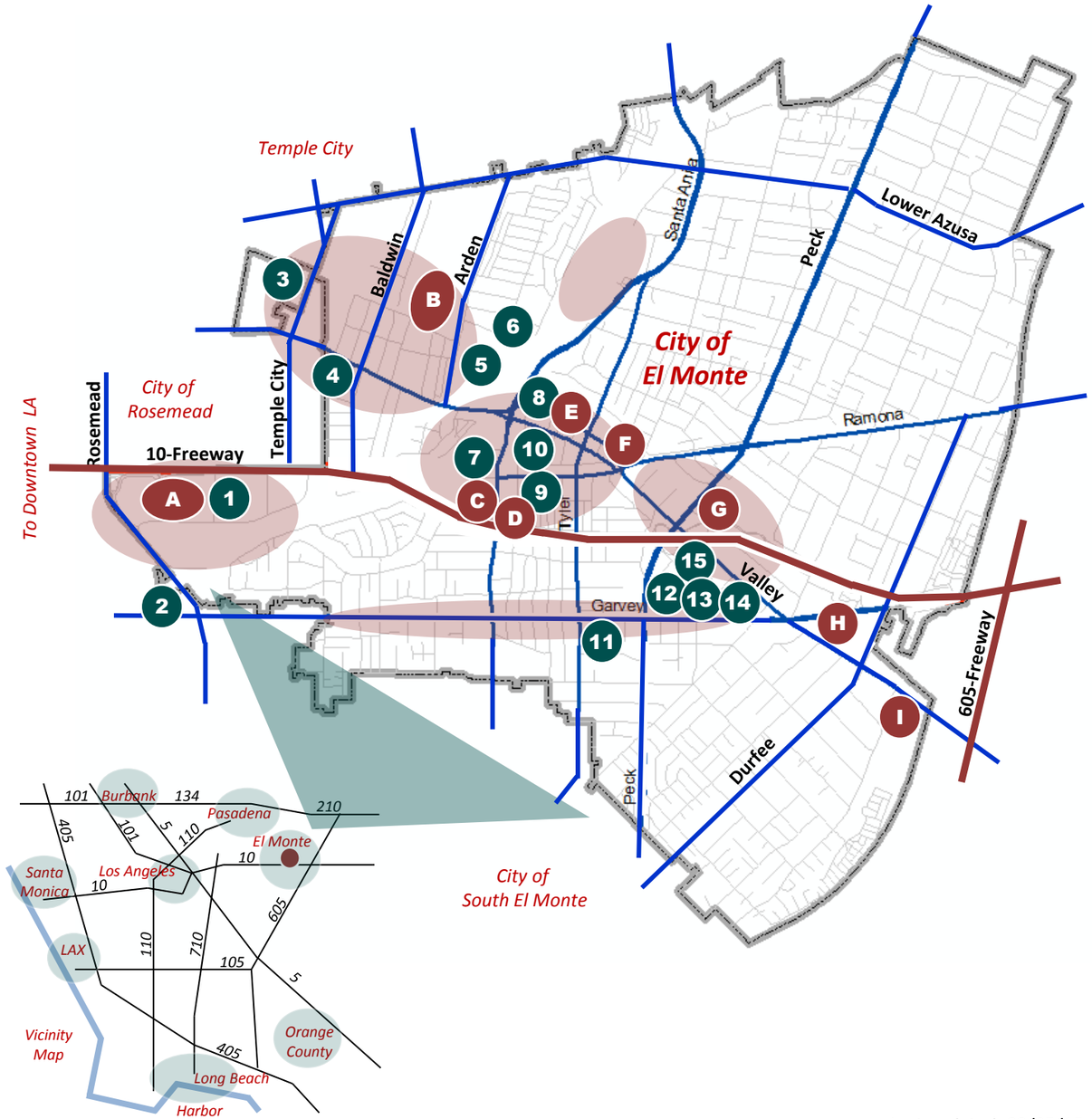
Garvey Mixed-Use Corridor

11. Garvey & Tyler – 67 housing units, 3 work-live units and 3,000 sf of retail.
12. Garvey & Peck – 114 housing units and 5,000 sf of retail.
13. Garvey & Meeker – 30 senior housing units and 25,000 sf of retail.
14. Garvey & La Madera – 116 senior and assisted living housing units and 6,000 sf of retail.
15. East Valley – 70 housing units and 30,000 sf of retail.

Potential Development Sites:

A. Flair Park Area – Major development area with freeway visibility for businesses seeking a high-profile presence. Primarily zoned for mid-rise office buildings.
B. Safeway Property – 99 acre site in an industrial area.
C. Gateway TOD, Phase 2 – Second phase for new development next to a major transit center.
D. Former Hyundai Property – 1.9 acre commercial site adjacent to the freeway.
E. Santa Fe Trail Project, Area Y – Approximately 5 acres site adjacent to a new 115,000 sf retail project and near a rail station.
F. Valley & Ramona Property – 3.3 acre vacant site at a major commercial intersection.
G. El Monte Center – Major commercial center located in the heart of El Monte's Auto District. Includes opportunities for new businesses.
H. Maxson Site – 3.3 acres site in a general commercial area.
I. Majestic Property – 4.5 acre site in a general commercial area.

For more information, call the Planning Division at (626) 258-8626 or visit us at www.elmonteca.gov.



Last updated: 03/25/15