

**CITY COUNCIL OF MONTEREY PARK
AND THE CITY COUNCIL ACTING ON BEHALF OF THE SUCCESSOR AGENCY OF THE
FORMER REDEVELOPMENT AGENCY
AGENDA**

**REGULAR MEETING
Monterey Park City Hall Council Chambers
320 W. Newmark Avenue, Monterey Park, CA 91754**

**Wednesday
September 16, 2015
7:00 PM**

MISSION STATEMENT

**The mission of the City of Monterey Park is to provide excellent services
to enhance the quality of life for our entire community.**

Communication by the Public is an important part of the Local Government Process. Staff reports, writings, or other materials related to an item on this Agenda, which are distributed to the City Council/Agency Board less than 72 hours before this scheduled meeting are available for public inspection in the City Clerk's Office located at 320 West Newmark Avenue, Monterey Park, CA 91754, during normal business hours. Such staff reports, writings, or other materials are also on the City's website subject to staff's ability to post the materials before the meeting. The City's website is located at www.montereypark.ca.gov. Copies of staff reports and/or written documents pertaining to any item on the Agenda are on file in the Office of the City Clerk and are available for public inspection during regular business hours.

PUBLIC COMMENTS ON AGENDA ITEMS

For members of the public wishing to address the City Council regarding any item on this Agenda including the Consent Calendar or Oral Communications, please fill out a speaker card and return it to the City Clerk before the announcement of the Agenda Item.

Speakers are provided five (5) minutes per individual on each published agenda item. Individual speakers may consolidate time with another speaker's time; the total consolidated time cannot exceed two (2) minutes per speaker giving up time. However in the interest of ensuring that all members of the Public have an equal opportunity to participate, a single speaker cannot speak for more than ten (10) minutes on an individual Agenda item. If there are a large number of speakers on a particular agenda item, the Mayor, as confirmed by the City Council may reduce the amount of time allotted to each speaker or limit the total amount time allowed for speakers to address the agenda item. At the conclusion of that period of time, the speaker will be asked to please conclude their remarks so that the next speaker may begin their comments.

In accordance with the Americans with Disabilities Act, if you need special assistance to participate in this meeting, please call City Hall, (626) 307-1359. Please notify the City Clerk's Office twenty-four hours prior to the meeting so that reasonable arrangements can be made to ensure availability of audio equipment for the hearing impaired. Council Chambers are wheelchair accessible.

PLEASE NOTE that this Agenda includes items considered by the City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency, which dissolved February 1, 2012. Successor Agency matters will include the notation of "SA" next to the Agenda Item Number.

CALL TO ORDER Mayor
FLAG SALUTE The Monterey Park Police Explorers
ROLL CALL Peter Chan, Mitchell Ing, Stephen Lam, Hans Liang, Teresa Real Sebastian

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

[1.] PRESENTATIONS

- 1-A.** Today611, which will provide a new smart phone application (MPK Today611) that features daily updates for Monterey Park restaurants, retailers, news, and special offers, as well as useful information from city hall, businesses, schools, clubs, and organizations.

PUBLIC COMMUNICATIONS – (Related to City Business Only – 5 minute limit per person) While all comments are welcome, the Brown Act does not allow the City Council to take action on any item not on the agenda. The Council may respond to comments after Public Communications is closed. Persons may, in addition to any other matter within the City Council's subject-matter jurisdiction, comment on Agenda Items at this time. If you provide public comment on a specific Agenda item at this time, however, you cannot later provide comments at the time the Agenda Item is considered.

ORAL AND WRITTEN COMMUNICATIONS

[2.] SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA)

NEW BUSINESS

2-A. WARRANT REGISTER FOR SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY OF SEPTEMBER 16, 2015

It is recommended that the City Council (acting on behalf of the Successor Agency)

- (1) Approve payment of warrants and adopt Resolution of the Successor Agency to the former Monterey Park Redevelopment Agency allowing certain claims and demands per warrant register dated **September 16, 2015 totaling \$291.06** and specifying the funds out of which the same are to be paid; and
- (2) Take such additional, related, action that may be desirable.

2-B. SUCCESSOR AGENCY MINUTES

It is recommended that the City Council (acting on behalf of the Successor Agency)

- (1) Approve the minutes from the regular and special meeting of August 19, 2015; and
- (2) Take such additional, related, action that may be desirable.

2-C. SUCCESSOR AGENCY INVESTMENT REPORT AS OF AUGUST 2015

It is recommended that the City Council

- (1) Receive and file the investment report; and
- (2) Take such additional, related, action that may be desirable.

[3.] CITY OF MONTEREY PARK- CONSENT CALENDAR- None.

[4.] PUBLIC HEARING

4-A. DRAFT 2014-2015 CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT (CAPER)

It is recommended that the City Council

- (1) Open the public hearing receive public comment and close the public hearing;
- (2) Approve the draft 2014-2015 Consolidated Annual Performance and Evaluation Report (CAPER);
- (3) Authorize the City Manager, or designee, to execute and submit the necessary documents to the Department of Housing and Urban Development for its review and approval; and
- (4) Take such additional, related, action that may be desirable.

4-B. ADOPTION OF THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN AND INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

It is recommended that the City Council

- (1) Open the public hearing and take testimony and documentary evidence;
- (2) Close the public hearing;
- (3) After considering the evidence presented during the public hearing; introduce and waive first reading of an ordinance adopting the South Garfield Village Specific Plan and amending the City's Zoning Map;
- (4) Adopt the Initial Study/Mitigated Negative Declaration; and
- (5) Take such additional, related, action that may be desirable.

CEQA: Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq.*) and CEQA Guidelines (California Code of Regulations, Title 14, §§ 15000, *et seq.*), the City prepared an Initial Study/Mitigated Negative Declaration.

[5.] OLD BUSINESS-None

[6.] NEW BUSINESS

6-A. WARRANT REGISTER FOR THE CITY OF MONTEREY PARK OF SEPTEMBER 16, 2015

It is recommended that the City Council

- (1) Approve payment of warrants and adopt a Resolution allowing certain claims and demands per Warrant Register dated **September 16, 2015 Totaling \$1,626,054.74** and specifying the funds out of which the same are to be paid; and
- (2) Take such additional, related, action that may be desirable.

6-B. CITY COUNCIL MINUTES

It is recommended that the City Council

- (1) Approve the minutes from the regular and special meeting of August 19, 2015; and
- (2) Take such additional, related, action that may be desirable.

6-C. INVESTMENT REPORT AS OF AUGUST 2015

It is recommended that the City Council

- (1) Receive and file the investment report; and
- (2) Take such additional, related, action that may be desirable.

6-D. APPOINTMENT TO THE LIBRARY BOARD OF TRUSTEES

It is recommended that the City Council

- (1) Consider reappointment of Trustee Betty Morin to serve a second three-year term on the Library Board of Trustees; and
- (2) Take such additional, related, action that may be desirable.

6-E. CANINE NARCOTICS TRAINING REQUEST

It is recommended that the City Council

- (1) Appropriate \$5,000 from the Asset Forfeiture Fund account for Narcotics Training for one police department canine team; and
- (2) Take such additional, related, action that may be desirable.

6-F. AUTHORIZE PURCHASE OF DEFIBRILLATOR/MONITOR TO ZOLL

It is recommended that the City Council

- (1) Waive bidding requirements pursuant to Monterey Park Municipal Code § 3.20.050 (2) and award the bid to Zoll Medical Corp. Funds in the amount of \$42,000 were budgeted in Fiscal Year 2015-2016, Account Number 0010-801-5002-99724;
- (2) Authorize the City Manager to execute an agreement in a form approved by the City Attorney; and
- (3) Take such additional, related, action that may be desirable.

6-G. DECLARATION OF SURPLUS PROPERTY AND AWARD OF PURCHASE -- HONEYWELL SAFETY PRODUCTS SELF CONTAINED BREATHING APPARATUS

It is recommended that the City Council

- (1) Adopt a resolution declaring personal property as surplus and authorizing the City Manager to dispose of such property by sale, donation, or other means;
- (2) Waive bidding requirements pursuant to Monterey Park Municipal Code § 3.20.040 (2) and award a contract to L.N. Curtis & Sons. Funds in the amount of \$77,000 are budgeted in Fiscal Year 2015-2016, Account No. 0071-801-5004-88560;
- (3) Authorize the City Manager, or designee, to execute an agreement, in a form approved by the City Attorney; and
- (4) Take such additional, related, action that may be desirable.

[7.] COUNCIL COMMUNICATIONS AND MAYOR/COUNCIL AND AGENCY MATTERS

Discussion on Certificate Policies. (Requested by Council Member Real Sebastian)

[8.] CLOSED SESSION- None.

ADJOURN

PRESENTATIONS

ORAL AND WRITTEN COMMUNICATIONS



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: (SA) New Business
Agenda Item 2-A.

TO: The Honorable Mayor and City Council
FROM: Chu Thai, Director of Management Services
Annie Yaung, CPFO, Controller
SUBJECT: Warrant Register for Successor Agency to the Former Community
Redevelopment Agency of
September 16, 2015

RECOMMENDATION:

It is recommended that the City Council:

- (1) Approve payment of warrants and adopt Resolution No. _____ of the Successor Agency to the former Monterey Park Redevelopment Agency allowing certain claims and demands per warrant register dated **September 16, 2015 totaling \$291.06** and specifying the funds out of which the same are to be paid; and
- (2) take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

Disbursements will be made from the funds referenced in the attached Resolution in Warrants numbered **292-293**.

BACKGROUND:

The claims and demands on the attached warrant register have been duly audited. I certify that the said claims and demands are accurate, are proper charges against the City of Monterey Park, Acting as the Successor Agency to the Former Community Redevelopment Agency (SA). I also certify that there are monies available for the payments thereof. Please note that amounts being paid by the SA funds in this warrant register represented expenditures incurred, which are pending for approval by the Oversight Board.

FISCAL IMPACT:

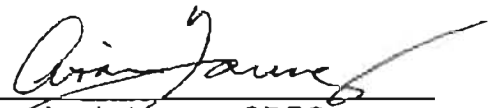
Disbursements from all funds total \$291.06.

Respectfully submitted:

Prepared by:

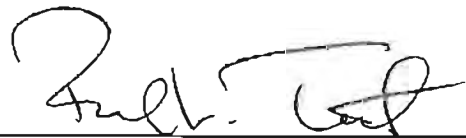


Chu Thai
Director of Management Services



Annie Yaung, CPFO
Controller

Approved By:



Paul L. Talbot
City Manager

Attachments: Warrant Register

RESOLUTION NO. SA-_____

A RESOLUTION OF THE
SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA)
ALLOWING CERTAIN CLAIMS AND DEMANDS
PER WARRANT REGISTER DATED
16TH DAY OF SEPTEMBER 2015
TOTALING \$291.06 AND SPECIFYING THE FUNDS OUT
OF WHICH THE SAME ARE TO BE PAID

THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY
DOES RESOLVE AS FOLLOWS:

SECTION 1. That the following claims and demands have been audited and that the same
are hereby allowed from various funds in the following amounts:

Atlantic/Garvey Projects	\$ 178.56
Merged Project Projects	112.50
Total	<u>\$ 291.06</u>

PASSED, APPROVED AND ADOPTED THE 16TH DAY OF SEPTEMBER 2015.

Peter Chan, Mayor
City of Monterey Park, California

ATTEST:

Vincent D. Chang, City Clerk
City of Monterey Park, California

Resolution No. SA-
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STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss.
SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY)
OF CITY OF MONTEREY PARK)

I hereby certify that this resolution was duly adopted by the
Successor Agency to the Former Community Redevelopment Agency,
at a regular meeting held on the 16th day of September 2015 by the following vote.

AYES:
NOES:
ABSTAIN:
ABSENT:

Vincent D. Chang, City Clerk
City of Monterey Park, California

ATTACHMENT 1

Warrant Register

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
HENSLEY LAW GROUP	0860-801-1203-31600	112.50	LEGAL-SA		292	
	0870-801-1203-31600	112.50	LEGAL-SA		292	
						225.00
NATIONAL CONSTRUCTION RENTALS	0860-801-1203-31100	66.06	FENCE RENTAL		293	
						66.06
TOTAL FOR REGULAR WARRANTS						291.06
PRINTED		291.06				
E-PAYABLE		0.00				

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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TOTAL FOR PREPAID WARRANTS	0.00
TOTAL FOR PREPAID E-PAYABLES	0.00
TOTAL FOR PRINTED WARRANTS	291.06
TOTAL FOR PRINTED E-PAYABLES	0.00
TOTAL WARRANTS	291.06
TOTAL VOID CHECKS	0
TOTAL PREPAID CHECKS	0
TOTAL PREPAID E-PAYABLES	0
TOTAL CHECKS PRINTED	2
TOTAL E-PAYABLES PRINTED	0
TOTAL CHECKS ISSUED	2

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015
FUND SUMMARY

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FUND	DESCRIPTION	PREPAID	PRINTED	TOTAL
0860	ATLANTIC/GARVEY CAP PROJECTS	0.00	178.56	178.56
0870	MERGED CAPITAL PROJECTS	0.00	112.50	112.50
	TOTAL	0.00	291.06	291.06



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO:

(SA) New Business
Agenda Item 2-B.

TO: The Honorable Mayor and City Council

FROM: Vincent D. Chang, City Clerk

SUBJECT: Successor Agency (SA) Minutes

RECOMMENDATION:

It is recommended that the City Council (acting on behalf of the Successor Agency)

- (1) Approve the minutes from the regular meeting and special meeting of August 19, 2015.
- (2) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

None.

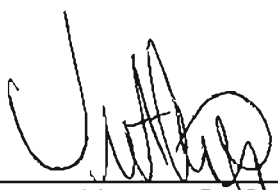
BACKGROUND:

None.

FISCAL IMPACT:

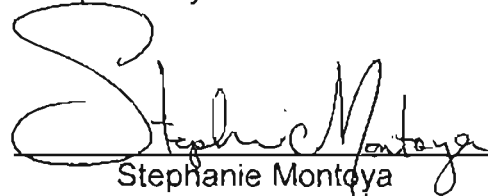
None.

Respectfully submitted,



Vincent D. Chang
City Clerk

Prepared by:



Stephanie Montoya
Minutes Clerk

Approved By:



Paul L. Talbot
City Manager

Attachments: (Regular) August 19, 2015, (Special) August 19, 2015

**MINUTES
MONTEREY PARK CITY COUNCIL
SUCCESSOR AGENCY (SA)
SPECIAL MEETING
AUGUST 19, 2015**

The City Council of the City of Monterey Park held a Special Meeting of the Council in Room 266, Second Floor of City Hall, located at 320 West Newmark Avenue in the City of Monterey Park, Wednesday, August 19, 2015 at 6:00 p.m.

CALL TO ORDER:

Mayor Chan called the meeting to order at 6:01 p.m.

ROLL CALL:

Assistant City Manager Bow called the roll:

Council Members Present: Hans Liang, Stephen Lam, Teresa Real Sebastian, Mitchell Ing, Peter Chan

Council Members Absent: None

Also Present: Assistant City Manager Ron Bow, City Attorney Mark Hensley, Director of Human Resources & Risk Management Tom Cody

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

None.

ORAL & WRITTEN COMMUNICATIONS

None.

CLOSED SESSION- The City Council adjourned to Closed Session at 6:01 p.m.

1. CONFERENCE WITH CITY'S LABOR NEGOTIATOR (GOVERNMENT CODE § 54957.6: 8 matters

Employee Organizations:	General Employees SEIU 721, Confidential Employee Association and Mid-Management Employee Association as well as Medical and Retiree Health Care Re-opener negotiations with the Monterey Park Firefighters' Association (MPFFA), Monterey Park Police Officers' Association (MPPOA), Monterey Park Professional Chief Officers' Association (PCOA), POA/Captains' Unit, Police Officer's Mid-Management Association (POMMA.)
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City Designated Representative:	City Manager and Human Resources Director
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MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community

**2. CONFERENCE LEGAL COUNSEL, EXISTING LITIGATION - GOVERNMENT
CODE § 54956.9 (d)(1) Number of Cases: 1**

Kenneth Thai v. Cities of Alhambra and Monterey Park (May 14, 2014)
LASC Case Number: BC565253

RECONVENE & ADJOURNMENT

The City Council reconvened from Closed Session with all Council Members present and the meeting was adjourned at 6:45 p.m.

Action Taken: No reportable action taken during Closed Session.

Vincent D. Chang
City Clerk

**MINUTES
MONTEREY PARK CITY COUNCIL
SUCCESSOR AGENCY (SA)
REGULAR MEETING
AUGUST 19, 2015**

The City Council of the City of Monterey Park held a Regular Meeting of the Council in the Council Chamber, located at 320 West Newmark Avenue in the City of Monterey Park, Wednesday, August 19, 2015 at 7:00 p.m.

The minutes include items considered by the City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency, which dissolved February 1, 2012. Successor Agency matters will include the notation of "SA" next to the Agenda Item Number.

CALL TO ORDER:

Mayor Chan called the meeting to order at 7:00 p.m.

FLAG SALUTE:

The Monterey Park Police Explorers led the flag salute.

ROLL CALL:

City Clerk Vincent Chang called the roll:

Council Members Present: Hans Liang, Stephen Lam, Teresa Real Sebastian, Mitchell Ing, Peter Chan

Council Members Absent: None.

ALSO PRESENT: Treasurer Joseph Leon, City Attorney Mark Hensley, Public Works Director/Assistant City Manager Ron Bow, Fire Chief Scott Haberle, Human Resources Director Tom Cody, Community and Economic Development Director Mike Huntley, Management Services Director Chu Thai, Recreation and Community Services Director Dan Costley, City Librarian Norma Arvizu, Controller Annie Yaung, Assistant City Engineer Rey Alfonso, Water Utility Manager Frank Heldman, Police Captain Eugene Harris, Public Works Maintenance Manager Charles Nelson

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

None.

1A. PRESENTATION: TURF REBATE PROGRAM

Water Utility Manager, Frank Heldman, provided the City Council and residences with a PowerPoint presentation introducing the City of Monterey Park's Turf Rebate Program, which will provide financial relief to residents of Monterey Park that are making the efforts to conserve their household water usage by removing turf and re-landscaping the yard using drought resistant landscaping. City Council directed staff to launch the City of Monterey Park's Turf Rebate Program, after at least three months from now and to first focus on promoting the State of California Department of Water Resources (DWR) Toilet and Turf Rebate Program to residents. City Council also directed staff to look into retroactive rewards for residents who had proactively removed turf and replaced it with drought

MISSION STATEMENT

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resistant landscaping, prior to the start of these two rebate programs. In regards to the City of Monterey Park Turf Rebate Program, City Council also directed staff to extend the amount of time residents have to complete their project to 180 days. Council directed staff to return in three months, before the start of the City's Turf Rebate Program, with a report on the progress of the State of California DWR Toilet and Turf program. After our program launches, City Council also requested staff to provide them with before and after photos from residents who participated in the City of Monterey Park Turf Program.

Public Speaker:

John Leung, from the San Gabriel Valley Municipal Water District also informed residence about the Toilet and Turf Rebate Program, which is funded by the California Department of Water Resources (DWR). This will allow qualified residents to receive rebates on water conservation efforts such as replacing old toilets and removing water-guzzling lawns from their homes. The program will provide a total of \$30 million in rebates to over 10,000 homeowners.

ORAL AND WRITTEN COMMUNICATIONS

- Elizabeth Barajas and Margaret Leung invited the community to the upcoming 2nd Annual Geranium Festival on Saturday, October 3, 2015 at Barnes Park, as a tribute to the Geranium, the flower of The City of Monterey Park. There will be games and activities for the entire family with special activities and a contest for dogs.

2. SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA)

NEW BUSINESS

2A. WARRANT REGISTER FOR SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY OF AUGUST 19, 2015

It is required that the City Council (acting on behalf of the Successor Agency) approve all disbursements. Disbursements will be made from the funds referenced in the attached Resolution in Warrants numbered 288-290.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency approved payment of warrants and adopted Resolution No. SA-99 of the Successor Agency to the former Monterey Park Redevelopment Agency allowing certain claims and demands per warrant register dated August 19, 2015 totaling \$406.67 and specifying the funds out of which the same are to be paid.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes:	Council Members:	Liang, Lam, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

Resolution SA-99, entitled:

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA) ALLOWING CERTAIN CLAIMS AND DEMANDS PER WARRANT REGISTER DATED 19TH DAY OF AUGUST 2015 TOTALING \$406.67 AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

2B. SUCCESSOR AGENCY MINUTES

Approval of Minutes from the regular meeting of July 15, 2015, and the minutes from the special joint meeting of June 27, 2015, of the Successor Agency to the former Monterey Park Redevelopment Agency.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency made a motion to approve Items 2B and 2C. City Council approved the minutes from the regular meeting of July 15, 2015, and the special joint meeting of June 27, 2015.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

2C. SUCCESSOR AGENCY INVESTMENT REPORT AS OF JULY 2015

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months.

As of July 31, 2015 invested funds for the Successor Agency of the City of Monterey Park is as follows: Successor Agency (SA) Savings \$5,633,514.73; Successor Agency (SA) Checking \$146,101.84; Successor Agency (SA) RORF \$115,988.00 for a total of \$5,895,604.57.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency made a motion to approve Items 2B and 2C. City Council received and filed the monthly investment report.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

This is the end of Successor Agency (SA) items.



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: (SA) New Business
Agenda Item 2-C.

TO: The Honorable Mayor and City Council
FROM: Annie Yaung, CPFO, Controller
SUBJECT: Successor Agency Monthly Investment Report – August 2015

RECOMMENDATION: It is recommended that the City Council:

- (1) Receive and file the Monthly Investment Report; and
- (2) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

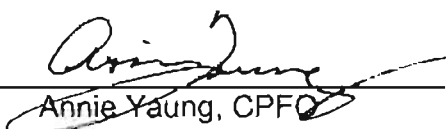
As of August 31, 2015 invested funds for the Successor Agency of the City of Monterey Park is as follows:

• Successor Agency (SA) Savings	5,634,375.96
• Successor Agency (SA) Checking	128,510.75
• Successor Agency (SA) RORF	<u>115,988.00</u>
Total	<u>\$ 5,878,874.71</u>

BACKGROUND:

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months.

Respectfully submitted and prepared by:


Annie Yaung, CPFO
Controller

Approved by:


Paul L. Talbot
City Manager



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: Public Hearing
Agenda Item 4-A.

TO: Honorable Mayor and Members of the City Council
FROM: Michael A. Huntley, Director of Community and Economic Development
SUBJECT: A public hearing to consider the draft 2014-2015 Consolidated Annual Performance and Evaluation Report (CAPER).

RECOMMENDATION:

It is recommended that the City Council consider;

- 1) Opening the public hearing, receive public comment and close the public hearing;
- 2) Approving the draft 2014-2015 Consolidated Annual Performance and Evaluation Report (CAPER);
- 3) Authorizing the City Manager, or designee, to execute and submit the necessary documents to HUD for its review and approval; and
- 4) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

As a condition of receiving federal grant funding, Federal Regulations require the City to submit a CAPER to the Department of Housing and Urban Development (HUD). The CAPER provides information to HUD documenting the City's progress in meeting its Community Development Block Grant (CDBG) and HOME Investment Partnership (HOME) program goals.

A CAPER must be submitted to HUD by September 28, 2015. Federal regulations require the CAPER to be comprised of specific statistics and narratives showing the expenditure of funds and the accomplishments achieved. Additionally, narratives are required on the CDBG and HOME funds. Required narratives also include the status of various strategies such as: the Fair Housing Strategy, the Lead-Based Paint Hazard Reduction Strategy, and the Continuum-of-Care Strategy for the homeless and the Poverty Reduction Strategy.

A Copy of the draft CAPER was made for the required public review purposes on August 27, 2015, for the due date of September 28, 2015. The CAPER will be distributed to the City Council under separate cover due to the document size.

BACKGROUND:

HUD allocates federal funds to Participating Jurisdictions (PJs) to further federal objectives in promoting, sustaining and securing affordable housing, providing suitable living environments, and expanding economic opportunities. For the 2014-2015 Program Year, the City of Monterey Park again received CDBG and HOME funds which are used to support a variety of programs and activities.

As part of the application and allocation process for these federal funds, the City must prepare and submit the CAPER. This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan and documented in the 2014-2015 Annual Action Plan, and an assessment of the City's annual performance toward meeting its five year goals.

The CAPER is the City of Monterey Park's annual performance report on the five year Consolidated Plan. Monterey Park's Consolidated Plan was adopted in July 2010 and covers the five-year period of PY 2010-2015. This CAPER covers PY 2014-2015, representing the last year of the Consolidated Plan.

DISCUSSION:

The CAPER demonstrates how the City worked on achieving its CDBG and HOME annual goals. In evaluating the effectiveness of serving low and moderate income residents, the City of Monterey Park is pleased to report that 100% of CDBG funds were expended on eligible activities benefiting low and moderate income residents, well in excess of the required 70%. All HOME funding beneficiaries were persons of low-moderate income.

The City of Monterey Park is proud of its achievements during PY 2014 and looks forward to serving its residents in PY 2015.

FISCAL IMPACT:

No impact to the General Fund.

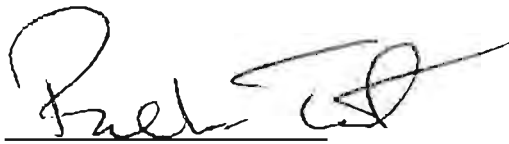
Respectfully submitted,

By:



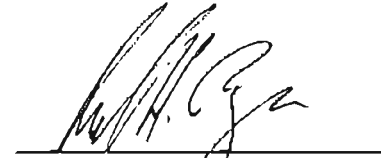
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Attachment(s)

Draft Consolidated Annual Performance Evaluation Report (CAPER)

CITY OF MONTEREY PARK

CONSOLIDATED ANNUAL PERFORMANCE EVALUATION REPORT (CAPER)

PROGRAM YEAR (PY) 2014- 2015



**Community and Economic Development Department
320 West Newmark Ave.
Monterey Park, CA 91754**

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**CITY OF MONTEREY PARK
PROGRAM YEAR 2014-2015
CONSOLIDATED ANNUAL PERFORMANCE EVALUATION REPORT
(CAPER)**

INTRODUCTION TO THE CAPER

The US Department of Housing and Urban Development (HUD) allocates federal funds to Participating Jurisdictions (PJ's) to further their objectives in promoting, sustaining and securing affordable housing, providing suitable living environments, and expanding economic opportunities. For the 2014-2015 Program Year, the City of Monterey Park again received Community Development Block Grant Program (CDBG) and Home Investment Partnerships Program (HOME) funds.

As part of the application and allocation process for these federal funds, the City must prepare and submit the Consolidated Annual Performance and Evaluation Report (CAPER). This report presents a summary of resources made available during the program year, accomplishments based on priorities established by the Consolidated Plan and documented in the 2014-2015 Annual Action Plan, and an assessment of the City's annual performance toward meeting its five year goals.

The CAPER is the City of Monterey Park's annual performance report on the Consolidated Plan. Monterey Park's Consolidated Plan was adopted in July 2010 and covers the five-year period of PY 2010-2015. This CAPER covers PY 2014-2015, representing the last year of the Consolidated Plan.

This report will demonstrate how the City worked on achieving its annual goals. Due to limited funding and the significant amount of the Section 108 repayment, the City only funded Housing Rights Center and CDBG Administration with CDBG funds. In evaluating the effectiveness of serving low and moderate income residents, the City of Monterey Park is pleased to report that 100% of CDBG funds were expended on eligible activities benefiting low and moderate income residents, well in excess of the required 70%. All HOME funding beneficiaries were persons of low-moderate income.

The City of Monterey Park is proud of its achievements during PY 2014 and looks forward to serving its residents in PY 2015. We remain confident that we will increase our level of performance as we continue exploring innovative opportunities to improve the quality of life of our low and moderate income citizens.

SUMMARY OF RESOURCES

In PY 2014-2015, for its housing and community development activities, the City of Monterey Park received the following funds:

Federal Funds:

	<u>CDBG</u>	<u>HOME</u>
2014 Allocation-	\$599,398	\$249,322
Prior Years Funds-	\$48,531	\$0
Program Income-	\$0	\$0
Total-	\$647,929	\$249,322
Other Funds:	\$0	\$0

Total Funding Sources Available for PY 2014-2015: \$897,251

On the attached pages are descriptions of the programs and activities through which the City of Monterey Park served the needs of the targeted areas and residents.

FIVE YEAR GOALS AND OBJECTIVES

The following narratives report the effectiveness of the City of Monterey Park's performance during the 2014-2015 reporting period in achieving its five-year strategy objectives and priorities. Chart 1-1, on page 4, categorizes the priorities and accomplishments for the last year of the five year plan. The City amended its 5 year goals in November, 2014. Most goals were lowered to reflect the decrease in CDBG and HOME funds experienced over the past three years.

During 2014-2015, the City made progress toward accomplishing the goals of developing a viable community by providing affordable decent housing, a suitable living environment and expanding economic opportunity for low income persons as described in pertinent Consolidated Plan documents.

The highest priorities listed in the City's Five Year Consolidated Plan are:

STRATEGIC PLAN PRIORITIES

Priority Need Category	Priority Level
Homeless/HIV/AIDS	HIGH
Non-Homeless Special Needs	HIGH
Rental Housing	HIGH
Owner Occupied Housing	HIGH
Public Facilities	MEDIUM
Infrastructure Improvements	HIGH
Economic Development	MEDIUM
Public Services	HIGH
Other - Code Enforcement	HIGH

AFFORDABLE HOUSING EVALUATION

The Housing Rehabilitation Program is one of the major components of the affordable housing plan. During the 2014-15 program year, one residential rehabilitation project was completed. Some of the work completed during the rehabilitations included: energy efficient window replacements, roof repairs and exterior painting. Currently, there are eight additional rehabilitation projects pending construction.

The City continues to receive a number of inquiries from Monterey Park residents that are interested in this program. Staff continues to promote the program, explain the program to residents, review and verify eligibility of applicant, and process loans/grants.

Also, the City continues to work with LINC Housing Corporation, a nonprofit organization that builds, owns and operates affordable housing for seniors and families throughout California. LINC is committed to creating and preserving housing that is affordable, environmentally sustainable, and a catalyst for community improvement. The City and LINC are using HOME funds to acquire, construct and manage a mixed income, affordable housing project on the 236 S. Ramona Avenue Site. The project is currently under construction.

LINC Community Development Corporation (LINC) received approval from the City to construct and manage a new 6-unit mixed income affordable housing project at 236 South Ramona Avenue. As part of the development component of the project, the City granted a Density Bonus allowing two additional affordable housing units and development incentives related to building height and setbacks. The incentives are necessary to ensure viability and affordability of the project. The City also committed HOME funds for the construction of the mixed income affordable housing project.

The City has been working with LINC since the middle of 2012 to identify viable affordable housing sites. After a lengthy evaluation, the City disposed of the City owned property mentioned above for the stated affordable housing purpose. The City also disposed of City owned property located at 321, 325, 341, and 371 East Pomona Boulevard; and 534 North Chandler Avenue to LINC. It is LINC's intention to purchase these residentially developed properties; refurbish the existing residential units as necessary; and manage and rent these existing residential units as affordable housing. LINC is better suited to manage the 25 existing and six new mixed income affordable housing units. The partnership between the City of Monterey Park and LINC will ensure the development and management of these affordable housing units will be long term.

Section 215 Affordable Housing

There were no households assisted with housing that meets the Section 215 definition of affordable housing for rental and home ownership during PY 2014-2015.

**Chart 1-1
Major Program Areas Assessment Chart**

	Priority	5/5 Year Goal	5/5 Year Cumulative Accomplishment	2014 Annual Goal	2014 Annual Accomplishment	Assessment
Decent Housing						
Housing Rehabilitation	HIGH	28	21	8	1	75% Accomplished
Affordable Housing Incentive	HIGH	0	0	0	0	100% Accomplished
Continuum of Care (Refer to Homeless Organization)	HIGH	NO NUMERICAL GOAL SET	NO NUMERICAL GOAL SET	NO NUMERICAL GOAL SET	NO NUMERICAL GOAL SET	Outreach is working
Suitable Living Environment						
Public Facilities-ADA Improvements	MEDIUM	1	1	0	0	100% Accomplished
Handicapped Access Curb Cuts	HIGH	17	17	0	0	100% Accomplished
Public Services	HIGH	4,200	4269	0	0	100% Accomplished
Fair Housing	HIGH	735	781	100	145	100% Accomplished
Code Enforcement	HIGH	4,998	4,988	0	0	100% Accomplished
Economic Opportunity						
Commercial Rehabilitation Program	MEDIUM	1 project 4 businesses	1 project 4 businesses	0 project 0 businesses	0 project 0 businesses	100% Accomplished

***5-year goals were amended in November, 2014**

EFFORTS TO ADDRESS WORST CASE NEEDS

Households with worst case needs are defined as unassisted renters with incomes below 50 percent of the local median who pay more than half of their income for rent or live in severely substandard housing. The City did not address “worst-case housing” needs during the program year. However, the City referred people to the Los Angeles Housing Authority which provides rental assistance to lower income households in the community.

THE NEEDS OF PERSONS WITH DISABILITIES

During 2014-2015, the City did not award CDBG funds for the needs of persons with disabilities.

CDBG Entitlement Narratives

HIGH Priority - Homeless/HIV/AIDS – Continuum of Care Strategy

HUD has placed a significant emphasis on addressing the needs of the nation’s homeless through a Continuum of Care system. A Continuum of Care (CoC) is a comprehensive and coordinated housing and service delivery strategy that responds to the different needs of homeless and at-risk individuals and families, and helps them attain self-sufficiency.

The City refers homeless persons to the following programs:

California Hispanic Commission on Alcohol and Drug Abuse (CHCADA) and San Gabriel Valley Center – A Homeless Alcohol & Drug Abuse Family Service Center. The services provided include homeless street outreach, case management, shelter services, and domestic violence transitional housing services. The homeless street outreach team provides regular patrols of the city and responds to calls for assistance by agencies, businesses, and individuals.

San Gabriel Valley Housing and Homeless Coordinating Council. The purpose of this Council is to build on the best practices of collaboration to implement a regional homeless strategy. The goal is to implement a comprehensive and coordinated effort to maximize the many resources that flow into the San Gabriel Valley. This unified approach includes organizations such as LA County, SGV Cities, non-profit agencies, developers, residents and businesses. By working together, the goal is to provide permanent supportive housing, mixed population affordable housing developments and scattered site models of shelter and housing.

Family Promise of San Gabriel Valley. The goal of the program is to provide shelter and social services to homeless families in the Monterey Park/ Rosemead/San Gabriel/Pasadena area. In previous years, City funds were used for staffing to find locations for a Day Center, where homeless families receive professional assistance in securing employment, affordable housing, and other necessary support in order to return to self-sufficiency. Previous funding also enabled the organization to mobilize and coordinate essential volunteer efforts through local faith

organizations which provide attendant shelter, transportation and meals for families participating in the program.

The Monterey Park Police Department continues to coordinate with Volunteers of America Los Angeles, and their street outreach team. Their specialized programs provide relief and support services to homeless individuals and families. They provide basic needs, emergency shelter, employment-centered programs, transitional housing, weekly stipend, specialized training, basic computer skills, employment referrals, transportation services, permanent housing placement, and daily therapy groups.

The City continues its relationship with the Los Angeles Homeless Services Authority (LAHSA), a regional agency that assists Monterey Park and other Los Angeles County municipalities in executing a regional, multi-jurisdictional approach to the pressing problem of homelessness in the western San Gabriel Valley. The City continued to cooperate with LAHSA on addressing the emergency shelter and transitional housing needs of Monterey Park and other communities located in Service Planning Area 3.

The City does not have any licensed Residential Care Facilities for the Chronically III (CFCI) located in the community to assist HIV/Aids individuals. Individuals would need to be referred to other facilities located in Los Angeles, Inglewood and Long Beach.

HIGH Priority - Non-Homeless Special Needs / LMI Persons

The City did not allocate CDBG funds to a public service that addressed the needs of special populations such as the physically disabled during the program year.

HIGH Priority - Rental Housing

Due to limited funding, no CDBG or HOME funds were allocated to public facilities during PY 2014-2015.

HIGH Priority - Owner Occupied Housing

HOME funds were allocated to the Housing Rehabilitation Program, which provides grants and loans to low/moderate income owners to improve their homes. The Housing Rehabilitation Program offers grants of up to \$13,000 and deferred payment loans of up to \$11,000.

During the 2014-15 program year, one residential rehabilitation project was completed. Some of the work completed during the rehabilitations included: energy efficient window replacements, roof repairs and exterior painting. Three additional rehabilitation projects are currently under construction.

The City continues to receive and review applications for the program.

MEDIUM Priority – Public Facilities

Due to limited funding, no CDBG funds were allocated to public facilities during PY 2014-2015.

HIGH Priority - Infrastructure Improvements

Due to limited funding, no CDBG funds were allocated to infrastructure improvements during PY 2014-2015.

MEDIUM Priority - Economic Development

Commercial Rehabilitation Program

During the 2014-15 program year, the City did not commit any CDBG funds to this activity.

Market Place (Section 108 Loan Funds)

Background and Update:

The EPA placed the landfill upon which the proposed Market Place sits on the Superfund National Priorities List in May 1986. This has made the project exceedingly complex. Subsequent to the listing, the EPA and the parties that put waste in the landfill have agreed to and signed eight (8) different consent decrees (CDs) over the years determining how to fund and manage the landfill closure and all the remedial work, often under contentious circumstances. The project is now working with the fourth developer to participate in this endeavor. The added burden and time of negotiating for the development of a Super-Fund site undergoing current remediation is beyond the experience and capability of most development firms. The current developer JMP Holdings, however, has significant experience in this area. The project has also made significant strides during the last year.

Remedial construction work on the North Parcel of the OII Landfill Superfund Site was initiated in 2008 and was completed in summer 2009. The pre-development work focused on the western ten acres of the North Parcel, which is the site of a former landfill dating back to the mid 20th Century. The North Parcel remedial construction was conducted with ongoing review by the Environmental Protection Agency (EPA) and onsite Army Corps of Engineer monitors.

With the approval of the Construction Completion Report by the Federal EPA in July 2010, the City of Monterey Park continued processing entitlements related to the Market Place development, in particular the Supplemental Environmental Impact Report. The public review period for the SEIR ended on June 13, 2011. As a result of comments received during that period additional traffic studies are being conducted.

With the completion of the remediation of lead-impacted surface soil from the earthen berm along the freeway frontage of the North Parcel, the City of Monterey Park continues work on the land exchange agreement between the City of Monterey Park, the development and Caltrans for Caltrans property along the SR 60 Freeway. This will benefit both Caltrans and the development.

Progress on the North parcel's future redevelopment continues with the City of Monterey Park working with Southern California Edison on the modification of easements allowing access to the development.

The project was approved by the City Council on December 19, 2012 and the Design Review Board on July 16, 2013. The Applicant is working on the plans for all the on-site improvements that have to occur prior to construction on the property.

Insert language on Section 108 refinance.

HIGH Priority – Public Services

During the 2014-15 program year, the City did not commit any CDBG funds to public services.

HIGH Priority - Code Enforcement

The Code Enforcement Program did not receive CDBG funds during the 2014-2015 program year.

Changes in Goals

During the program year the City did not amend its PY 2014-2015 Action Plan. However, the City substantially amended its 5-year Consolidated Plan to reflect the reduction the City has experience in its CDBG and HOME allocations. Most goals were lowered to reflect realistic goals given the decrease in CDBG and HOME funds.

GEOGRAPHIC DISTRIBUTION OF FUNDED ACTIVITIES

The geographic area established for all proposed activities is the incorporated limits of the City of Monterey Park. All housing rehabilitation programs are administered City-wide.

The public service program serves low to moderate income clientele. The map on the following page shows the boundaries of these areas.

The City will not establish geographic priorities for investment for special needs populations. CDBG funded supportive services will be designed to meet the national objective of benefiting

low and moderate-income persons. The following groups of persons are currently presumed by HUD to be made up principally of low and moderate-income persons: elderly persons, homeless persons, severely disabled persons, victims of domestic violence and persons living with AIDS.

CITY OF MONTEREY PARK

UPDATED CDBG ELIGIBLE AREAS

2000

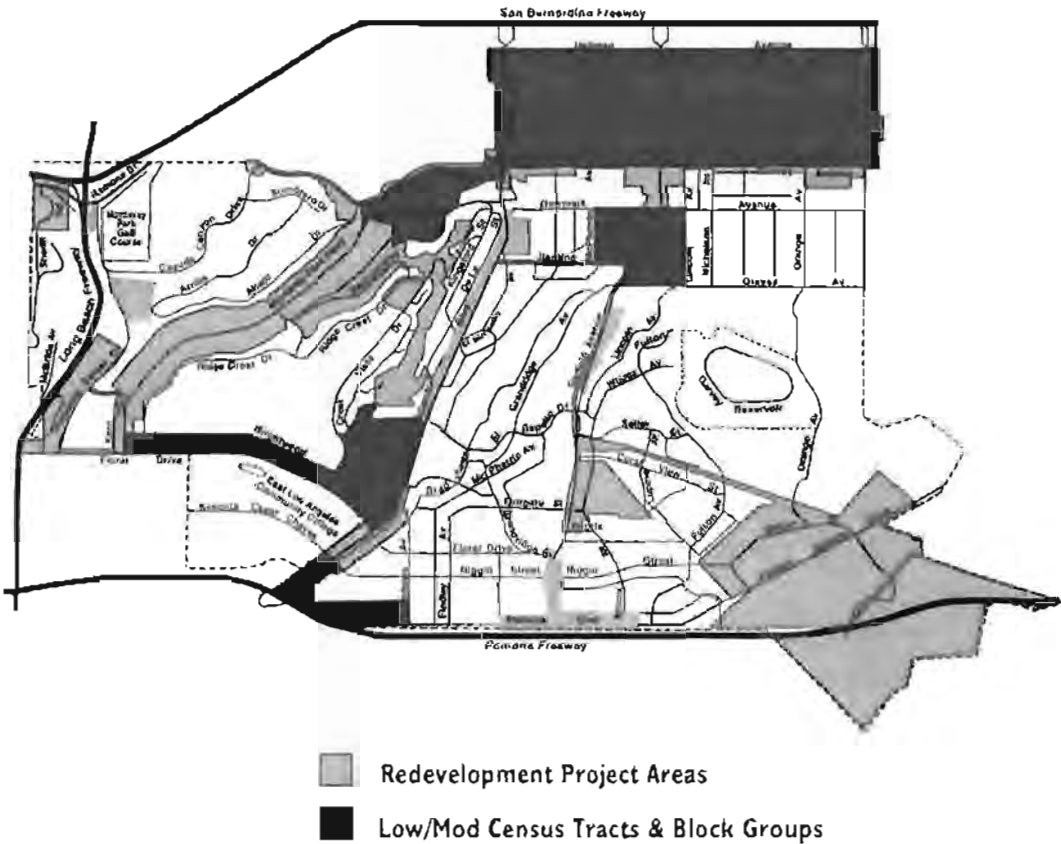


Exhibit 2-1

ACTIVITIES TO BE UNDERTAKEN

The Action Plan sources and uses of funds are described below on Chart 1-2.

Chart 1-2
City of Monterey Park -- PY 2014-2015 Action Plan
Sources and Uses of Funds

Category / Activity	Priority	CDBG Funding	CDBG Expended
CDBG			
ADMINISTRATION			
General Administration	HIGH	\$85,243	\$71,273.47
Fair Housing	HIGH	\$10,000	\$10,000
SECTION 108 LOAN			
Repayment	HIGH	\$552,686	\$552,868
Refinancing	HIGH	\$117,405.80	\$117,405.80
TOTAL		\$765,334.80	\$751,547.27

Category / Activity	Priority	HOME Funding	HOME Expended
HOME			
ADMINISTRATION	HIGH	\$24,932	\$32,300.53
OTHER PROGRAMS			
Housing Rehabilitation Program	HIGH	\$186,991	\$0
CHDO	HIGH	\$37,399	\$0
TOTAL		\$249,322	\$32,300.53

The CDBG and HOME Action Plan is described on Chart 1-3 and Chart 1-4.

**Chart 1-3
PY 2014-2015 CDBG Action Plan**

Project Title	Project Description	2014-2015 Proposed Funding	2010-2015 Proposed Accomplishments	2014-2015 Proposed Goals	2014 -2015 Actual Accomplishments
General Administration	CDBG Administration	\$85,243	N/A	N/A	N/A
Fair Housing	Work with the Housing Rights Center to resolve housing discrimination and landlord-tenant issues	\$10,000	735 people	100 people	145 people
Section 108 Loan Repayment	Repayment of Section 108 loan	\$552,686	N/A	N/A	N/A
Section 108 Loan Refinance	Refinance of Section 108 loan	\$117,405.80	N/A	N/A	N/A

Chart 1-4
PY 2014-2015 HOME Action Plan

Project Title	Project Description	2014-2015 Proposed Funding	2010-2015 Proposed Accomplishments	2014-2015 Proposed Goals	2014 -2015 Actual Accomplishments
General Administration	HOME Administration	\$24,932	N/A	N/A	N/A
Housing Rehabilitation Program	Loans and grants to meet critical repair needs, eliminate code violations, and make energy conservation improvements	\$186,991	28 housing units	8 housing units	1 housing units
CHDO	Financial assistance to developers and owners for the acquisition, rehabilitation and/or development of new affordable housing units	\$37,399	0 housing units	0 households	0 households

OTHER ACTIONS

This part describes actions the City plans to take to address the following:

- Obstacles to meeting underserved needs.
- Foster and maintain affordable housing.
- Remove or eliminate barriers to affordable housing.
- Evaluate and reduce lead-based paint hazards.
- Reduce the number of poverty level families.
- Develop institutional structure.
- Enhance coordination between public and private housing and social service agencies.

Address Obstacles to Meeting Underserved Needs

A description is given below of the actions the City continues to undertake in address obstacles to meeting underserved needs.

The City continues to obtain data from the Housing Authority of the County of Los Angeles (HAcoLA) on the number of Section 8 households assisted by race, ethnicity, age and disability status. The City will compare who is being served to the demographic characteristics of the community. In this way, the City will be able to estimate more precisely underserved populations.

The City will continue to encourage and support the efforts of the HAcoLA to seek additional Section 8 Housing Choice Vouchers.

The City will encourage and support the efforts of non-profit housing development corporations to seek funding from federal, state and local sources for special needs housing.

Foster and Maintain Affordable Housing

The City will continue to support programs and activities that provide assistance to low and moderate-income homeowners and renters. In addition, the City will continue to utilize HOME and CDBG funds to improve housing and supportive services. In Program Year 2014-2015, the City initiated and completed the following actions:

Continued to refer clients to the HAoCLA in order to increase the number of Monterey Park households that obtain rental assistance through the Section 8 program. Staff is working with HAoCLA to market the Section 8 program to property owners within the City.

Implement and maintain the City Senior Density Bonus allowances, which encourage private developers to set-aside a percentage of newly constructed housing to very low and low-income households. Senior housing developments within designated zones are eligible for density bonuses for low and very low- income household projects.

Encourage non-profit housing developers to pursue resources to leverage Federal CDBG and HOME funds by considering Industry Housing Funds, and other appropriate affordable housing resources. Also, the City continued to work with LINC Housing Corporation, a nonprofit organization that builds, owns and operates affordable housing for seniors and families throughout California. LINC is committed to creating and preserving housing that is affordable, environmentally sustainable, and a catalyst for community improvement. LINC Community Development Corporation (LINC) received approval from the City to construct and manage a new 6-unit mixed income affordable housing project at 236 South Ramona Avenue. As part of the development component of the project, the City granted a Density Bonus allowing two additional affordable housing units and development incentives related to building height and setbacks. The incentives are necessary to ensure viability and affordability of the project. The

City also committed HOME funds for the construction of the mixed income affordable housing project.

The City has been working with LINC since the middle of 2012 to identify viable affordable housing sites. After a lengthy evaluation, the City disposed of the City owned property mentioned above for the stated affordable housing purpose. The City also disposed of City owned property located at 321, 325, 341, and 371 East Pomona Boulevard; and 534 North Chandler Avenue to LINC. It is LINC's intention to purchase these residentially developed properties; refurbish the existing residential units as necessary; and manage and rent these existing residential units as affordable housing. LINC is better suited to manage the 25 existing and six new mixed income affordable housing units. The partnership between the City of Monterey Park and LINC will ensure the development and management of these affordable housing units will be long term.

Remove or Eliminate Barriers to Affordable Housing

In the Housing Element Update, the City has established barrier removal goals, policies and programs. The following goals will be implemented:

Remove or reduce governmental constraints on affordable housing development.

Continue efforts to streamline administrative procedures for granting approvals and permits. Review residential development standards, regulations, ordinances, review procedures and permitting fees related to the development of housing. Adjust, as appropriate, those that are determined to be a constraint to the development of housing.

Encourage the use of density bonuses and provide other regulatory concessions to facilitate affordable housing development.

Provide appropriate definitions and zoning designations in the Zoning Ordinance to allow and facilitate the development of housing for extremely low-income and special needs persons.

Streamline the development process, particularly for affordable housing projects, which reduces the costs associated with holding on to land until it can be developed.

The City offers three different density bonus options to encourage the development of affordable housing, senior housing, and mixed-use projects.

As part of the Governmental Constraints analysis for the Housing Element update, revisions to the Monterey Park Zoning Ordinance were identified as appropriate to better facilitate the provision of a variety of housing types such as: emergency shelters, transitional housing, supportive housing, and single-room occupancy (SRO) units.

Evaluate and Reduce Lead-Based Paint Hazards

Lead based paint abatement will be encouraged through the use of HOME and CDBG funds. Staff has incorporated procedures in their rehabilitation program which ensure that the potential for lead-based paint hazards will be identified and addressed. Once properties have been deemed eligible for rehabilitation, staff selects a lead-based paint consultant to conduct a Lead-based Paint Evaluation Report prior to the bidding phase of the rehabilitation project. Once the Evaluation Report has been provided by the consultant, copies of the report are included in the bid package to bidding contractors. Based on the results of the tests, contractors include in their bid a work description and cost estimate for abatement either through their own company or an abatement sub-contractor. In addition, the City will continue to work with the County's Childhood Lead Poisoning Prevention Program to provide information to City residents on lead hazards, lead-poisoning prevention, and lead-based paint abatement.

Reduce the Number of Poverty Level Families

There are many factors which contribute to persons living at or below the poverty level. Factors such as lack of higher education opportunities, lack of marketable skills, unemployment or underemployment, lack of affordable child care, lack of effective transportation, lack of affordable housing contributing to homelessness or living in poverty. All of these factors must be addressed to reduce the number of persons living in poverty.

The City of Monterey Park addresses these needs by providing outreach to educate residents about local educational, training and employment opportunities. In order to contribute to a reduction of poverty income level families, the City implemented the following actions:

- a. The City will encourage childcare facilities through density bonuses. SB 1818 which took effect on January 1, 2005, revised the State density bonus law - Government Code Section 65915-65918.
- b. Density bonuses may be given for affordable housing, senior housing, land donations for affordable housing, and childcare facilities. The City will adopt an ordinance that specifies how compliance with Section 65915-65918 will be implemented.
- c. The City will continue to support the Section 8 Housing Choice Voucher Program. The City will work with the Housing Authority of the County of Los Angeles to increase the number of households that obtain rental assistance.
- d. The City will work with the Housing Authority of the County of Los Angeles to determine the number of Monterey Park families participating in the Family Self-Sufficiency Program. To the extent possible, the City will encourage Monterey Park families to participate and graduate from the FSS Program.

Develop Institutional Structure

The City's Community and Economic Development Department is the key departments involved in the Consolidated Plan process. The Community and Economic Development Department is responsible for administration of the CDBG and HOME programs, including the Action Plan, CAPER and program monitoring.

The City of Monterey Park's concerted effort to eliminate institutional gaps, and enhance coordination of programs includes the City and non-profits working closely with other governmental entities to determine the critical needs of households based on limited resources and expanding demand for services. The City continues its outreach efforts through public meetings and public hearings to solicit public and non-profit agency's comments on the how the City of Monterey Park allocates its CDBG funds.

As part of its grant administration, the City monitors its sub-recipients performance in meeting both client needs and capacity to comply with regulatory requirements.

The City continued to fund the Housing Rights Center to promote, educate and enforce fair housing in the community.

Additionally, the City will focus on:

Strengthening the working relationship with the HAocLA by providing input to and coordinating with that organization. Efforts to strengthen the institutional structure will involve review of the five-year and annual plans of the HAocLA, encouraging the Authority to conduct outreach to local landlords, providing information to the Authority on the location of housing suitable for disabled persons, and other similar considerations.

Developing a working alliance with private institutions such as local lenders and associations of Realtors. Local lenders may be a source of referrals for applicants to the Housing Rehabilitation Program. Local associations of Realtors may help the City to develop ways of increasing homeownership among all populations.

Overcoming Gaps in Institutional structures and Enhance Coordination

The City has developed an inventory of public and private housing, health and social service agencies. The City will continue to update the contact information for agency. Additionally, the City will obtain the agency-specific 5-year and 1-year Plans and maintain these plans in a resource binder to facilitate coordination in future program years.

The City has worked with the San Gabriel Valley Housing and Homeless Coordinating Council. The purpose of this Council is to build on the best practices of collaboration to implement a regional homeless strategy. The goal is to implement a comprehensive and coordinated effort to maximize the many resources that flow into the San Gabriel Valley. This unified approach

includes organizations such as LA County, SGV Cities, non-profit agencies, developers, residents and businesses. By working together, the goal is to provide permanent supportive housing, mixed population affordable housing developments and scattered site models of shelter and housing.

Analysis of Impediments to Fair Housing Choice

In May, 2010, the City completed a new Analysis of Impediments which covers the period of 2010 – 2015 Consolidated Plan. This AI identified barriers to fair housing choice in the City of Monterey Park. The key potential impediments that may exist in the City are Housing complaints from the Asian population and physical disabled population.

It is important to note that carrying out this analysis alone is not considered sufficient to constitute fair housing action in and of itself. The City works with the Housing Rights Center to address the impediments identified in the report.

Address Impediments to Fair Housing Choice

The City contracted with the Housing Rights Center for fair housing services and to address the impediments to fair housing. The City continued to carry out the recommended fair housing actions during Program Year 2014-2015. The following actions were completed in Program Year 2014-2015:

- a. Advertised Housing Rights Workshops in English and Chinese.
- b. Distributed an informational newsletter in English and Chinese.
- c. Highlighted disability discrimination at Fair Housing Workshops.
- d. Distributed informational materials in the City that focus on fair housing and people with disabilities.

During the 2014-15 program year, the Housing Rights Center provided fair housing services to Monterey Park residents. The Housing Rights Center provided four services to Monterey Park Residents which are: discrimination complaint investigation, legal services, landlord/tenant counseling and education/outreach. This year 145 Monterey Park residents were assisted by the Housing Right Center.

Improving Public and Resident initiatives

There is no public housing located within the City.

Ensuring Compliance with Program and Comprehensive Planning Requirements

The chart 1-3 on page 12 and chart 1-4 on page 13 lists the Activities to be Undertaken during PY 2014-2015.

Leveraging

In the past, the City leveraged its HOME funds with CRA Housing funds to purchase affordable rental property and to complete the rehabilitation. Since CRA Housing Funds are no longer available the City is carrying over its prior years excess match.

Public Participation and Citizens Comments

The City has made every effort to involve the community in this and every aspect of the CDBG and HOME programs. The City published notices in the Monterey Park Progress regarding the availability of the 2014 CAPER for review. Staff is always available to assist the public in understanding the CDBG and HOME programs and regularly speaks to residents who have questions or who wish to have their comments forwarded to HUD.

The Public Hearing on the CAPER was held on September 16th at the City Council meeting. INSERT comments received.

Self-Evaluation

The City of Monterey Park has followed the blueprint established in the HUD 2010 - 2015 Consolidated Plan regarding priority needs. Most projects and goals set out in the PY 2014 – 2015 Action Plan were either completed or initiated. Chart 1-1 on page 11 summarizes the accomplishments for the reporting period.

Efforts in Implementing the Planned Activities

As seen on chart 1-2 on page 11, the City of Monterey Park has actively pursued the activities and programs outlined in the PY 2014-2015 Action Plan and pursued all resources indicated in the Consolidated Plan. The City did not hinder plan implementation by action or willful inaction.

Certifications for Consistency

No community based organizations have requested certification for consistency with the Consolidated Plan for either the CDBG or HOME funded programs. If they do the City will provide them.

National Objectives

All CDBG monies were used exclusively to further two of the three established CDBG national objectives, specifically low/mod benefit.

Exception Community

The Community Block Grant Development (CDBG) program requires that each CDBG-funded activity must either principally benefit low and moderate income persons, aid in the prevention or elimination of slums or blight, or meet a community development need having a particular urgency. With respect to activities that benefit all the residents of a given area, at least 51% of the area's residents must be low and moderate income.

Some CDBG assisted activities, such as parks, neighborhoods, facilities, community centers and streets, serve an identified geographic area. These activities generally meet the low- and moderate-income principal benefit requirement if 51 percent of the residents in the activity's service area are low and moderate income.

However, some communities have no or very few areas in which 51 percent of the residents are low and moderate income. For these grantees, the CDBG law authorizes an exception criterion in order for such grantees to be able to undertake area benefit activities. Specifically, section 105(c)(2)(A)(ii) of the Housing and Community Development Act of 1974, as amended, states that an activity shall be considered to principally benefit low and moderate income persons when "the area served by such activity is within the highest quartile of all areas within the jurisdiction of such city or county in terms of the degree of concentration of persons of low and moderate income."

The City of Monterey Park is not considered an Exception Community.

Acquisition/Displacement/Relocation

No properties were acquired during PY 2014. No households or businesses were displaced in the last fiscal year with CDBG Funds, and therefore, no relocation issues were encountered.

Low/Mod Jobs

The City is working very closely with the developer for the Market Place Project to start construction and complete the project, so low to moderate income persons can be hired.

Limited Clientele

If a limited clientele does not fall under a “presumed benefit” category, the City takes great care in ensuring that all participants are indeed of low/mod income. Applications (to which tax returns and other reliable financial statements must be attached) are required from parents to verify income eligibility.

Program Income

The City did not receive any CDBG program income, but did receive \$85,284.12 in HOME program income during the reporting year. The City does not have float loans, or other loans other than housing rehabilitation, or sale of property.

Loans and Other Receivable

There are no loans and other receivables.

Prior Period Adjustments

There were no prior year adjustments.

Lump Sum Agreements

The City does not have any Lump Sum Agreements.

Neighborhood Revitalization Strategy

The City does not have an approved neighborhood revitalization strategy.

CDBG Rehabilitation Program

The City does not have a CDBG Funded Rehabilitation Program.

HOME ASSESSMENT

LINC HOUSING

The City continues to work with LINC Housing Corporation, a nonprofit organization that builds, owns and operates affordable housing for seniors and families throughout California. LINC is committed to creating and preserving housing that is affordable, environmentally sustainable, and a catalyst for community improvement. The City and LINC are using HOME funds to acquire, construct and manage a mixed income, affordable housing project on the 236 S. Ramona Avenue Site. The project is currently under construction.

LINC Community Development Corporation (LINC) received approval from the City to construct and manage a new 6-unit mixed income affordable housing project at 236 South Ramona Avenue. As part of the development component of the project, the City granted a Density Bonus allowing two additional affordable housing units and development incentives related to building height and setbacks. The incentives are necessary to ensure viability and affordability of the project. The City also committed HOME funds for the construction of the mixed income affordable housing project.

The City has been working with LINC since the middle of 2012 to identify viable affordable housing sites. After a lengthy evaluation, the City disposed of the City owned property mentioned above for the stated affordable housing purpose. The City also disposed of City owned property located at 321, 325, 341, and 371 East Pomona Boulevard; and 534 North Chandler Avenue to LINC. It is LINC's intention to purchase these residentially developed properties; refurbish the existing residential units as necessary; and manage and rent these existing residential units as affordable housing. LINC is better suited to manage the 25 existing and six new mixed income affordable housing units. The partnership between the City of Monterey Park and LINC will ensure the development and management of these affordable housing units will be long term.

Rehabilitation Programs

This HOME-funded program provides loans and grants to meet repair needs, eliminate code violations, and make energy conservation improvements. Homeowners requesting assistance through this program must both meet income eligibility requirements as well as pre-determined property value limits before qualifying for potential improvements to their property. The current Housing Rehabilitation Program offers grants of up to \$13,000 and deferred payment loans of up to \$11,000.

The goal for the Rehabilitation Program in 2014-2015 was to assist eight houses. During the 2014-15 program year, one residential rehabilitation project was completed. Some of the work completed during the rehabilitations included: energy efficient window replacements, roof repairs and exterior painting. Currently, there are eight additional housing rehabilitation projects pending construction.

The City continues to receive a number of inquiries from residents interested in the program.

Affordable Housing Incentives Program

Budgeted HOME Housing Programs

<u>Program Description</u>	<u>Budgeted Amount</u>
Homeowner Rehabilitation Loan/Grant Program	\$186,991
CHDO Affordable Housing Projects	\$37,399

HOME Match

No current matches were made by the City of Monterey Park, reflected on the attached Match Report. The City of Monterey Park has accumulated far in excess of the required match, therefore, the City used it to satisfy PY 2014-15 match requirement.

Minority and Women-Owned Enterprises

Please see attached Annual Performance Report.

On-Site Inspections

The City inspected its housing project, and there were no major issues. Income verification has been received for all HOME assisted housing projects.

HOPWA

N/A

ESG

N/A

PERFORMANCE MEASUREMENT SYSTEM

On September 2003, HUD issued CPD Notice 03-09, which advised grantees of the responsibility to develop and use a local performance measurement system. A performance measurement system, according to HUD, demonstrates the relationship between goals, inputs, activities, outputs and outcomes. Chart 2-4 shows the outcomes and outcome indicators that the City implemented in PY 2014-2015 for all programs.

Chart 2-4
City of Monterey Park PY 2014-2015
Performance Measures System by Project Type

Project	Objective	Goal	Indicator	Outcome
ADA Improvements	Suitable Living Environment	Strengthen Communities	# of LMI HH with new or improved access	Improve Sustainability
Adult Literacy	Suitable Living Environment	Improve Quality of Life	# of LMI persons with new or improved access	Improve Availability / Accessibility
After School Program	Suitable Living Environment	Improve Quality of Life	# of LMI persons with new or improved access	Improve Availability / Accessibility
Child Care Program	Suitable Living Environment	Improve Quality of Life	# of LMI persons with new or improved access	Improve Availability / Accessibility
Code Enforcement	Suitable Living Environment	Strengthen Communities	# of LMI persons served	Improve Sustainability
Fair Housing	Suitable Living Environment	Strengthen Communities	# of LMI persons served	Improve Sustainability
Section 108 Loan Repayment	Economic Opportunities	Strengthen Communities	# of LMI persons served	Improve Availability / Accessibility
Public Services	Suitable Living Environment	Improve Quality of Life	# of LMI persons with new or improved access	Improve Availability / Accessibility
Handicapped Access Curb Cuts	Suitable Living Environment	Improve Quality of Life	# of LMI HH with new or improved access	Improve Sustainability
Housing Rehabilitation Program	Decent Housing	Promote Decent Affordable Housing	# of units brought to standard condition	Improve Affordability
Affordable Housing Incentives Program	Decent Housing	Promote Decent Affordable Housing	# of units brought to code	Improve Affordability

MONITORING

This part describes the City's compliance with the five monitoring requirements that are contained in 91.230 and the Consolidated Plan Checklist. These requirements include topics such as standards and procedures and ensuring compliance with City housing codes.

1. Standards and Procedures

The City monitors each funded activity to ensure compliance with the CDBG and HOME regulations, national objectives, and subrecipient agreement. Attachment A is the City's CDBG Project Compliance Checklist used to monitor each funded activity. Attachment B shows how the City monitors record-keeping in regard to complying with national objectives criteria.

The City requires any sub-recipients to execute an agreement with specific performance measures prior to the release of funds. In addition, all records must be maintained for a five-year period.

Pursuant to the CDBG contract, progress reports are required to be submitted quarterly and one annual report. Staff conducts periodic site visits to ensure program records are in order and services are being provided in compliance with the sub-recipient agreements.

The City further ensures compliance with the Strategic Plan and Action Plan by placing guidelines or conditions in its contracts with consultants that ensure implementation of the annual monitoring goals.

All CDBG and HOME funds are disbursed on a reimbursement basis. Invoices must be submitted for payment and must include a description of activities being reimbursed. Audit reports are further required at the close of the year.

2. Monitoring of City's Performance

The previously described Performance Measurement System will be used to monitor the City's performance in meeting its goals and objectives as set forth in the Strategic Plan and Action Plan.

3. Ensuring Compliance with Planning and Monitoring Requirements

The City makes every effort to comply with all CDBG, HOME and Consolidated Plan regulations. The Citizen Participation Plan ensures input from the community prior to action to approve or amend the Consolidated Plan or Action Plan. Housing rehabilitation, construction and professional services agreements are prepared to guarantee compliance with applicable CDBG and HOME program regulations. CDBG subrecipient agreements also contain language consistent with the program regulations. Additionally, the City continues on-site monitoring of CDBG recipients and housing units assisted by HOME funds and subject to affordability covenants.

4. Compliance with Housing Codes and On-Site Inspections

The City has established program guidelines requiring all rental units must meet the City's Housing Code, Building Code, and Zoning Code.

In order to verify compliance with property standards and the information submitted by owners on tenant's incomes, rents and other requirements during a project's period of affordability, the City conducts on-site inspections of HOME properties according to the total number of units in a project as follows:

1-4 units	every 3 years
5-25 units	every 2 years
25 or more units	annually

5. Monitoring of Subrecipients

As previously described, the City requires sub-recipients to execute an agreement with specific performance measures prior to the release of funds. In addition, all records must be maintained for a four-year period. Progress reports are required to be submitted quarterly and one annual report. Staff conducts periodic site visits to ensure program records are in order and services are being provided in compliance with the sub-recipient agreements.

HOME Program Requirements

This part describes how the City complies with seven requirements, which are specific to the HOME program. These requirements include topics such as the matching requirements and the use of HOME funds for homebuyers.

1. Other Forms of Investment and Assistance

92.205(b) describes how the City may invest HOME funds (e.g., equity investments, deferred payment loans, etc.). The City used only the forms of investment and assistance that are explicitly listed in 92.205(b). No other forms of investment and assistance were used in PY 2014-2015.

2. Use of HOME Funds to Refinance Existing Debt

The City did not use HOME funds to refinance existing debt secured by multifamily housing. Therefore, refinancing guidelines are not described in this part.

3. HOME Matching Requirement

Cities participating in the HOME program must contribute 25 cents for each dollar of HOME funds spent on affordable housing. As cities use HOME funds on affordable projects, they incur a match liability, which they must satisfy by the end of the Program Year. The City of Monterey Park has accumulated far in excess of the required match, therefore, the City used it to satisfy PY 2014-15 match requirement.

4. HOME Tenant Based Rental Assistance

The Action Plan does not propose a HOME Tenant-Based Rental Assistance Program. Therefore, this part G does not describe local market conditions.

5. Affirmatively Marketing HOME-Assisted Housing/Assessment of Affirmative Marketing Actions

The City maintains an affirmative marketing approach that consists of steps to provide information and attract eligible persons to available housing without regard to race, color, national origin, sex, religion, family status or disability. The City also uses marketing procedures that inform potential program participants about Federal fair housing laws and equal housing opportunities. Additionally, the City uses special public outreach programs that include its network of community-based organizations, real estate organizations, public service groups and employment centers to solicit applications and inform the public about eligible programs and available assistance.

Any vacant HOME assisted units are noticed in three different language newspapers along with a sign on the property.

6. Minority Outreach Program

The City has established a minority outreach program that complies with the HOME program regulations. The purpose of the outreach program is to ensure that entities owned by minorities and women are included in all contracts, to the maximum extent possible.

Attachment A

**City of Monterey Park
CDBG Project Compliance Checklist**

Program Year: _____ **Project Name:** _____

<i>REQUIREMENT</i>	<i>COMPLIANCE</i>
Project Description	
Section 570.506(a) Location	
Section 570.506(a) CDBG Funds Budgeted	
Section 570.506(a) CDBG Funds Obligated	
Section 570.506(a) CDBG Funds Expended	
Project Eligibility	
Section 570.201 General	
Section 570.202 Rehabilitation/Preservation	
Section 570.203 Special Economic Development Activities	
Section 570.204 Community-Based Development Organizations	
Section 570.205 Planning Activities	
Section 570.206 Program Administration	
National Objectives Criteria	
<i>Section 570.208(a) Low/Mod</i>	
(1) Area Benefit	
(2) Limited Clientele	
(3) Housing Activities	
(4) Job Creation or Retention	
<i>Section 570.208(b) Slums or Blight</i>	
(1) Area Basis	
(2) Spot Basis	
(3) Urban Renewal Areas	
<i>Section 570.208(c) Urgent Need</i>	
Eligibility/National Objectives Records	
Section 570.506(b)(1) Low/Mod Income Determination	
Section 570.506(b)(2) Low/Mod Income Service Area	
Section 570.506(b)(3) Low/Mod Limited Clientele	
Section 570.506(b)(4) Low/Mod Housing	
Section 570.506(b)(5) Low/Mod Job Creation	
Section 570.506(b)(6) Low/Mod Job Retention	
Section 570.506(b)(7) Census Tract Records	
Sections 570.506(b)(8)-(11) Slum/Blight Documentation	
Section 570.506(b)(12) Urgent Need Documentation	
Additional Recordkeeping	
Subrecipient Application	
CDBG Agreement/Contract	
Statement of Non-Collusion	
Bids or Contracts	

Quarterly Reports	
W-9 Forms	
Year-End Financials	
Other Documentation	

Attachment B
City of Monterey Park
National Objective Recordkeeping

National Objective Criteria	Records to be Maintained
Low/Mod-Area Benefit	☐ boundaries of the area ☐ income data of residents ☐ if less than 51% low/mod, exception criteria data
Low/Mod-Limited Clientele	☐ documentation that facility/service designed for or used exclusively by one of the eligible "special needs" groups ☐ documentation of nature and location of the facility/service such that it can be presumed to service low/mod OR ☐ data on household size and income of each person receiving the benefit
Low/Mod-Housing	☐ copy of written agreement with landlord/developer with total no. Of units and no. to be occupied by low/mod persons ☐ total costs of project (CDBG and non-CDBG funds) ☐ income and household size data for occupants/purchasers ☐ rent charged (rental housing only)
Low/Mod-Job Creation	☐ if qualifying under "jobs available to low/mod": - copy of written agreement with required provisions - listing by job title of permanent jobs filled, which were available to low/mod and evidence of first consideration to low/mod ☐ if qualifying under "jobs held by low/mod": - copy of written agreement with required provisions - listing by job title of permanent jobs filled and which were initially held by low/mod - for each low/mod person hired, household size and annual income prior to hiring
Low/Mod-Job Retention	☐ evidence that without CDBG, jobs will be lost ☐ listing by job title of permanent jobs retained (include part-time and those held by low/mod) ☐ information on job turnover, including jobs to be available to and filled by low/mod ☐ for each job retained and held by low/mod, household size and income

Appendix A
Proof of Public Notices

**CITY OF MONTEREY PARK
NOTICE OF COMMENT PERIOD
AND PUBLIC HEARING FOR PY 2014 - 2015
CONSOLIDATED ANNUAL PERFORMANCE AND EVALUATION REPORT
(CAPER)**

NOTICE IS HEREBY GIVEN that the City of Monterey Park has completed its draft Consolidated Annual Performance and Evaluation Report (CAPER) for the 2014 - 2015 Program Year. This CAPER include how funds were spent in 2014 - 2015, the results achieved, and progress made in achieving the five-year objectives set out in the 2010-2015 Consolidated Housing and Community Development Plan. Citizens are invited to provide comments on the performance of the City in meeting its goals set forth in the Consolidated Plan before its submittal to HUD. Public comments will be received and considered beginning on August 28, 2015 through September 15, 2015. Draft Copies of the Consolidated Annual Performance and Evaluation Report are available for public review at the City of Monterey Park, Community and Economic Development Department, Monday through Thursday from 7:30 a.m. to 5:30 p.m.

NOTICE IS HEREBY FURTHER GIVEN that a public hearing to solicit comments will be held on **Wednesday, September 16, 2015, at 7:00 p.m.** in the City Council Chambers located at Monterey Park City Hall, 320 West Newmark Avenue, Monterey Park. The City's CAPER will be forward to the U.S. Department of Housing and Urban Development (HUD) on or before September 28, 2014.

Comments may be submitted in writing to the Community and Economic Development Department, 320 West Newmark Avenue, Monterey Park, California, 91754 or feel free to telephone (626) 307-1385 with comments.

Published: 08/27/2015
MONTEREY PARK PROGRESS

Appendix B

HOME Annual Performance, Match, and Section 3 Reports

Annual Performance Report HOME Program

U.S. Department of Housing
and Urban Development
Office of Community Planning
and Development

OMB Approval No. 2506-0171
(exp. 8/31/2009)

Public reporting burden for this collection of information is estimated to average 2.5 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless that collection displays a valid OMB control number.

The HOME statute imposes a significant number of data collection and reporting requirements. This includes information on assisted properties, on the owners or tenants of the properties, and on other programmatic areas. The information will be used: 1) to assist HOME participants in managing their programs; 2) to track performance of participants in meeting fund commitment and expenditure deadlines; 3) to permit HUD to determine whether each participant meets the HOME statutory income targeting and affordability requirements; and 4) to permit HUD to determine compliance with other statutory and regulatory program requirements. This data collection is authorized under Title II of the Cranston-Gonzalez National Affordable Housing Act or related authorities. Access to Federal grant funds is contingent on the reporting of certain project-specific data elements. Records of information collected will be maintained by the recipients of the assistance. Information on activities and expenditures of grant funds is public information and is generally available for disclosure. Recipients are responsible for ensuring confidentiality when public disclosure is not required.

This form is intended to collect numeric data to be aggregated nationally as a complement to data collected through the Cash and Management Information (C/M/I) System. Participants should enter the reporting period in the first block. The reporting period is October 1 to September 30. Instructions are included for each section if further explanation is needed.

Submit this form on or before December 31.	This report is for period (mm/dd/yyyy)		Date Submitted (mm/dd/yyyy)
Send one copy to the appropriate HUD Field Office and one copy to: HOME Program, Rm 7178, 451 7th Street, S.W., Washington D.C. 20410	Starting 07/01/2014	Ending 06/30/2015	09/28/2015

Part I Participant Identification

1. Participant Number M-14-MC-06-0550	2. Participant Name CITY OF MONTEREY PARK		
3. Name of Person completing this report MICHAEL A. HUNTLEY		4. Phone Number (Include Area Code) 626 307-1463	
5. Address 320 WEST NEWMARK AVE	6. City MONTEREY PARK	7. State CA	8. Zip Code 91754

Part II Program Income

Enter the following program income amounts for the reporting period: in block 1, enter the balance on hand at the beginning; in block 2, enter the amount generated; in block 3, enter the amount expended; and in block 4, enter the amount for Tenant-Based rental Assistance.

1. Balance on hand at Beginning of Reporting Period	2. Amount received during Reporting Period	3. Total amount expended during Reporting Period	4. Amount expended for Tenant-Based Rental Assistance	5. Balance on hand at end of Reporting Period (1 + 2 - 3) = 5
\$2,079.55	\$85,284.12	\$22,448.53	\$0	\$64,915.14

Part III Minority Business Enterprises (MBE) and Women Business Enterprises (WBE)

In the table below, indicate the number and dollar value of contracts for HOME projects completed during the reporting period.

	a. Total	Minority Business Enterprises (MBE)			f. Hispanic	g. White Non-Hispanic
		b. Alaskan Native or American Indian	c. Asian or Pacific Islander	d. Black Non-Hispanic		
A. Contracts						
1. Number	1	0	0	0	1	
2. Dollar Amount	\$	0	0	0	\$	\$
B. Sub-Contracts						
1. Number	0					
2. Dollar Amount	0					
	a. Total	b. Women Business Enterprises (WBE)	c. Male			
C. Contracts						
1. Number	0	0	0			
2. Dollar Amount	0	0	0			
D. Sub-Contracts						
1. Number	0	0	0			
2. Dollar Amounts	0	0	0			

Part IV Minority Owners of Rental Property

In the table below, indicate the number of HOME assisted rental property owners and the total dollar amount of HOME funds in these rental properties assisted during the reporting period.

	a. Total	Minority Property Owners				f. White Non-Hispanic
		b. Alaskan Native or American Indian	c. Asian or Pacific Islander	d. Black Non-Hispanic	e. Hispanic	
1. Number	0	0	0	0	0	0
2. Dollar Amount	0	0	0	0	0	0

Part V Relocation and Real Property Acquisition

Indicate the number of persons displaced, the cost of relocation payments, the number of parcels acquired, and the cost of acquisition. The data provided should reflect only displacements and acquisitions occurring during the reporting period.

	a. Number	b. Cost				
1. Parcels Acquired	0	0				
2. Businesses Displaced	0	0				
3. Nonprofit Organizations Displaced	0	0				
4. Households Temporarily Relocated, not Displaced	0	0				
Households Displaced	a. Total	Minority Business Enterprises (MBE)				f. White Non-Hispanic
		b. Alaskan Native or American Indian	c. Asian or Pacific Islander	d. Black Non-Hispanic	e. Hispanic	
5. Households Displaced - Number	0	0	0	0	0	0
6. Households Displaced - Cost	0	0	0	0	0	0

HOME Match Report

U.S. Department of Housing and Urban Development
Office of Community Planning and Development

OMB Approval No. 2506-0171
(exp. 12/31/2012)

Part I Participant Identification

Match Contributions for Federal Fiscal Year (yyyy)	2014
---	------

1. Participant No. (assigned by HUD) 2. Name of the Participating Jurisdiction
M-14-MC-06-0550 CITY OF MONTEREY PARK

3. Name of Contact (person completing this report)	MICHAEL A. HUNTLEY
--	--------------------

5. Street Address of the Participating Jurisdiction
320 WEST NEWMARK AVE

4. Contact's Phone Number (include area code)	626 307-1463
---	--------------

6. City
MONTEREY PARK

7. State	CA
----------	----

8. Zip Code
91754

Part II Fiscal Year Summary

1. Excess match from prior Federal fiscal year

2,977,079.30

2. Match contributed during current Federal fiscal year (see Part III.9.)

0 5

3. Total match available for current Federal fiscal year (line 1 + line 2)

\$ 2,977,079.30

4. Match liability for current Federal fiscal year

\$	27,775.20
----	-----------

5. Excess match carried over to next Federal fiscal year (line 3 minus line 4)

\$	2,949,304.10
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Part III: Match Contribution for the Federal Fiscal Year

[illegible]

CITY OF MONTEREY PARK

2013

page 2 of 4 pages

Page 68 of 785

Public reporting burden for this collection of information is estimated to average 45 minutes per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not conduct or sponsor, and a person is not required to respond to, a collection of information unless that collection displays a valid OMB control number.

The HOME statute imposes a significant number of data collection and reporting requirements. This includes information on assisted properties, on the owners or tenants of the properties, and on other programmatic areas. The information will be used: 1) to assist HOME participants in managing their programs; 2) to track performance of participants in meeting fund commitment and expenditure deadlines; 3) to permit HUD to determine whether each participant meets the HOME statutory income targeting and affordability requirements; and 4) to permit HUD to determine compliance with other statutory and regulatory program requirements. This data collection is authorized under Title II of the Cranston-Gonzalez National Affordable Housing Act or related authorities. Access to Federal grant funds is contingent on the reporting of certain project-specific data elements. Records of information collected will be maintained by the recipients of the assistance. Information on activities and expenditures of grant funds is public information and is generally available for disclosure. Recipients are responsible for ensuring confidentiality when public disclosure is not required.

Instructions for the HOME Match Report

Applicability:

The HOME Match Report is part of the HOME APR and must be filled out by every participating jurisdiction that incurred a match liability. Match liability occurs when FY 1993 funds (or subsequent year funds) are drawn down from the U.S. Treasury for HOME projects. A Participating Jurisdiction (PJ) may start counting match contributions as of the beginning of Federal Fiscal Year 1993 (October 1, 1992). A jurisdiction not required to submit this report, either because it did not incur any match or because it had a full match reduction, may submit a HOME Match Report if it wishes. The match would count as excess match that is carried over to subsequent years. The match reported on this form must have been contributed during the reporting period (between October 1 and September 30).

Timing:

This form is to be submitted as part of the HOME APR on or before December 31. The original is sent to the HUD Field Office. One copy is sent to the

Office of Affordable Housing Programs, CGHF
Room 7176, HUD, 451 7th Street, S.W.
Washington, D.C. 20410.

The participating jurisdiction also keeps a copy.

Instructions for Part II:

1. **Excess match from prior Federal fiscal year:** Excess match carried over from prior Federal fiscal year.
2. **Match contributed during current Federal fiscal year:** The total amount of match contributions for all projects listed under Part III in column 9 for the Federal fiscal year.

3. **Total match available for current Federal fiscal year:** The sum of excess match carried over from the prior Federal fiscal year (Part II, line 1) and the total match contribution for the current Federal fiscal year (Part II, line 2). This sum is the total match available for the Federal fiscal year.

4. **Match liability for current Federal fiscal year:** The amount of match liability is available from HUD and is provided periodically to PJs. The match must be provided in the current year. The amount of match that must be provided is based on the amount of HOME funds drawn from the U.S. Treasury for HOME projects. The amount of match required equals 25% of the amount drawn down for HOME projects during the Federal fiscal year. Excess match may be carried over and used to meet match liability for subsequent years (see Part II line 5). Funds drawn down for administrative costs, CHDO operating expenses, and CHDO capacity building do not have to be matched. Funds drawn down for CHDO seed money and/or technical assistance loans do not have to be matched if the project does not go forward. A jurisdiction is allowed to get a partial reduction (50%) of match if it meets one of two statutory distress criteria, indicating "fiscal distress," or else a full reduction (100%) of match if it meets both criteria, indicating "severe fiscal distress." The two criteria are poverty rate (must be equal to or greater than 125% of the average national family poverty rate to qualify for a reduction) and per capita income (must be less than 75% of the national average per capita income to qualify for a reduction). In addition, a jurisdiction can get a full reduction if it is declared a disaster area under the Robert T. Stafford Disaster Relief and Emergency Act.

5. **Excess match carried over to next Federal fiscal year:** The total match available for the current Federal fiscal year (Part II, line 3) minus the match liability for the current Federal fiscal year (Part II, line 4). Excess match may be carried over and applied to future HOME project match liability.

Instructions for Part III:

1. **Project No. or Other ID:** "Project number" is assigned by the C/MJ System when the PJ makes a project setup call. These projects involve at least some Treasury funds. If the HOME project does not involve Treasury funds, it must be identified with "other ID" as follows: the fiscal year (last two digits only), followed by a number (starting from "01" for the first non-Treasury-funded project of the fiscal year), and then at least one of the following abbreviations: "SF" for project using shortfall funds, "PI" for projects using program income, and "NON" for non-HOME-assisted affordable housing. Example: 93.01.SF, 93.02.PI, 93.03.NON, etc.

Shortfall funds are non-HOME funds used to make up the difference between the participation threshold and the amount of HOME funds allocated to the PJ; the participation threshold requirement applies only in the PJ's first year of eligibility. [§92.102]

Program income (also called "repayment income") is any return on the investment of HOME funds. This income must be deposited in the jurisdiction's HOME account to be used for HOME projects. [§92.503(b)]

Non-HOME-assisted affordable housing is investment in housing not assisted by HOME funds that would qualify as "affordable housing" under the HOME Program definitions. "NON" funds must be contributed to a specific project; it is not sufficient to make a contribution to an entity engaged in developing affordable housing. [§92.219(b)]

2. **Date of Contribution:** Enter the date of contribution. Multiple entries may be made on a single line as long as the contributions were made during the current fiscal year. In such cases, if the contributions were made at different dates during the year, enter the date of the last contribution.
3. **Cash:** Cash contributions from non-Federal resources. This means the funds are contributed permanently to the HOME Program regardless of the form of investment the jurisdiction provides to a project. Therefore all repayment, interest, or other return on investment of the contribution must be deposited in the PJ's HOME account to be used for HOME projects. The PJ, non-Federal public entities (State/local governments), private entities, and individuals can make contributions. The grant equivalent of a below-market interest rate loan to the project is eligible when the loan is not repayable to the PJ's HOME account. [§92.220(a)(1)] In addition, a cash contribution can count as match if it is used for eligible costs defined under §92.206 (except administrative costs and CHDO operating expenses) or under §92.209, or for the following non-eligible costs: the value of non-Federal funds used to remove and relocate ECHO units to accommodate eligible tenants, a project reserve account for replacements, a project reserve account for unanticipated increases in operating costs, operating subsidies, or costs relating to the portion of a mixed-income or mixed-use project not related to the affordable housing units. [§92.219(c)]
4. **Foregone Taxes, Fees, Charges:** Taxes, fees, and charges that are normally and customarily charged but have been waived, foregone, or deferred in a manner that achieves affordability of the HOME-assisted housing. This includes State tax credits for low-income housing development. The amount of real estate taxes may be based on the

post-improvement property value. For those taxes, fees, or charges given for future years, the value is the present discounted cash value. [§92.220(a)(2)]

5. **Appraised Land/Real Property:** The appraised value, before the HOME assistance is provided and minus any debt burden, lien, or other encumbrance, of land or other real property, not acquired with Federal resources. The appraisal must be made by an independent, certified appraiser. [§92.220(a)(3)]
6. **Required Infrastructure:** The cost of investment, not made with Federal resources, in on-site and off-site infrastructure directly required for HOME-assisted affordable housing. The infrastructure must have been completed no earlier than 12 months before HOME funds were committed. [§92.220(a)(4)]
7. **Site preparation, Construction materials, Donated labor:** The reasonable value of any site-preparation and construction materials, not acquired with Federal resources, and any donated or voluntary labor (see §92.354(b)) in connection with the site-preparation for, or construction or rehabilitation of, affordable housing. The value of site-preparation and construction materials is determined in accordance with the PJ's cost estimate procedures. The value of donated or voluntary labor is determined by a single rate ("labor rate") to be published annually in the Notice Of Funding Availability (NOPA) for the HOME Program. [§92.220(6)]
8. **Bond Financing:** Multifamily and single-family project bond financing must be validly issued by a State or local government (or an agency, instrumentality, or political subdivision thereof). 50% of a loan from bond proceeds made to a multifamily affordable housing project owner can count as match. 25% of a loan from bond proceeds made to a single-family affordable housing project owner can count as match. Loans from all bond proceeds, including excess bond match from prior years, may not exceed 25% of a PJ's total annual match contribution. [§92.220(a)(5)] The amount in excess of the 25% cap for bonds may carry over, and the excess will count as part of the statutory limit of up to 25% per year. Requirements regarding

bond financing as an eligible source of match will be available upon publication of the implementing regulation early in FY 1994.

9. **Total Match:** Total of items 3 through 8. This is the total match contribution for each project identified in item 1.

Ineligible forms of match include:

1. Contributions made with or derived from Federal resources e.g. CDBG funds [§92.220(b)(1)]
2. Interest rate subsidy attributable to the Federal tax-exemption on financing or the value attributable to Federal tax credits [§92.220(b)(2)]
3. Contributions from builders, contractors or investors, including owner equity, involved with HOME-assisted projects. [§92.220(b)(3)]
4. Sweat equity [§92.220(b)(4)]
5. Contributions from applicants/recipients of HOME assistance [§92.220(b)(5)]
6. Fees/charges that are associated with the HOME Program only, rather than normally and customarily charged on all transactions or projects [§92.220(a)(2)]
7. Administrative costs

Economic Opportunities for Low – and Very Low-Income Persons

U S. Department of Housing
and Urban Development
Office of Fair Housing
And Equal Opportunity

OMB Approval No: 2529-0043
(exp. 11/30/2010)

HUD Field Office

Section back of page for Public Reporting Burden statement

1 Recipient Name & Address (street, city, state, zip) City of Monterey Park 320 W. Newmark Avenue Monterey Park, CA 91754	2. Federal Identification (grant no.) M-14-MC-06-0550	3 Total Amount of Award \$249,322
	4. Contact Person Michael A. Huntley	5 Phone (include area code) 626 307-1463
	6. Length of Grant Annual	7 Reporting Period: 7/1/14 to 6/30/15
8 Date Report Submitted: 09/28/2015	9. Program Code: (Use separate sheet for each program code) 5	10 Program Name HOME

A Job Category	B Number of New Hires	C Number of New Hires that are Sec. 3 Residents	D % of Aggregate Number of Staff Hours of New Hires that are Sec. 3 Residents	E % of Total Staff Hours for Section 3 Employees and Trainees	F Number of Section 3 Trainees
Professionals	0				
Technicians	0				
Office/Clerical	0				
Construction by Trade (List Trade)	0				
Trade					
Trade					
Trade					
Trade					
Other (List)					
Total					

* Program Codes
1 = Flexible Subsidy
2 = Section 202/811

3 = Public Indian Housing
A = Development
B = Operation
C = Modernization

4 = Homeless Assistance
5 = HOME
6 = HOME State Administered
7 = CDBG Entitlement

8 = CDHG State Administered
9 = Other CD Programs
10 = Other Housing Programs

Part II: Contracts Awarded**1 Construction Contracts:****7**

A. Total dollar amount of all contracts awarded on the project	\$ 0
B. Total dollar amount of contracts awarded to Section 3 businesses	\$ 0
C. Percentage of the total dollar amount that was awarded to Section 3 businesses	0 %
D. Total number of Section 3 businesses receiving contracts	0

2. Non-Construction Contracts:

A. Total dollar amount all non-construction contracts awarded on the project/activity	\$ 0
B. Total dollar amount of non-construction contracts awarded to Section 3 businesses	\$ 0
C. Percentage of the total dollar amount that was awarded to Section 3 businesses	0 %
D. Total number of Section 3 businesses receiving non-construction contracts	0

Part III: Summary

Indicate the efforts made to direct the employment and other economic opportunities generated by HUD financial assistance for housing and community development programs, to the greatest extent feasible, toward low- and very low-income persons, particularly those who are recipients of government assistance for housing. (Check all that apply.)

- ☒ Attempted to recruit low-income residents through: local advertising media, signs prominently displayed at the project site, contracts with the community organizations and public or private agencies operating within the metropolitan area (or nonmetropolitan county) in which the Section 3 covered program or project is located, or similar methods.
- ☐ Participated in a HUD program or other program which promotes the training or employment of Section 3 residents.
- ☐ Participated in a HUD program or other program which promotes the award of contracts to business concerns which meet the definition of Section 3 business concerns.
- ☐ Coordinated with Youthbuild Programs administered in the metropolitan area in which the Section 3 covered project is located.
- ☐ Other; describe below.

Public reporting for this collection of information is estimated to average 2 hours per response, including the time for reviewing instructions, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. This agency may not collect this information, and you are not required to complete this form, unless it displays a currently valid OMB number.

Section 3 of the Housing and Urban Development Act of 1960, as amended, 12 U.S.C. 1701u, mandates that the Department ensures that employment and other economic opportunities generated by its housing and community development assistance programs are directed toward low- and very-low income persons, particularly those who are recipients of government assistance housing. The regulations are found at 24 CFR Part 135. The information will be used by the Department to monitor program recipients' compliance with Section 3, to assess the results of the Department's efforts to meet the statutory objectives of Section 3, to prepare reports to Congress, and by recipients as self-monitoring tool. The data is entered into a database and will be analyzed and distributed. The collection of information involves recipients receiving Federal financial assistance for housing and community development programs covered by Section 3. The information will be collected annually to assist HUD in meeting its reporting requirements under Section 808(e)(6) of the Fair Housing Act and Section 916 of the HCDA of 1992. An assurance of confidentiality is not applicable to this form. The Privacy Act of 1974 and OMB Circular A-108 are not applicable. The reporting requirements do not contain sensitive questions. Data is cumulative; personal identifying information is not included.

Form HUD-80002, Section 3 Summary Report, Economic Opportunities for Low- and Very Low-Income Persons.

Instructions: This form is to be used to report annual accomplishments regarding employment and other economic opportunities provided to low- and very low-income persons under Section 3 of the Housing and Urban Development Act of 1968. The Section 3 regulations apply to any *public and Indian housing programs* that receive: (1) development assistance pursuant to Section 5 of the U.S. Housing Act of 1937; (2) operating assistance pursuant to Section 9 of the U.S. Housing Act of 1937; or (3) modernization grants pursuant to Section 14 of the U.S. Housing Act of 1937 and to recipients of housing and community development assistance in excess of \$200,000 expended for: (1) housing rehabilitation (including reduction and abatement of lead-based paint hazards), (2) housing construction, or (3) other public construction projects; and to *contracts and subcontracts in excess of \$100,000 awarded in connection with the Section-3-covered activity*.

Form HUD-80002 has three parts, which are to be completed for all programs covered by Section 3. Part I relates to *employment and training*. The recipient has the option to determine numerical employment/training goals either on the basis of the number of hours worked by new hires (columns B, D, E and F) Part II of the form relates to *contracting*, and Part III summarizes recipients' efforts to comply with Section 3.

Recipients or contractors subject to Section 3 requirements must maintain appropriate documentation to establish that HUD financial assistance for housing and community development programs were directed toward low- and very low-income persons.* A recipient of Section 3 covered assistance shall submit one copy of this report to HUD Headquarters, Office of Fair Housing and Equal Opportunity. Where the program providing assistance requires an annual performance report, this Section 3 report is to be submitted at the same time the program performance report is submitted. Where an annual performance report is not required, this Section 3 report is to be submitted by January 10 and, if the project ends before December 31, within 10 days of project completion. *Only Prime Recipients are required to report to HUD. The report must include accomplishments of all recipients and their Section 3 covered contractors and subcontractors.*

HUD Field Office: Enter the Field Office name.

- 1 Recipient: Enter the name and address of the recipient submitting this report.
- 2 Federal Identification: Enter the number that appears on the award form (with dashes). The award may be a grant, cooperative agreement or contract.
- 3 Dollar Amount of Award: Enter the dollar amount, rounded to the nearest dollar, received by the recipient.
- 4 & 5 Contact Person/Phone: Enter the name and telephone number of the person with knowledge of the award and the recipient's implementation of Section 3.
- 6 Reporting Period: Indicate the time period (months and year) this report covers.
- 7 Date Report Submitted: Enter the appropriate date.

- 8 Program Code: Enter the appropriate program code as listed at the bottom of the page.
- 9 Program Name: Enter the name of HUD Program corresponding with the "Program Code" in number 8.

Part I: Employment and Training Opportunities

Column A: Contains various job categories. Professionals are defined as people who have special knowledge of an occupation (i.e. supervisors, architects, surveyors, planners, and computer programmers). For construction positions, list each trade and provide data in columns B through F for each trade where persons were employed. The category of "Other" includes occupations such as service workers.

Column B: (Mandatory Field) Enter the number of new hires for each category of workers identified in Column A in connection with this award. New hire refers to a person who is not on the contractor's or recipient's payroll for employment at the time of selection for the Section 3 covered award or at the time of receipt of Section 3 covered assistance.

Column C: (Mandatory Field) Enter the number of Section 3 new hires for each category of workers identified in Column A in connection with this award. Section 3 new hire refers to a Section 3 resident who is not on the contractor's or recipient's payroll for employment at the time of selection for the Section 3 covered award or at the time of receipt of Section 3 covered assistance.

Column D: Enter the percentage of all the staff hours of new hires (Section 3 residents) in connection with this award.

Column E: Enter the percentage of the total staff hours worked for Section 3 employees and trainees (including new hires) connected with this award. Include staff hours for part-time and full-time positions.

Column F: (Mandatory Field) Enter the number of Section 3 residents that were trained in connection with this award.

Part II: Contract Opportunities

Block 1: Construction Contracts

Item A: Enter the total dollar amount of all contracts awarded on the project/program.

Item B: Enter the total dollar amount of contracts connected with this project/program that were awarded to Section 3 businesses.

Item C: Enter the percentage of the total dollar amount of contracts connected with this project/program awarded to Section 3 businesses.

Item D: Enter the number of Section 3 businesses receiving awards.

Block 2: Non-Construction Contracts

Item A: Enter the total dollar amount of all contracts awarded on the project/program.

Item B: Enter the total dollar amount of contracts connected with this project awarded to Section 3 businesses.

Item C: Enter the percentage of the total dollar amount of contracts connected with this project/program awarded to Section 3 businesses.

Item D: Enter the number of Section 3 businesses receiving awards.

Part III: Summary of Efforts - Self-explanatory

Submit one (1) copy of this report to the HUD Headquarters Office of Fair Housing and Equal Opportunity, at the same time the performance report is submitted to the program office. The Section 3 report is submitted by January 10. Include only contracts executed during the period specified in item 8. PHAs/IHAs are to report all contracts/subcontracts.

* The terms "low-income persons" and very low-income persons" have the same meanings given the terms in section 3 (b) (2) of the United States Housing Act of 1937. *Low-income persons* mean families (including single persons) whose incomes do not exceed 80 percent of the median income for the area, as determined by the Secretary, with adjustments for smaller and larger families, except that

The Secretary may establish income ceilings higher or lower than 80 percent of the median for the area on the basis of the Secretary's findings such that variations are necessary because of prevailing levels of construction costs or unusually high- or low-income families. *Very low-income persons* mean low-income families (including single persons) whose incomes do not exceed 50 percent of the median family income area, as determined by the Secretary with adjustments for smaller and larger families, except that the Secretary may establish income ceilings higher or lower than 50 percent of the median for the area on the basis of the Secretary's findings that such variations are necessary because of unusually high or low family incomes.

Appendix C

IDIS Reports (PR03, PR06, PR23, PR26, PR27, PR33)



U.S. Department of Housing and Urban Development
Office of Community Planning and Development
Integrated Disbursement and Information System
CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

Date: 27-Aug-2015
Time: 18:42
Page: 1

PGM Year: 2012

Project: 0008 - Commercial Rehabilitation Program

IDIS Activity: 524 - Commercial Rehabilitation Program

Status: Canceled 9/2/2014 1:04:32 PM

Location: 320 W Newmark Ave Monterey Park, CA 91754-2818

Objective: Create economic opportunities

Outcome: Sustainability

Matrix Code: Other Commercial/Industrial
Improvements (17D)

National Objective: LMA

Initial Funding Date: 10/29/2013

Description:

Commercial Rehabilitation Program is to provide financial incentives for business property owners and tenants to utilize Federal Housing and Community Development Block Grant (CDBG) Funds to make facade and sign improvements to their structures.

Financing

No data returned for this view. This might be because the applied filter excludes all data.

Proposed Accomplishments

Businesses : 8

Total Population in Service Area: 20,134

Census Tract Percent Low / Mod: 60.40

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



U.S. Department of Housing and Urban Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

Date: 27-Aug-2015
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Page: 2

PGM Year: 2013

Project: 0001 - Repayment of Section 108 Loan

IDIS Activity: 528 - Repayment of Section 108 Loan

Status: Completed 9/2/2014 12:44:47 PM

Location:

Objective:

Outcome:

Matrix Code: Planned Repayment of Section 108
Loan Principal (19F)

National Objective

Initial Funding Date: 08/29/2013

Description:

The project involves the repayment of a Section 108 Loan Guarantee for the Monterey Park Market Place Shopping Center and acquisition.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	Pre-2015		\$551,140.30	\$0.00	\$0.00
		2012	B12MC060548		\$0.00	\$551,140.30
Total	Total			\$551,140.30	\$0.00	\$551,140.30

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0

Female-headed Households:

0



U.S. Department of Housing and Urban Development
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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



U.S. Department of Housing and Urban Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

Date: 27-Aug-2015
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PGM Year: 2013
Project: 0002 - CDBG Administration
IDIS Activity: 529 - CDBG Administration
Status: Completed 9/2/2014 12:45:54 PM
Location:

Objective:
Outcome:
Matrix Code: General Program Administration (21A) National Objective:

Initial Funding Date: 08/29/2013

Description:
CDBG Administration.
Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	AD	Pre-2015		\$73,324.46	\$0.00	\$0.00
		2013	B13MC060548		\$0.00	\$73,324.46
Total	Total			\$73,324.46	\$0.00	\$73,324.46

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0
Female-headed Households:					0			



U.S. Department of Housing and Urban Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



U.S. Department of Housing and Urban Development
Office of Community Planning and Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

Date: 27-Aug-2015
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PGM Year: 2013
Project: 0003 - Fair Housing
IDIS Activity: 530 - Fair Housing
Status: Completed 9/2/2014 12:46:18 PM
Location:

Objective:
Outcome:
Matrix Code: Fair Housing Activities (subject to
20% Admin Cap) (21D)
National Objective:

Initial Funding Date: 08/29/2013

Description:
Fair Housing.
Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	AD	Pre-2015		\$10,000.00	\$0.00	\$0.00
		2013	B13MC060548		\$0.00	\$10,000.00
Total	Total			\$10,000.00	\$0.00	\$10,000.00

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0

Female-headed Households:

0



U.S. Department of Housing and Urban Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

Date: 27-Aug-2015
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PGM Year: 2013
Project: 0007 - MERCI Public Service
IDIS Activity: 538 - Developmentally Disabled Adult Services

Status: Completed 9/2/2014 1:03:03 PM
Location: 525 N Chandler Ave Monterey Park, CA 91754-1011

Objective: Create suitable living environments
Outcome: Availability/accessibility
Matrix Code: Handicapped Services (05B)

National Objective: LMC

Initial Funding Date: 07/02/2014

Description:

MERCI provides supportive services to adults with severe to profound ranges of mental and physical disabilities.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
		Pre-2015		\$42,150.00	\$0.00	\$0.00
CDBG	EN	2012	B12MC060548		\$0.00	\$1,601.14
		2013	B13MC060548		\$0.00	\$40,548.86
Total	Total			\$42,150.00	\$0.00	\$42,150.00

Proposed Accomplishments

People (General) . 100

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:	0	0	0	0	0	0	79	67
Black/African American:	0	0	0	0	0	0	1	0
Asian:	0	0	0	0	0	0	20	0
American Indian/Alaskan Native:	0	0	0	0	0	0	0	0
Native Hawaiian/Other Pacific Islander:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & White:	0	0	0	0	0	0	0	0
Asian White:	0	0	0	0	0	0	0	0
Black/African American & White:	0	0	0	0	0	0	0	0
American Indian/Alaskan Native & Black/African American:	0	0	0	0	0	0	0	0
Other multi-racial:	0	0	0	0	0	0	0	0
Asian/Pacific Islander:	0	0	0	0	0	0	0	0
Hispanic:	0	0	0	0	0	0	0	0
Total:	0	0	0	0	0	0	100	67



U.S. Department of Housing and Urban Development
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CDBG Activity Summary Report (GPR) for Program Year 2014
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Female-headed Households. 0 0 0

Income Category.

	Owner	Renter	Total	Person
Extremely Low	0	0	0	100
Low Mod	0	0	0	0
Moderate	0	0	0	0
Non Low Moderate	0	0	0	0
Total	0	0	0	100
Percent Low/Mod				100.0%

Annual Accomplishments

Years	Accomplishment Narrative	# Benefitting
2013	MERCI provided supportive housing to adults with severe to profound ranges of mental and physical disabilities. MERCI's Developmental Day Center works to instill essential skills in the areas of self-care/grooming, socialization, recreation, pre-vocational/vocational training as well as independent living skills. Under the umbrella of "independent living skills", consumers are instructed in basic self-care skills, positive interaction, health and safety issues as well as shopping and leisure time activities. Consumers are taken on frequent outings into the community to help reinforce these skills.	



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CDBG Activity Summary Report (GPR) for Program Year 2014
MONTEREY PARK

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PGM Year: 2014
Project: 0001 - Repayment of Section 108 Loan
IDIS Activity: 539 - Repayment of Section 108 Loan
Status: Open
Location: ,

Objective:
Outcome:
Matrix Code: Planned Repayment of Section 108
Loan Principal (19F) National Objective.

Initial Funding Date: 11/12/2014

Description:

The project involves the repayment of a Section 108 Loan Guarantee for the Monterey Park Market Place Shopping Center and acquisition.

Financing

Fund Type		Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
		Pre-2015		\$552,686.00	\$0.00	\$0.00
CDBG	EN	2013	B13MC060548		\$426,529.14	\$426,529.14
		2014	B14MC060548		\$126,156.86	\$126,156.86
Total	Total			\$552,686.00	\$552,686.00	\$552,686.00

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0

Female-headed Households:

0



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Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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PGM Year: 2014
Project: 0002 - CDBG Administration
IDIS Activity: 540 - CDBG Administration
Status: Open
Location: ,

Objective:
Outcome:
Matrix Code: General Program Administration (21A) National Objective:

Initial Funding Date: 11/12/2014

Description:

The project provides general management oversight, coordination and monitoring of CDBG funded activities and public information for HUD funded activities. CDBG administration prepares HUD required reports such as the Consolidated Plan, Annual Action Plan, and Consolidated Plan Annual Evaluation and Performance Report (CAPER). CDBG also administers individual programs, monitors all subrecipients, and conducts IDIS reporting. Funds for this activity will provide for salaries and benefits for staff and consultants implementing the CDBG Program.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	Pre-2015		\$85,243.00	\$0.00	\$0.00
		2014	B14MC060548		\$71,273.47	\$71,273.47
Total	Total			\$85,243.00	\$71,273.47	\$71,273.47

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0



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Female-headed Households:

0

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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PGM Year: 2014
Project: 0003 - Fair Housing
IDIS Activity: 541 - Fair Housing

Status: Open
Location:

Objective:
Outcome:
Matrix Code: Fair Housing Activities (subject to
20% Admin Cap) (21D)

National Objective:

Initial Funding Date: 11/12/2014

Description:

Housing Rights Center (HRC) will provide fair housing services that will benefit low- and moderate-income persons. The services include three components: housing discrimination complaint investigation; tenant and landlord counseling, and outreach. HRC investigates housing discrimination complaints brought under both State and Federal fair housing laws. HRC provides telephone and in-person counseling to both tenants and landlords regarding their respective rights under California law and local city ordinances. HRC also administers a comprehensive outreach and education program that includes the distribution of written materials.

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	Pre-2015		\$10,000.00	\$0.00	\$0.00
		2014	B14MC060548		\$10,000.00	\$10,000.00
Total	Total			\$10,000.00	\$10,000.00	\$10,000.00

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		



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Total: 0 0 0 0 0 0 0 0

Female-headed Households: 0

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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PGM Year: 2014
Project: 0001 - Repayment of Section 108 Loan
IDIS Activity: 544 - Section 108 Public Offering

Status: Open
Location:

Objective:
Outcome:
Matrix Code: Planned Repayment of Section 108
Loan Principal (19F) National Objective.

Initial Funding Date: 05/27/2015

Description:

City has wired \$117,405.80 to HUD under note number B-99-MC-06-0548.
The refinancing payment to HUD for our Section 108 loan.
The breakdown is \$104,295.80 August interest and \$13,110.00 processing fee.
The processing fee is authorized by HUD, using CDBG funds

Financing

	Fund Type	Grant Year	Grant	Funded Amount	Drawn In Program Year	Drawn Thru Program Year
CDBG	EN	Pre-2015		\$117,405.80	\$0.00	\$0.00
		2014	B14MC060548		\$117,405.80	\$117,405.80
Total	Total			\$117,405.80	\$117,405.80	\$117,405.80

Proposed Accomplishments

Actual Accomplishments

Number assisted:

	Owner		Renter		Total		Person	
	Total	Hispanic	Total	Hispanic	Total	Hispanic	Total	Hispanic
White:					0	0		
Black/African American:					0	0		
Asian:					0	0		
American Indian/Alaskan Native:					0	0		
Native Hawaiian/Other Pacific Islander:					0	0		
American Indian/Alaskan Native & White:					0	0		
Asian White:					0	0		
Black/African American & White:					0	0		
American Indian/Alaskan Native & Black/African American:					0	0		
Other multi-racial:					0	0		
Asian/Pacific Islander:					0	0		
Hispanic:					0	0		
Total:	0	0	0	0	0	0	0	0



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Female-headed Households:

0

Income Category:

	Owner	Renter	Total	Person
Extremely Low			0	
Low Mod			0	
Moderate			0	
Non Low Moderate			0	
Total	0	0	0	0
Percent Low/Mod				

Annual Accomplishments

No data returned for this view. This might be because the applied filter excludes all data.



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Total Funded Amount:	\$1,441,949.56
Total Drawn Thru Program Year:	\$1,427,980.03
Total Drawn In Program Year:	\$751,365.27



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MONTEREY PARK

Count of CDBG Activities with Disbursements by Activity Group & Matrix Code

Activity Group	Activity Category	Open Count	Open Activities Disbursed	Completed Count	Completed Activities Disbursed	Program Year Count	Total Activities Disbursed
Public Services	Handicapped Services (05B)	0	\$0.00	1	\$0.00	1	\$0.00
	Total Public Services	0	\$0.00	1	\$0.00	1	\$0.00
General Administration and Planning	General Program Administration (21A)	1	\$71,273.47	1	\$0.00	2	\$71,273.47
	Fair Housing Activities (subject to 20% Admin Cap) (21D)	1	\$10,000.00	1	\$0.00	2	\$10,000.00
	Total General Administration and Planning	2	\$81,273.47	2	\$0.00	4	\$81,273.47
Repayment of Section 108 Loans	Planned Repayment of Section 108 Loan Principal (19F)	2	\$670,091.80	1	\$0.00	3	\$670,091.80
	Total Repayment of Section 108 Loans	2	\$670,091.80	1	\$0.00	3	\$670,091.80
Grand Total		4	\$751,365.27	4	\$0.00	8	\$751,365.27



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MONTEREY PARK

CDBG Sum of Actual Accomplishments by Activity Group and Accomplishment Type

Activity Group	Matrix Code	Accomplishment Type	Program Year		Totals
			Open Count	Completed Count	
Public Services	Handicapped Services (05B)	Persons	0	100	100
	Total Public Services		0	100	100
Grand Total			0	100	100



MONTEREY PARK

CDBG Beneficiaries by Racial / Ethnic Category

Housing-Non Housing	Race	Total Persons	Total Hispanic Persons	Total Households	Total Hispanic Households
Non Housing	White	79	67	0	0
	Black/African American	1	0	0	0
	Asian	20	0	0	0
	Total Non Housing	100	67	0	0
Grand Total	White	79	67	0	0
	Black/African American	1	0	0	0
	Asian	20	0	0	0
	Total Grand Total	100	67	0	0



MONTEREY PARK

CDBG Beneficiaries by Income Category

No data returned for this view. This might be because the applied filter excludes all data.

U.S. DEPARTMENT OF HOUSING AND URBAN DEVELOPMENT
OFFICE OF COMMUNITY PLANNING AND DEVELOPMENT
PR06 - Summary of Consolidated Plan Projects for Report Year

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IDIS

Plan (DIS Year Project	Project Title and Description		Program	Project Estimate	Committed Amount	Amount Drawn Thru Report Year	Amount Available to Draw	Amount Drawn in Report Year
2014 1	Repayment of Section 108 Loan	Repayment of Section 108 Loan. The project involves the repayment of a Section 108 Loan Guarantee for the Monterey Park Market Place Shopping Center and acquisition.	CDBG	\$554,695.00	\$670,091.80	\$870,091.80	\$0.00	\$670,091.80
2	CDBG Administration	The project is a priority because it is necessary for the proper administration of the CDBG program including oversight of the subrecipients and implementation of the citizen participation process.	CDBG	\$115,046.00	\$85,243.00	\$71,273.47	\$13,969.53	\$71,273.47
3	Fair Housing	HRC will assist the City in taking actions to affirmatively further fair housing. HRC will handle housing discrimination complaints or tenant/landlord counseling.	CDBG	\$10,000.00	\$10,000.00	\$10,000.00	\$0.00	\$10,000.00
4	HOME Administration	The project provides oversight, management and coordination of the HOME Program.	HOME	\$24,181.00	\$33,460.41	\$32,300.53	\$1,159.88	\$32,300.53
5	Residential Rehabilitation	The project will provide grants and deferred loans to owner occupied residential properties to eliminate code violations and make the property meet housing standards. HOME funds will be available for grants and loans to income and property qualified property owners.	HOME	\$568,796.00	\$0.00	\$0.00	\$0.00	\$0.00



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HOME Summary of Accomplishments
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MONTEREY PARK
Home Disbursements and Unit Completions

Activity Type	Disbursed Amount	Units Completed	Units Occupied
Rentals	\$0.00	15	10
Existing Homeowners	\$37,551.00	7	7
Total, Rentals and TBRA	\$0.00	15	10
Total, Homebuyers and Homeowners	\$37,551.00	7	7
Grand Total	\$0.00	15	10
	\$37,551.00	7	7

Home Unit Completions by Percent of Area Median Income

Activity Type						Units Completed	
	0% - 30%	31% - 50%	51% - 60%	61% - 80%	Total 0% - 60%	Total 0% - 80%	
Rentals	4	3	1	1	8	9	
Existing Homeowners	1	3	0	3	4	7	
Total, Rentals and TBRA	4	3	1	1	8	9	
Total, Homebuyers and Homeowners	1	3	0	3	4	7	
Grand Total	5	6	1	4	12	16	

Home Unit Reported As Vacant

Activity Type	Reported as Vacant
Rentals	5
Existing Homeowners	0
Total, Rentals and TBRA	5
Total, Homebuyers and Homeowners	0
Grand Total	5



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MONTEREY PARK

Home Unit Completions by Racial / Ethnic Category

	Rentals		Existing Homeowners	
	Units Completed	Units Completed - Hispanics	Units Completed	Units Completed - Hispanics
White	5	4	6	3
Asian	5	0	1	0
Total	10	4	7	3

	Total, Rentals and TBRA		Total, Homebuyers and Homeowners		Grand Total	
	Units Completed	Units Completed - Hispanics	Units Completed	Units Completed - Hispanics	Units Completed	Units Completed - Hispanics
White	5	4	6	3	11	7
Asian	5	0	1	0	6	0
Total	10	4	7	3	17	7



Office of Community Planning and Development
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Integrated Disbursement and Information System
PR26 - CDBG Financial Summary Report
Program Year 2014
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PART I: SUMMARY OF CDBG RESOURCES

01 UNEXPENDED CDBG FUNDS AT END OF PREVIOUS PROGRAM YEAR	446,900.31
02 ENTITLEMENT GRANT	599,398.00
03 SURPLUS URBAN RENEWAL	0.00
04 SECTION 108 GUARANTEED LOAN FUNDS	0.00
05 CURRENT YEAR PROGRAM INCOME	0.00
05a CURRENT YEAR SECTION 108 PROGRAM INCOME (FOR SI TYPE)	0.00
06 RETURNS	0.00
07 ADJUSTMENT TO COMPUTE TOTAL AVAILABLE	0.00
08 TOTAL AVAILABLE (SUM, LINES 01-07)	1,046,298.31

PART II: SUMMARY OF CDBG EXPENDITURES

09 DISBURSEMENTS OTHER THAN SECTION 108 REPAYMENTS AND PLANNING/ADMINISTRATION	0.00
10 ADJUSTMENT TO COMPUTE TOTAL AMOUNT SUBJECT TO LOW/MOD BENEFIT	0.00
11 AMOUNT SUBJECT TO LOW/MOD BENEFIT (LINE 09 + LINE 10)	0.00
12 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	81,273.47
13 DISBURSED IN IDIS FOR SECTION 108 REPAYMENTS	670,091.80
14 ADJUSTMENT TO COMPUTE TOTAL EXPENDITURES	0.00
15 TOTAL EXPENDITURES (SUM, LINES 11-14)	751,365.27
16 UNEXPENDED BALANCE (LINE 08 - LINE 15)	294,933.04

PART III: LOW/MOD BENEFIT THIS REPORTING PERIOD

17 EXPENDED FOR LOW/MOD HOUSING IN SPECIAL AREAS	0.00
18 EXPENDED FOR LOW/MOD MULTI-UNIT HOUSING	0.00
19 DISBURSED FOR OTHER LOW/MOD ACTIVITIES	0.00
20 ADJUSTMENT TO COMPUTE TOTAL LOW/MOD CREDIT	0.00
21 TOTAL LOW/MOD CREDIT (SUM, LINES 17-20)	0.00
22 PERCENT LOW/MOD CREDIT (LINE 21/LINE 11)	0.00%

LOW/MOD BENEFIT FOR MULTI-YEAR CERTIFICATIONS

23 PROGRAM YEARS(PY) COVERED IN CERTIFICATION	PY: 2014 PY: PY:
24 CUMULATIVE NET EXPENDITURES SUBJECT TO LOW/MOD BENEFIT CALCULATION	0.00
25 CUMULATIVE EXPENDITURES BENEFITTING LOW/MOD PERSONS	0.00
26 PERCENT BENEFIT TO LOW/MOD PERSONS (LINE 25/LINE 24)	0.00%

PART IV: PUBLIC SERVICE (PS) CAP CALCULATIONS

27 DISBURSED IN IDIS FOR PUBLIC SERVICES	0.00
28 PS UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
29 PS UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
30 ADJUSTMENT TO COMPUTE TOTAL PS OBLIGATIONS	0.00
31 TOTAL PS OBLIGATIONS (LINE 27 + LINE 28 - LINE 29 + LINE 30)	0.00
32 ENTITLEMENT GRANT	599,398.00
33 PRIOR YEAR PROGRAM INCOME	0.00
34 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PS CAP	0.00
35 TOTAL SUBJECT TO PS CAP (SUM, LINES 32-34)	599,398.00
36 PERCENT FUNDS OBLIGATED FOR PS ACTIVITIES (LINE 31/LINE 35)	0.00%

PART V: PLANNING AND ADMINISTRATION (PA) CAP

37 DISBURSED IN IDIS FOR PLANNING/ADMINISTRATION	81,273.47
38 PA UNLIQUIDATED OBLIGATIONS AT END OF CURRENT PROGRAM YEAR	0.00
39 PA UNLIQUIDATED OBLIGATIONS AT END OF PREVIOUS PROGRAM YEAR	0.00
40 ADJUSTMENT TO COMPUTE TOTAL PA OBLIGATIONS	0.00
41 TOTAL PA OBLIGATIONS (LINE 37 + LINE 38 - LINE 39 + LINE 40)	81,273.47
42 ENTITLEMENT GRANT	599,398.00
43 CURRENT YEAR PROGRAM INCOME	0.00
44 ADJUSTMENT TO COMPUTE TOTAL SUBJECT TO PA CAP	0.00
45 TOTAL SUBJECT TO PA CAP (SUM, LINES 42-44)	599,398.00
46 PERCENT FUNDS OBLIGATED FOR PA ACTIVITIES (LINE 41/LINE 45)	13.56%



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LINE 17 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 17

Report returned no data.

LINE 18 DETAIL: ACTIVITIES TO CONSIDER IN DETERMINING THE AMOUNT TO ENTER ON LINE 18

Report returned no data.

LINE 19 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 19

Report returned no data.

LINE 27 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 27

Report returned no data.

LINE 37 DETAIL: ACTIVITIES INCLUDED IN THE COMPUTATION OF LINE 37

Plan Year	IDIS Project	IDIS Activity	Voucher Number	Activity Name	Matrix Code	National Objective	Drawn Amount
2014	2	540	5751934	CDBG Administration	21A		\$20,684.14
2014	2	540	5773582	CDBG Administration	21A		\$19,215.35
2014	2	540	5784572	CDBG Administration	21A		\$1,273.35
2014	2	540	5795116	CDBG Administration	21A		\$1,319.48
2014	2	540	5804379	CDBG Administration	21A		\$11,952.82
2014	2	540	5819316	CDBG Administration	21A		\$9,795.29
2014	2	540	5833533	CDBG Administration	21A		\$7,033.04
					21A	Matrix Code	\$71,273.47
2014	3	541	5795116	Fair Housing	21D		\$5,000.00
2014	3	541	5833533	Fair Housing	21D		\$5,000.00
					21D	Matrix Code	\$10,000.00
Total							\$81,273.47



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Integrated Disbursement and Information System
Status of HOME Grants
MONTEREY PARK

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Commitments from Authorized Funds

Fiscal Year	Total Authorization	Admin/CHDO OP Authorization	CR/CL/CC - Amount Committed to CHDOS	% CHDO Cmtd	SU Funds-Subgrants to Other Entities	EN Funds-PJ Committed to Activities	Total Authorized Commitments	% of Auth Cmtd
1995	\$374,000.00	\$0.00	\$374,000.00	100.0%	\$0.00	\$0.00	\$374,000.00	100.0%
1996	\$413,000.00	\$0.00	\$413,000.00	100.0%	\$0.00	\$0.00	\$413,000.00	100.0%
1997	\$404,000.00	\$0.00	\$404,000.00	100.0%	\$0.00	\$0.00	\$404,000.00	100.0%
1998	\$433,000.00	\$0.00	\$433,000.00	100.0%	\$0.00	\$0.00	\$433,000.00	100.0%
1999	\$467,000.00	\$0.00	\$467,000.00	100.0%	\$0.00	\$0.00	\$467,000.00	100.0%
2000	\$352,200.00	\$38,600.00	\$294,660.00	83.6%	\$0.00	\$18,940.00	\$352,200.00	100.0%
2001	\$518,000.00	\$0.00	\$113,340.00	21.8%	\$0.00	\$404,660.00	\$518,000.00	100.0%
2002	\$515,000.00	\$0.00	\$0.00	0.0%	\$0.00	\$515,000.00	\$515,000.00	100.0%
2003	\$527,273.00	\$13,082.00	\$0.00	0.0%	\$0.00	\$514,191.00	\$527,273.00	100.0%
2004	\$524,455.00	\$52,445.50	\$0.00	0.0%	\$0.00	\$472,009.50	\$524,455.00	100.0%
2005	\$504,631.00	\$50,463.10	\$0.00	0.0%	\$0.00	\$454,167.90	\$504,631.00	100.0%
2006	\$475,606.00	\$47,560.60	\$0.00	0.0%	\$0.00	\$428,045.40	\$475,606.00	100.0%
2007	\$473,014.00	\$47,301.40	\$70,952.10	15.0%	\$0.00	\$354,760.50	\$473,014.00	100.0%
2008	\$457,870.00	\$45,787.00	\$68,680.50	15.0%	\$0.00	\$343,402.50	\$457,870.00	100.0%
2009	\$508,799.00	\$50,879.90	\$76,319.85	15.0%	\$0.00	\$381,599.25	\$508,799.00	100.0%
2010	\$504,282.00	\$50,428.20	\$75,642.30	15.0%	\$0.00	\$378,211.50	\$504,282.00	100.0%
2011	\$443,123.00	\$44,312.30	\$66,468.45	15.0%	\$0.00	\$332,342.25	\$443,123.00	100.0%
2012	\$294,380.00	\$29,438.00	\$44,157.00	15.0%	\$0.00	\$220,785.00	\$294,380.00	100.0%
2013	\$250,507.00	\$25,050.70	\$0.00	0.0%	\$0.00	\$187,880.25	\$212,930.95	85.0%
2014	\$249,322.00	\$24,932.20	\$0.00	0.0%	\$0.00	\$45,998.67	\$70,930.87	28.4%
Total	\$8,689,462.00	\$520,280.90	\$2,901,220.20	33.3%	\$0.00	\$5,051,993.72	\$8,473,494.82	97.5%



U.S. Department of Housing and Urban Development
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Integrated Disbursement and Information System
Status of HOME Grants
MONTEREY PARK

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Program Income (PI)

Program Year	Total Receipts	Amount Suballocated to PA	Amount Committed to Activities	% Committed	Net Disbursed	Disbursed Pending Approval	Total Disbursed	% Disbursed
1995	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
1996	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
1997	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
1998	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
1999	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2000	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2001	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2002	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2003	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2004	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2005	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2006	\$0.00	N/A	\$0.00	0.0%	\$0.00	\$0.00	\$0.00	0.0%
2007	\$11,666.50	N/A	\$11,666.50	100.0%	\$11,666.50	\$0.00	\$11,666.50	100.0%
2008	\$248,020.05	N/A	\$248,020.05	100.0%	\$248,020.05	\$0.00	\$248,020.05	100.0%
2009	\$13,215.01	N/A	\$13,215.01	100.0%	\$13,215.01	\$0.00	\$13,215.01	100.0%
2010	\$49,695.79	N/A	\$49,695.79	100.0%	\$49,695.79	\$0.00	\$49,695.79	100.0%
2011	\$46,245.23	N/A	\$46,245.23	100.0%	\$46,245.23	\$0.00	\$46,245.23	100.0%
2012	\$125,950.16	\$12,217.59	\$113,732.57	100.0%	\$113,732.57	\$0.00	\$113,732.57	100.0%
2013	\$136,649.78	\$13,664.98	\$122,984.80	100.0%	\$122,984.80	\$0.00	\$122,984.80	100.0%
2014	\$85,284.12	\$8,528.41	\$13,000.45	16.9%	\$13,000.45	\$0.00	\$13,000.45	16.9%
Total	\$716,726.64	\$34,410.98	\$618,560.40	90.6%	\$618,560.40	\$0.00	\$618,560.40	90.6%



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Program Income for Administration (PA)

Program Year	Authorized Amount	Amount Committed to Activities	% Committed	Net Disbursed	Disbursed Pending Approval	Total Disbursed	% Disbursed
2012	\$12,217.59	\$12,217.59	100.0%	\$12,217.59	\$0.00	\$12,217.59	100.0%
2013	\$13,664.98	\$13,664.98	100.0%	\$13,664.98	\$0.00	\$13,664.98	100.0%
2014	\$8,528.41	\$8,528.41	100.0%	\$8,528.41	\$0.00	\$8,528.41	100.0%
Total	\$34,410.98	\$34,410.98	100.0%	\$34,410.98	\$0.00	\$34,410.98	100.0%



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Recaptured Homebuyer Funds (HP)

Program Year	Total Receipts	Amount Committed to Activities	% Committed	Net Disbursed	Disbursed Pending Approval	Total Disbursed	% Disbursed
2015	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%
Total	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%



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Repayments to Local Account (IU)

Program Year	Total Receipts	Amount Committed to Activities	% Committed	Net Disbursed	Disbursed Pending Approval	Total Disbursed	% Disbursed
2015	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%
Total	\$0.00	\$0.00	0.00%	\$0.00	\$0.00	\$0.00	0.00%



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Disbursements from Treasury Account

Fiscal Year	Total Authorization	Disbursed	Returned	Net Disbursed	Disbursed Pending Approval	Total Disbursed	% Disb	Available to Disburse
1995	\$374,000.00	\$374,000.00	\$0.00	\$374,000.00	\$0.00	\$374,000.00	100.0%	\$0.00
1996	\$413,000.00	\$413,000.00	\$0.00	\$413,000.00	\$0.00	\$413,000.00	100.0%	\$0.00
1997	\$404,000.00	\$404,000.00	\$0.00	\$404,000.00	\$0.00	\$404,000.00	100.0%	\$0.00
1998	\$433,000.00	\$433,000.00	\$0.00	\$433,000.00	\$0.00	\$433,000.00	100.0%	\$0.00
1999	\$467,000.00	\$467,000.00	\$0.00	\$467,000.00	\$0.00	\$467,000.00	100.0%	\$0.00
2000	\$352,200.00	\$352,200.00	\$0.00	\$352,200.00	\$0.00	\$352,200.00	100.0%	\$0.00
2001	\$518,000.00	\$518,000.00	\$0.00	\$518,000.00	\$0.00	\$518,000.00	100.0%	\$0.00
2002	\$515,000.00	\$515,000.00	\$0.00	\$515,000.00	\$0.00	\$515,000.00	100.0%	\$0.00
2003	\$527,273.00	\$527,273.00	\$0.00	\$527,273.00	\$0.00	\$527,273.00	100.0%	\$0.00
2004	\$524,455.00	\$524,455.00	\$0.00	\$524,455.00	\$0.00	\$524,455.00	100.0%	\$0.00
2005	\$504,631.00	\$504,631.00	\$0.00	\$504,631.00	\$0.00	\$504,631.00	100.0%	\$0.00
2006	\$475,606.00	\$475,606.00	\$0.00	\$475,606.00	\$0.00	\$475,606.00	100.0%	\$0.00
2007	\$473,014.00	\$473,014.00	\$0.00	\$473,014.00	\$0.00	\$473,014.00	100.0%	\$0.00
2008	\$457,870.00	\$389,401.46	\$0.00	\$389,401.46	\$0.00	\$389,401.46	85.0%	\$68,468.54
2009	\$508,799.00	\$432,479.15	\$0.00	\$432,479.15	\$0.00	\$432,479.15	85.0%	\$76,319.85
2010	\$504,282.00	\$428,639.70	\$0.00	\$428,639.70	\$0.00	\$428,639.70	85.0%	\$75,642.30
2011	\$443,123.00	\$216,463.67	\$0.00	\$216,463.67	\$0.00	\$216,463.67	48.8%	\$226,659.33
2012	\$294,380.00	\$28,898.70	\$0.00	\$28,898.70	\$0.00	\$28,898.70	9.8%	\$265,481.30
2013	\$250,507.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$250,507.00
2014	\$249,322.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$249,322.00
Total	\$8,689,462.00	\$7,477,061.68	\$0.00	\$7,477,061.68	\$0.00	\$7,477,061.68	86.0%	\$1,212,400.32



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Home Activities Commitments/Disbursements from Treasury Account

Fiscal Year	Authorized for Activities	Amount Committed to Activities	% Cmt'd	Disbursed	Returned	Net Disbursed	% Net Disb	Disbursed Pending Approval	Total Disbursed	% Disb
1995	\$374,000.00	\$374,000.00	100.0%	\$374,000.00	\$0.00	\$374,000.00	100.0%	\$0.00	\$374,000.00	100.0%
1996	\$413,000.00	\$413,000.00	100.0%	\$413,000.00	\$0.00	\$413,000.00	100.0%	\$0.00	\$413,000.00	100.0%
1997	\$404,000.00	\$404,000.00	100.0%	\$404,000.00	\$0.00	\$404,000.00	100.0%	\$0.00	\$404,000.00	100.0%
1998	\$433,000.00	\$433,000.00	100.0%	\$433,000.00	\$0.00	\$433,000.00	100.0%	\$0.00	\$433,000.00	100.0%
1999	\$467,000.00	\$467,000.00	100.0%	\$467,000.00	\$0.00	\$467,000.00	100.0%	\$0.00	\$467,000.00	100.0%
2000	\$313,600.00	\$313,600.00	100.0%	\$313,600.00	\$0.00	\$313,600.00	100.0%	\$0.00	\$313,600.00	100.0%
2001	\$518,000.00	\$518,000.00	100.0%	\$518,000.00	\$0.00	\$518,000.00	100.0%	\$0.00	\$518,000.00	100.0%
2002	\$515,000.00	\$515,000.00	100.0%	\$515,000.00	\$0.00	\$515,000.00	100.0%	\$0.00	\$515,000.00	100.0%
2003	\$514,191.00	\$514,191.00	100.0%	\$514,191.00	\$0.00	\$514,191.00	100.0%	\$0.00	\$514,191.00	100.0%
2004	\$472,009.50	\$472,009.50	100.0%	\$472,009.50	\$0.00	\$472,009.50	100.0%	\$0.00	\$472,009.50	100.0%
2005	\$454,167.90	\$454,167.90	100.0%	\$454,167.90	\$0.00	\$454,167.90	100.0%	\$0.00	\$454,167.90	100.0%
2006	\$428,045.40	\$428,045.40	100.0%	\$428,045.40	\$0.00	\$428,045.40	100.0%	\$0.00	\$428,045.40	100.0%
2007	\$425,712.60	\$425,712.60	100.0%	\$425,712.60	\$0.00	\$425,712.60	100.0%	\$0.00	\$425,712.60	100.0%
2008	\$412,083.00	\$412,083.00	100.0%	\$343,614.46	\$0.00	\$343,614.46	83.3%	\$0.00	\$343,614.46	83.3%
2009	\$457,919.10	\$457,919.10	100.0%	\$381,599.25	\$0.00	\$381,599.25	83.3%	\$0.00	\$381,599.25	83.3%
2010	\$453,853.80	\$453,853.80	100.0%	\$378,211.50	\$0.00	\$378,211.50	83.3%	\$0.00	\$378,211.50	83.3%
2011	\$398,810.70	\$398,810.70	100.0%	\$172,151.37	\$0.00	\$172,151.37	43.1%	\$0.00	\$172,151.37	43.1%
2012	\$264,942.00	\$264,942.00	100.0%	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%
2013	\$225,456.30	\$187,880.25	83.3%	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%
2014	\$224,389.80	\$45,998.67	20.4%	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%
Total	\$8,169,181.10	\$7,953,213.92	97.3%	\$7,007,302.98	\$0.00	\$7,007,302.98	85.7%	\$0.00	\$7,007,302.98	85.7%



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Administrative Funds (AD)

Fiscal Year	Authorized Amount	Amount Committed	% Auth Cmt'd	Balance to Commit	Total Disbursed	% Auth Disb	Available to Disburse
1995	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1996	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1997	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1998	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1999	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2000	\$38,600.00	\$38,600.00	100.0%	\$0.00	\$38,600.00	100.0%	\$0.00
2001	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2002	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$13,082.00	\$13,082.00	100.0%	\$0.00	\$13,082.00	100.0%	\$0.00
2004	\$52,445.50	\$52,445.50	100.0%	\$0.00	\$52,445.50	100.0%	\$0.00
2005	\$50,463.10	\$50,463.10	100.0%	\$0.00	\$50,463.10	100.0%	\$0.00
2006	\$47,560.60	\$47,560.60	100.0%	\$0.00	\$47,560.60	100.0%	\$0.00
2007	\$47,301.40	\$47,301.40	100.0%	\$0.00	\$47,301.40	100.0%	\$0.00
2008	\$45,787.00	\$45,787.00	100.0%	\$0.00	\$45,787.00	100.0%	\$0.00
2009	\$50,879.90	\$50,879.90	100.0%	\$0.00	\$50,879.90	100.0%	\$0.00
2010	\$50,428.20	\$50,428.20	100.0%	\$0.00	\$50,428.20	100.0%	\$0.00
2011	\$44,312.30	\$44,312.30	100.0%	\$0.00	\$44,312.30	100.0%	\$0.00
2012	\$29,438.00	\$29,438.00	100.0%	\$0.00	\$28,898.70	98.1%	\$539.30
2013	\$25,050.70	\$23,621.70	94.2%	\$1,429.00	\$0.00	0.0%	\$25,050.70
2014	\$24,932.20	\$0.00	0.0%	\$24,932.20	\$0.00	0.0%	\$24,932.20
Total	\$520,280.90	\$493,919.70	94.9%	\$26,361.20	\$469,758.70	90.2%	\$50,522.20



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CHDO Operating Funds (CO)

Fiscal Year	Authorized Amount	Amount Committed	% Auth Cmtd	Balance to Commit	Total Disbursed	% Auth Disb	Available to Disburse
1995	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1996	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1997	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1998	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1999	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2000	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2001	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2002	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2004	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2005	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2006	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2007	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2008	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2009	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2010	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2011	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2012	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2013	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2014	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
Total	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00



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CHDO Funds (CR)

Fiscal Year	CHDO Requirement	Authorized Amount	Amount Suballocated to CL/CC	Amount Subgranted to CHDOS	Balance to Subgrant	Funds Committed to Activities	% Subg Cmt'd	Balance to Commit	Total Disbursed	% Subg Disb	Available to Disburse
1995	\$56,100.00	\$374,000.00	\$0.00	\$374,000.00	\$0.00	\$374,000.00	100.0%	\$0.00	\$374,000.00	100.0%	\$0.00
1996	\$61,950.00	\$413,000.00	\$0.00	\$413,000.00	\$0.00	\$413,000.00	100.0%	\$0.00	\$413,000.00	100.0%	\$0.00
1997	\$60,600.00	\$404,000.00	\$0.00	\$404,000.00	\$0.00	\$404,000.00	100.0%	\$0.00	\$404,000.00	100.0%	\$0.00
1998	\$64,950.00	\$433,000.00	\$0.00	\$433,000.00	\$0.00	\$433,000.00	100.0%	\$0.00	\$433,000.00	100.0%	\$0.00
1999	\$70,050.00	\$467,000.00	\$0.00	\$467,000.00	\$0.00	\$467,000.00	100.0%	\$0.00	\$467,000.00	100.0%	\$0.00
2000	\$0.00	\$294,660.00	\$0.00	\$294,660.00	\$0.00	\$294,660.00	100.0%	\$0.00	\$294,660.00	100.0%	\$0.00
2001	\$0.00	\$113,340.00	\$0.00	\$113,340.00	\$0.00	\$113,340.00	100.0%	\$0.00	\$113,340.00	100.0%	\$0.00
2002	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2004	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2005	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2006	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2007	\$70,952.10	\$70,952.10	\$0.00	\$70,952.10	\$0.00	\$70,952.10	100.0%	\$0.00	\$70,952.10	100.0%	\$0.00
2008	\$68,680.50	\$68,680.50	\$0.00	\$68,680.50	\$0.00	\$68,680.50	100.0%	\$0.00	\$211.96	0.3%	\$68,468.54
2009	\$76,319.85	\$76,319.85	\$0.00	\$76,319.85	\$0.00	\$76,319.85	100.0%	\$0.00	\$0.00	0.0%	\$76,319.85
2010	\$75,642.30	\$75,642.30	\$0.00	\$75,642.30	\$0.00	\$75,642.30	100.0%	\$0.00	\$0.00	0.0%	\$75,642.30
2011	\$66,468.45	\$66,468.45	\$0.00	\$66,468.45	\$0.00	\$66,468.45	100.0%	\$0.00	\$0.00	0.0%	\$66,468.45
2012	\$44,157.00	\$44,157.00	\$0.00	\$44,157.00	\$0.00	\$44,157.00	100.0%	\$0.00	\$0.00	0.0%	\$44,157.00
2013	\$37,576.05	\$37,576.05	\$0.00	\$0.00	\$37,576.05	\$0.00	0.0%	\$37,576.05	\$0.00	0.0%	\$37,576.05
2014	\$37,398.30	\$37,398.30	\$0.00	\$0.00	\$37,398.30	\$0.00	0.0%	\$37,398.30	\$0.00	0.0%	\$37,398.30
Total	\$790,844.55	\$2,976,194.55	\$0.00	\$2,901,220.20	\$74,974.35	\$2,901,220.20	100.0%	\$74,974.35	\$2,570,164.06	88.5%	\$406,030.49



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CHDO Loans (CL)

Fiscal Year	Authorized Amount	Amount Subgranted	Amount Committed	% Auth Cmtd	Balance to Commit	Total Disbursed	% Auth Disb	Available to Disburse
1995	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1996	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1997	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1998	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1999	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2000	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2001	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2002	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2004	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2005	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2006	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2007	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2008	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2009	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2010	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2011	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2012	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2013	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2014	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
Total	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00



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CHDO Capacity (CC)

Fiscal Year	Authorized Amount	Amount Subgranted	Amount Committed	% Auth Cmtd	Balance to Commit	Total Disbursed	% Auth Disb	Available to Disburse
1995	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1996	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1997	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1998	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1999	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2000	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2001	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2002	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2004	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2005	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2006	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2007	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2008	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2009	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2010	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2011	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2012	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2013	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2014	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
Total	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00



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Reservations to State Recipients and Sub-recipients (SU)

Fiscal Year	Authorized Amount	Amount Subgranted to Other Entities	Amount Committed	% Auth Cmt'd	Balance to Commit	Total Disbursed	% Auth Disb	Available to Disburse
1995	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1996	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1997	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1998	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
1999	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2000	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2001	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2002	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2003	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2004	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2005	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2006	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2007	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2008	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2009	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2010	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2011	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2012	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2013	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
2014	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00
Total	\$0.00	\$0.00	\$0.00	0.0%	\$0.00	\$0.00	0.0%	\$0.00



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Total Program Funds

Fiscal Year	Total Authorization	Local Account Funds	Committed Amount	Net Disbursed for Activities	Net Disbursed for Admin/CHDO OP	Net Disbursed	Disbursed Pending Approval	Total Disbursed	Available to Disburse
1995	\$374,000.00	\$0.00	\$374,000.00	\$374,000.00	\$0.00	\$374,000.00	\$0.00	\$374,000.00	\$0.00
1996	\$413,000.00	\$0.00	\$413,000.00	\$413,000.00	\$0.00	\$413,000.00	\$0.00	\$413,000.00	\$0.00
1997	\$404,000.00	\$0.00	\$404,000.00	\$404,000.00	\$0.00	\$404,000.00	\$0.00	\$404,000.00	\$0.00
1998	\$433,000.00	\$0.00	\$433,000.00	\$433,000.00	\$0.00	\$433,000.00	\$0.00	\$433,000.00	\$0.00
1999	\$467,000.00	\$0.00	\$467,000.00	\$467,000.00	\$0.00	\$467,000.00	\$0.00	\$467,000.00	\$0.00
2000	\$352,200.00	\$0.00	\$313,600.00	\$313,600.00	\$38,600.00	\$352,200.00	\$0.00	\$352,200.00	\$0.00
2001	\$518,000.00	\$0.00	\$518,000.00	\$518,000.00	\$0.00	\$518,000.00	\$0.00	\$518,000.00	\$0.00
2002	\$515,000.00	\$0.00	\$515,000.00	\$515,000.00	\$0.00	\$515,000.00	\$0.00	\$515,000.00	\$0.00
2003	\$527,273.00	\$0.00	\$514,191.00	\$514,191.00	\$13,082.00	\$527,273.00	\$0.00	\$527,273.00	\$0.00
2004	\$524,455.00	\$0.00	\$472,009.50	\$472,009.50	\$52,445.50	\$524,455.00	\$0.00	\$524,455.00	\$0.00
2005	\$504,631.00	\$0.00	\$454,167.90	\$454,167.90	\$50,463.10	\$504,631.00	\$0.00	\$504,631.00	\$0.00
2006	\$475,606.00	\$0.00	\$428,045.40	\$428,045.40	\$47,560.60	\$475,606.00	\$0.00	\$475,606.00	\$0.00
2007	\$473,014.00	\$11,666.50	\$437,379.10	\$437,379.10	\$47,301.40	\$484,680.50	\$0.00	\$484,680.50	\$0.00
2008	\$457,870.00	\$248,020.05	\$660,103.05	\$591,634.51	\$45,787.00	\$637,421.51	\$0.00	\$637,421.51	\$68,468.54
2009	\$508,799.00	\$13,215.01	\$471,134.11	\$394,814.26	\$50,879.90	\$445,694.16	\$0.00	\$445,694.16	\$76,319.85
2010	\$504,282.00	\$49,695.79	\$503,549.59	\$427,907.29	\$50,428.20	\$478,335.49	\$0.00	\$478,335.49	\$75,642.30
2011	\$443,123.00	\$46,245.23	\$445,055.93	\$218,396.60	\$44,312.30	\$262,708.90	\$0.00	\$262,708.90	\$226,659.33
2012	\$294,380.00	\$125,950.16	\$390,892.16	\$125,950.16	\$28,898.70	\$154,848.86	\$0.00	\$154,848.86	\$265,481.30
2013	\$250,507.00	\$136,649.78	\$324,530.03	\$136,649.78	\$0.00	\$136,649.78	\$0.00	\$136,649.78	\$250,507.00
2014	\$249,322.00	\$85,284.12	\$67,527.53	\$21,528.86	\$0.00	\$21,528.86	\$0.00	\$21,528.86	\$313,077.26
Total	\$8,589,462.00	\$716,726.64	\$8,606,185.30	\$7,660,274.36	\$469,758.70	\$8,130,033.06	\$0.00	\$8,130,033.06	\$1,276,155.58



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Total Program Percent

Fiscal Year	Total Authorization	Local Account Funds	% Committed for Activities	% Disb for Activities	% Disb for Admin/CHDO OP	% Net Disbursed	% Disbursed Pending Approval	% Total Disbursed	% Available to Disburse
1995	\$374,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
1996	\$413,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
1997	\$404,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
1998	\$433,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
1999	\$467,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
2000	\$352,200.00	\$0.00	89.0%	89.0%	10.9%	100.0%	0.0%	100.0%	0.0%
2001	\$518,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
2002	\$515,000.00	\$0.00	100.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%
2003	\$527,273.00	\$0.00	97.5%	97.5%	2.4%	100.0%	0.0%	100.0%	0.0%
2004	\$524,455.00	\$0.00	90.0%	90.0%	10.0%	100.0%	0.0%	100.0%	0.0%
2005	\$504,631.00	\$0.00	90.0%	90.0%	9.9%	100.0%	0.0%	100.0%	0.0%
2006	\$475,606.00	\$0.00	90.0%	90.0%	9.9%	100.0%	0.0%	100.0%	0.0%
2007	\$473,014.00	\$11,666.50	90.2%	90.2%	10.0%	100.0%	0.0%	100.0%	0.0%
2008	\$457,870.00	\$248,020.05	93.5%	83.8%	10.0%	90.3%	0.0%	90.3%	9.6%
2009	\$508,799.00	\$13,215.01	90.2%	75.6%	10.0%	85.3%	0.0%	85.3%	14.6%
2010	\$504,282.00	\$49,695.79	90.8%	77.2%	9.9%	86.3%	0.0%	86.3%	13.6%
2011	\$443,123.00	\$46,245.23	90.9%	44.6%	10.0%	53.6%	0.0%	53.6%	46.3%
2012	\$294,380.00	\$125,950.16	92.9%	29.9%	9.8%	36.8%	0.0%	36.8%	63.1%
2013	\$250,507.00	\$136,649.78	83.8%	35.2%	0.0%	35.2%	0.0%	35.2%	64.7%
2014	\$249,322.00	\$85,284.12	20.1%	6.4%	0.0%	6.4%	0.0%	6.4%	93.5%
Total	\$8,689,462.00	\$716,726.64	91.4%	81.4%	5.4%	86.4%	0.0%	86.4%	13.5%

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Fiscal Year	Match Percent	Total Disbursements	Disbursements Requiring Match	Match Liability Amount
1997	12.5%	\$2,918.00	\$2,918.00	\$364.75
1998	12.5%	\$395,500.00	\$395,500.00	\$49,437.50
1999	12.5%	\$725,000.00	\$725,000.00	\$90,625.00
2000	12.5%	\$467,922.00	\$467,922.00	\$58,490.25
2001	12.5%	\$8,000.00	\$8,000.00	\$1,000.00
2004	12.5%	\$65,656.30	\$18,940.00	\$2,367.50
2005	12.5%	\$452,445.50	\$400,000.00	\$50,000.00
2006	12.5%	\$388,110.81	\$334,370.00	\$41,796.25
2007	12.5%	\$1,015,058.74	\$979,443.29	\$122,430.41
2008	12.5%	\$103,485.72	\$56,590.45	\$7,073.80
2009	12.5%	\$686,547.64	\$633,228.65	\$79,153.58
2010	12.5%	\$967,051.19	\$921,882.12	\$115,235.26
2011	12.5%	\$122,047.82	\$84,647.21	\$10,580.90
2012	25.0%	\$558,663.76	\$537,928.72	\$134,482.18
2013	25.0%	\$528,357.69	\$488,411.73	\$122,102.93
2014	25.0%	\$149,827.08	\$111,100.81	\$27,775.20



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: Public Hearing
Agenda Item 4-B.

TO: Honorable Mayor and Members of the City Council
FROM: Michael A. Huntley, Director of Community and Economic Development
SUBJECT: A Public Hearing to consider the adoption of the South Garfield Village Specific Plan and Initial Study/Mitigated Negative Declaration.

RECOMMENDATION:

It is recommended that the City Council consider:

- (1) Opening a public hearing and take testimonial and documentary evidence;
- (2) Close the public hearing;
- (3) After considering the evidence presented during the public hearing, introduce and waive first reading of an ordinance adopting the South Garfield Village Specific Plan and amending the City's Zoning Map;
- (4) Adopt the Initial Study/Mitigated Negative Declaration; and
- (5) Taking such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

On September 10, 2012, the City made an application for a Transit Oriented Development (TOD) Planning Grant offered by the Los Angeles County Metropolitan Transportation Authority (LACMTA). On March 13, 2013, the City was notified by the LACMTA that the City's proposal was selected for funding in the amount of \$250,000.

On April 2, 2013, the City solicited proposals from consulting firms to prepare the South Garfield Village Specific Plan ("Plan") and selected Michael Baker International Inc. (formerly RBF Consulting). Staff obligated \$250,000 to fund the preparation of the Plan.

The draft Plan updates and amends the existing South Garfield Specific Plan, which was adopted in September 1987 and was last amended in October 2000. The Plan boundary covers a three block commercial strip extending from Pomona Boulevard on the south to approximately Floral Drive on the north and extends one parcel east and west to the alleys which parallel Garfield Avenue and the Pomona Boulevard frontage on the north side of the street between Wilcox Avenue to the east and Ferdinand Avenue to the west ("Project area"). The corridor is bordered by single-family residences to the east and west.

The Plan identifies the maximum development potential based upon the allowed uses and maximum intensities that would be allowed in the Project area and assumes some

existing residential uses would transition to nonresidential uses allowed within the proposed Project area. It is anticipated that these transitions would occur over time based on market conditions.

At the June 23, 2015 joint study session, questions were raised by the public as to if the draft Plan anticipated or included the acquisition of existing residential properties through eminent domain. The draft Plan does not include, nor was there any discussion or consideration of including eminent domain into the Plan. Moreover, Proposition 99, approved by California voters in 2008, prohibits local government from acquiring by eminent domain an owner-occupied residence for the purpose of conveying it to a private person for development. This does not apply if a local government uses eminent domain to protect public health and safety; or to prevent serious and repeated criminal activity; responding to an emergency; or remedying environmental contamination that threatens public health and safety.

The existing South Garfield Specific Plan permits a combination of uses that primarily encourage automobile use and provides little to no alternatives in regards to transportation modes. The zoning along Garfield Avenue within the Specific Plan area is Neighborhood Shopping (NS), while the area along Pomona Boulevard is zoned Planned Development (PD), which encourages mixed use development. The NS zone works to serve the local community by encouraging the establishment of neighborhood scale retail shops; however, many elements of the Specific Plan are dated, including Land Use and Development Standards; Circulation and Parking; and Design Guidelines.

The purpose of the Plan is to revitalize South Garfield Avenue and Pomona Boulevard and create a transit village with a future Gold Line station planned on South Garfield Avenue just south of the State Route (SR) 60 Pomona Freeway. The Project area will become an important gateway from the transit system into the City and will provide opportunities for new uses, including additional retail and services, dining, and parking. The intent of the Plan is to reflect the community's current vision for the area and encourage quality development. In order to ensure that this will not be a plan that sits on a shelf, construction documents have been prepared to facilitate implementation of street and sidewalk improvements.

The Plan will be a precursor to additional regulatory changes, and will serve to delineate the changes that would need to take place in order to engage pedestrians and encourage public and alternate transportation use. Incorporating pedestrian-friendly elements into the Plan that emphasize safety will work to stimulate pedestrian activity and create a more inviting atmosphere. The Plan outlines the existing conditions, current street uses and identifies the changes needed to be made to streets and sidewalks in order to encourage and facilitate pedestrian activity. The Plan will also serve to create linkages to important destination areas throughout the City, including connecting the nearby East Los Angeles College to existing bus stops and the Gold Line transit station to encourage the use of mass transit.

ANALYSIS:

Community Outreach

On November 2013, the City initiated the process to update the South Garfield Specific Plan. Over the last year and a half, there has been substantial community outreach that contributed to the formulation of the draft Plan.

One of the most crucial components of the project was to engage local businesses and property owners, as well as residents to ensure understanding of the project and receive input on the future direction of the Project area. The community outreach process engaged a broad cross section of community members in consideration of the desired future for the Project area. Community members were encouraged to participate in the process, from one-on-one interviews with property and business owners in December 2013, to a walking workshop on February 8, 2014, to an on-line survey in January 2014. The survey and a flyer were also mailed to property owners, business owners, and residents within a quarter mile radius of the Project area. The mailer briefly explained the project and how community members could give input. On January 13, 2014, a stakeholders meeting was held; implementation of improvements in the Project area will require coordination between multiple City departments and agency stakeholders, including the City of Montebello, Spirit Bus, Metro, and Caltrans. A community design workshop was conducted in order to convey information about the project and provide a forum for public input at the George Elder Community Room, near the Project area, on May 15, 2014. On June 1, 2015, an open house was held to unveil the draft South Garfield Village Specific Plan to the community and show how the community's participation has helped to shape the future of the Project area. The contents of the Plan were shared with the community and public input was further encouraged prior to the plan becoming finalized for the public hearing process. On June 23, 2015, a joint study session with the City Council, Planning Commission, Environmental Commission, Economic Development Advisory Committee, and Design Review Board was held to provide information about the draft Plan to the different commission and boards.

Existing Conditions

Understanding the existing conditions was important in developing recommendations for future improvements. Many factors were documented and analyzed, including existing land use, urban design features, relationships and linkages to surrounding neighborhoods, and the future Gold Line station and other key destinations in the City.

The existing land uses within the Project area were cataloged, including parcel square footages, existing floor area ratio per dwelling units, existing zoned land, and building heights and other attributes.

A comprehensive existing conditions analysis of the current street use was conducted to identify the changes that needed to be made to streets, sidewalks, and medians in order to encourage and facilitate pedestrian activity.

Considerable efforts were focused on understanding the current mobility patterns in the Project area, including pedestrian and bicycle usage, vehicular circulation, parking configurations and availability, and constraints such as street, sidewalk and alley widths, and transit stop locations.

The parking within the Project area was documented and analyzed to identify opportunities for lot consolidation or reconfiguration. The parking analysis counted and documented existing typical weekday and Saturday parking demand on an hourly basis for a 12-hour period along the three-block commercial Project area, and forecasted demand on the Project area based on the Plan update.

The existing conditions review was prepared along the Project area and included a review and analysis of adjacent properties to evaluate connections and linkages to important destination areas throughout the City, nearby East Los Angeles and to the larger existing transit network and Gold Line station.

Plan Development

The analysis of the existing conditions was used to develop the framework of the Plan. The primary goal was to create a plan that is sensitive to the relationships between land uses, considers existing uses, and supports multimodal circulation. The goals and policies in the Plan were developed based on the input from the community through the outreach process.

The Plan addresses opportunity sites, the creation of development focal points and gateways, land use mix and intensity/density, transition uses and buffering, phasing of proposed land uses and improvements, circulation and parking issues, and pedestrian-orientation and scale.

The conceptual streetscape plan was designed to complement the land use and circulation concepts and will create a unique character for the project area. Streetscape and urban design elements include street trees and landscape concepts, lighting, safety elements that encourages walking. A plant and furniture palette is included in the Plan to illustrate details for the streetscape plan.

The Plan provides conceptual design and preferred location of public directional signs, entry signs and gateways, pedestrian kiosks, etc. The wayfinding program will expand upon the City's current program of coordinated directional signage to include destinations within the Project area, such as parking. The wayfinding program will be closely tied to the streetscape palette and help define the unique character of the Project area.

The Plan addresses safe circulation patterns for transit, delivery vehicles, private automobiles, bicycles, and pedestrians, taking into account land uses, opportunity project sites, pedestrian priority areas, and linkages to the Gold Line station and surrounding neighborhoods. Streets, pedestrian and bike paths will contribute to a system of full-connected and interesting routes to destinations and, through their

design, will encourage pedestrian and bicycle use. The Plan addresses travel lanes and turn lane configurations, bikeways, intersection configuration, illumination (street lighting, signs, etc.), landscaping improvements (median, parkway), medians (dimensions, locations, openings, etc.), sidewalks, and pedestrian amenities.

A district-wide conceptual parking layout is included to illustrate which existing parking lots can be reconfigured and/or consolidated to maximize the efficiency of land used for parking. The Plan considers ingress/egress and vehicular circulation within the Project area.

Design standards and guidelines are included in the Plan for land uses within the Project area. The design standards and guidelines addresses sidewalk cafes and outdoor uses, parking and site access, public gathering spaces, building setback and orientation, and quality architecture. It is the intent that the standards and guidelines will encourage development that is pedestrian-oriented and transit-friendly, and provide consistent design guidance for the development and redevelopment of the Project area. The design guidelines are crafted in a manner that is user-friendly (i.e. easy to find information) and includes additional graphics and photos to provide a greater level of detail, in illustrating the City's design objectives for the Project area. Moreover, the guidelines emphasize the importance of high quality development that is sensitive to the surrounding residential neighborhoods, architecture, and scale of the Project area.

Vision Poster

A Vision Poster is included in the Plan to summarize the vision and related land use framework, streetscape and circulation concept. The Vision Poster highlights the goals and objectives, conceptual land use and urban design, design standard and guidelines, circulation and streetscape, and furniture palette. According to Michael Baker International Inc, the use of a poster typically results in a higher degree of implementation because it is easy to display and easily understood by the public, investors, and others.

Development Incentives

Development incentives provide a means for the encouragement of the type and quality of development desired within the Project area. The development incentives offered in the Plan includes development intensity bonuses (floor area ratio) and parking reductions.

Implementation

A comprehensive implementation program is included in the Plan to realize the proposed programs and strategies. The implementation program identifies the short- and long-term goals and potential funding resources, including grants and financing mechanisms available for both public and private sector efforts, such as Business Improvement Districts (BIDs).

Construction Documents

In addition to drafting the Plan, construction documents for the installation of medians spanning approximately two blocks on South Garfield Avenue will be provided. The construction documents include the planting and irrigation for the medians and repaving and restriping the alleyways and parking lots to implement lot consolidation and reconfiguration. The construction documents include the mapping of existing utilities (water meter connections and details and electrical services) within the street and alley rights-of-way in order to identify potential constraints for future improvements, hardscape design, and probable construction costs.

PLANNING COMMISSION ACTION:

The Planning Commission considered this item on August 25, 2015. The Commission had questions about the comments provided on the Initial Study/Mitigated Negative Declaration (IS/MND). Specifically, questions focused on the proposed shared roadway use with sharrows and inquired about a separate bicycle lane. The City's consultants replied that one of the comment letters was to consider the health impacts of sharrows as discussed in three articles. The comment was noted; however, no new environmental information was raised or directly challenged information in the IS/MND. Additionally, creating a separate bicycle lane would either result in reducing a vehicle travel lane or sacrificing sidewalk width. The second comment letter was a standard letter from the Sanitation District identifying the location of their system. The third comment letter was from Caltrans requesting further analysis of the queuing on South Garfield Avenue. The City's consultants replied that a dedicated left-turn lane exists on South Garfield Avenue and therefore, additional analysis was not warranted.

The Commission also inquired about diagonal parking on South Garfield Avenue. The City's consultants replied that similar to the bicycle lane, diagonal parking would require more street width.

The Commission further inquired about the focus of the streetscape improvements on South Garfield Avenue and less attention on Pomona Boulevard. The City's consultants replied that the existing sidewalk width on Pomona Boulevard is already limited. The addition of more street furniture and public art will reduce the sidewalk width even more.

The Planning Commission unanimously approved a resolution recommending that the City Council approve the draft South Garfield Village Specific Plan with no recommended changes to the draft Plan.

ENVIRONMENTAL:

Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq.*) and *CEQA Guidelines* (California Code of Regulations, Title 14, §§ 15000, *et seq.*), the City prepared an Initial Study/Mitigated Negative Declaration.

The IS/MND analyzes implementation and build-out of the South Garfield Village Specific Plan area. Although there are no specific development projects proposed in conjunction with the Plan, the IS/MND analyzes a maximum development potential of approximately 330,000 square feet of neighborhood shopping and commercial service uses within the Project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes a couple of existing residential uses would transition to non-residential uses permitted within the Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain.

The project analyzed by the IS/MND involves the update and amendment to an existing Specific Plan and associated Implementation Program. The Project area is predominantly urbanized and built-out. Future development within the project area is anticipated to involve retail, service businesses, eating and drinking establishments, entertainment/cultural, office, and medical uses allowed by the Plan. New development could result in changes in land use and intensity within the area when compared to existing conditions. There are no rare, endangered, or threatened plants and animal species within the Project area. Implementation of the Plan would not result in impacts to biological resources, potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major period of California history or prehistory.

Based on the analysis contained in the IS/MND, the proposed project would not have cumulatively considerable impacts with implementation of the project mitigation measures.

FISCAL IMPACT:

The adoption of the proposed draft South Garfield Village Specific Plan will not create an additional burden on the General Fund.

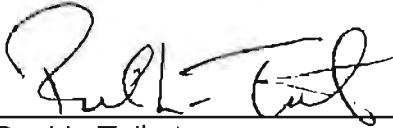
Respectfully submitted:

By:



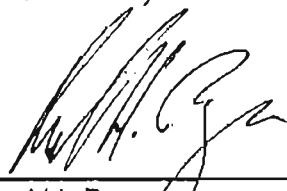
Michael Huntley
Director of Community and
Economic Development

Approved by:



Paul L. Talbot
City Manager

Reviewed by:



Karl H. Berger
Assistant City Attorney

Attachments:

- Exhibit A: Draft City Council Ordinance
- Exhibit B: Draft South Garfield Village Specific Plan
- Exhibit C: Initial Study/Mitigated Negative Declaration/Mitigation Report and Monitoring Program
- Exhibit D: Planning Commission Resolution No. 15-15
- Exhibit E: Planning Commission Minutes August 25, 2015

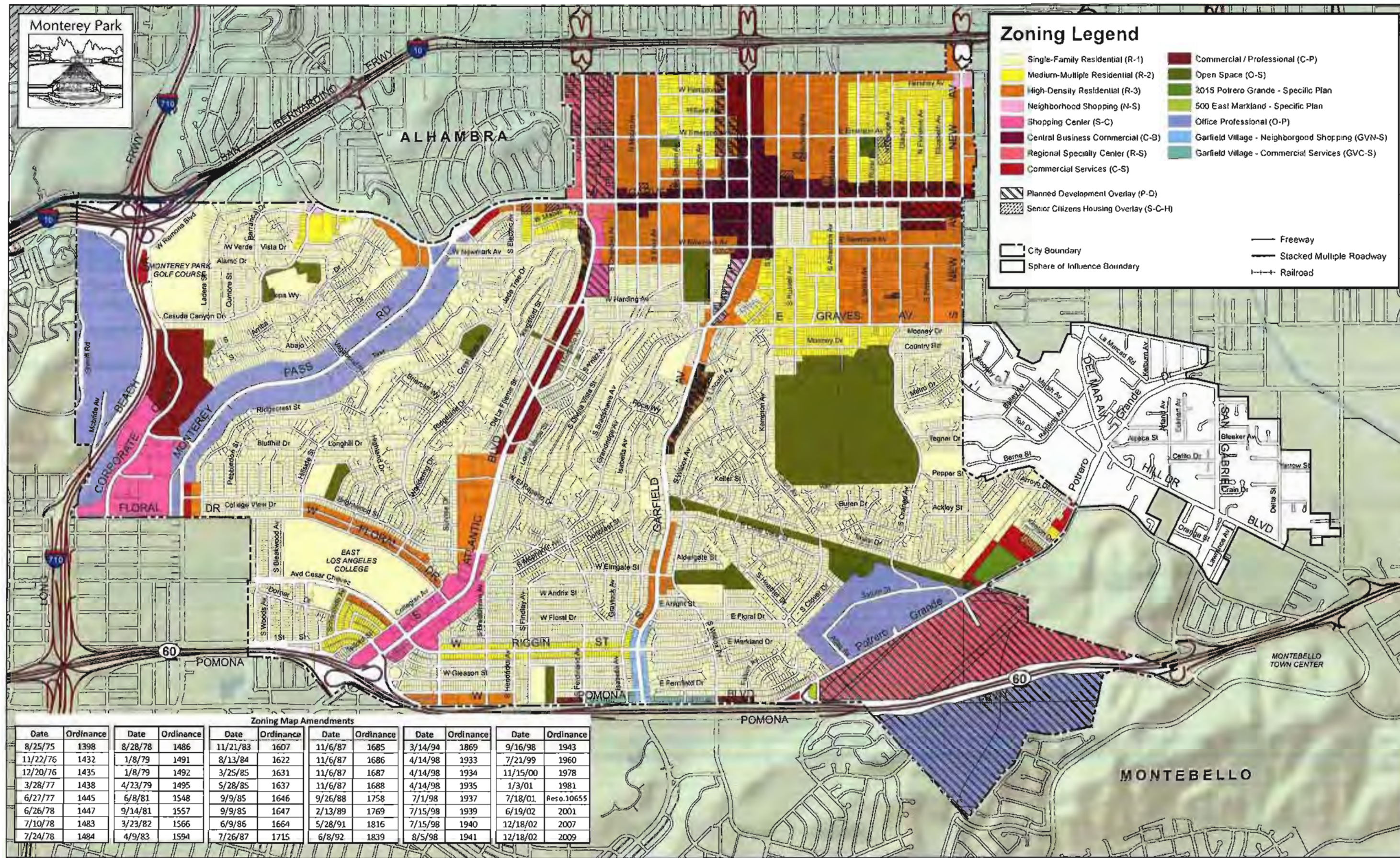


EXHIBIT A
Draft City Council Ordinance

ORDINANCE NO.

**AN ORDINANCE CERTIFYING A MITIGATED NEGATIVE
DECLARATION AND SOUTH GARFIELD VILLAGE SPECIFIC PLAN.**

The City Council for the City of Monterey Park does ordain as follows:

SECTION 1: The City Council finds and declares that:

- A. On September 10, 2012, the City made an application for a Transit Oriented Development (TOD) Planning Grant offered by the Los Angeles County Metropolitan Transportation Authority (LACMTA). On March 13, 2013, the City was notified by the LACMTA that the City's proposal was selected for funding;
- B. In November 2013, the City of Monterey Park filed an application for a Specific Plan (SP-15-01) with the Planning Division for adopting the South Garfield Village Specific Plan. A copy of the proposed South Garfield Village Specific Plan is attached as Exhibit "A," and incorporated by reference (the "Project" or "Specific Plan");
- C. The Project was prepared in accordance with the requirements of Government Code § 65451;
- D. The Project was reviewed by the Planning Division and other City related department for consistency with the General Plan and other City Policy Documents;
- E. In addition, the City reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines");
- F. On August 25, 2015, the Planning Commission adopted Resolution No. 15-15 recommending that the City Council approve the Project;
- G. A public hearing was held before the City Council on September 16, 2015. At that time, the City Council reviewed the Project and related environmental aspects of the Project;
- H. The City Council has carefully considered all pertinent testimony including, without limitation, the staff report, from the public hearing of September 16, 2015; and
- I. This Ordinance and its findings are made based upon the entire administrative record including, without limitation, the public hearing held

by the City Council on September 16, 2015.

SECTION 2: The City Council finds and determines that the Specific Plan was processed in accordance with California law and the MPMC. Adopting the Specific Plan is in the public interest and consistent with the Monterey Park General Plan pursuant to Government Code § 65588. The findings and analysis set forth in Planning Commission Resolution No. 15-15, as adopted August 25, 2015, is incorporated into this Ordinance as if fully set forth.

SECTION 3: *Environmental Findings.*

- A. The Project was analyzed for its environmental impacts and an Initial Study was prepared pursuant to CEQA Guidelines §15063. The Initial Study demonstrated that the Project would not have a significant effect on the environment with the implementation of mitigation measures. A Mitigated Negative Declaration of Environmental Impacts is proposed for this project pursuant to CEQA Guidelines §15070. A Notice of Intent to Adopt a Mitigated Negative Declaration was prepared pursuant to CEQA Guidelines §§ 15072 and 15073 and the Initial Study/Mitigated Negative Declaration was available for public comment from July 13, 2015 to August 11, 2015
- B. In accordance with § 15074 of the CEQA Guidelines, the record on which the City Council's findings are based is located at the City of Monterey Park Community and Economic Development Department – Planning Division at City Hall, 320 West Newmark Avenue, Monterey Park, California 91754.
- C. When considering the whole record for the Mitigated Negative Declaration, there is no evidence that the Project will have the potential for an adverse effect on wildlife resources or the habitat on which the wildlife depends, because the project is in a built-out urban environment.
- D. These findings are based on the various mitigation measures to be required in the implementation of the project as adopted in the Mitigated Negative Declaration as already having been incorporated into the Project. The City Council finds that all the mitigation measures now incorporated into the project are desirable and feasible.
- E. Accordingly, based upon the evidence presented to the City Council, the City need not prepare an environmental impact report for the proposed project. Consequently, the City Council certifies the MND attached as Exhibit "B," and incorporated by reference.

SECTION 4: *Approvals.*

- A. Subject to the conditions listed on attached Exhibit "C," which are incorporated into this Ordinance by reference, the City Council adopts the Specific Plan.
- B. The Monterey Park Zoning Map is amended to add the zoning designation of "GVN-S (Garfield Village Neighborhood Shopping District) and GVC-S (Garfield Village Commercial Services District)" as set forth in Exhibit "D," and incorporated by reference.
- C. The City Manager, or designee, is authorized to make non-substantial changes to the South Garfield Village Specific Plan, as determined by the City Attorney.

SECTION 5: *Reliance on Record.* Each and every one of the findings and determinations in this Ordinance are based on the competent and substantial evidence, both oral and written, contained in the entire record relating to the Project. The findings and determinations constitute the independent findings and determinations of the City Council in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 6: *Limitations.* The City Council's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the City Council's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 7: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 8: If any part of this Ordinance or its application is deemed invalid by a court of competent jurisdiction, the city council intends that such invalidity will not affect the effectiveness of the remaining provisions or applications and, to this end, the provisions of this Ordinance are severable.

SECTION 9: The City Clerk is directed to certify the passage and adoption of this Ordinance; cause it to be entered into the City of Monterey Park's book of original ordinances; make a note of the passage and adoption in the records of this meeting;

ORDINANCE NO.
PAGE 4 of 4

and, within fifteen (15) days after the passage and adoption of this Ordinance, cause it to be published or posted in accordance with California law.

SECTION 10: This Ordinance will become effective on the thirty-first (31st) day following its passage and adoption.

PASSED, APPROVED, AND ADOPTED this September 16, 2015.

Peter Chan, Mayor

ATTEST:

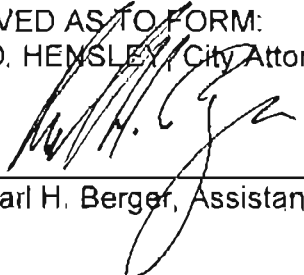
Vincent D. Chang, City Clerk
City of Monterey Park, California

I HEREBY CERTIFY that the above and foregoing ordinance was duly passed and adopted by the Monterey Park City Council at its regular meeting held on September 16, 2015 by the following vote, to wit:

AYES:
NOES:
ABSENT:
ABSTAIN:

APPROVED AS TO FORM:
MARK D. HENSLEY, City Attorney

By:



Karl H. Berger, Assistant City Attorney

EXHIBIT B
Draft South Garfield Village Specific Plan
(Under Separate Cover)

Public Review Draft
July 2015



South Garfield Village Specific Plan



This plan was prepared through a grant from the
Los Angeles County Metropolitan Transportation Agency (Metro)

Prepared for
City of Monterey Park

Prepared by
RBF Consulting
a Michael Baker International company

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South Garfield Village Vision Statement

A Vision Plan is a tool that visually explains what the community wants the South Garfield Village (“Village”) neighborhood to look like in the future. It is a guide for property owners and businesses for improvements to their properties and the neighborhood as a whole. The plan will also show the improvement(s) that the City hope to make in order to make the Village an inviting place to walk and shop, sit and talk with friends, access transit and comfortably bicycle around town. Wayfinding signs and parking directional signs will enable locals and visitors alike to park once, and walk to all their destinations.

Over time, the plan will guide the design of buildings, streets, sidewalks and public spaces. It will create the desired attractive and safe pedestrian environment, improve parking accessibility, bike travel, vehicle circulation, and provide a great place to shop, for both locals and visitors alike.

South Garfield Village Vision

South Garfield Village serves as the first destination for retail and services for the surrounding residential neighborhoods and visitors coming to access the future Gold Line transit station. The Village will be a vibrant and intimate district with an active street life. Small businesses will thrive as customers easily walk between businesses, with on-street parking, attractive paseos to alley parking, and the many outdoor dining opportunities.

Pedestrians, bicyclists and motorists alike feel welcome in the Village. Adequate parking is provided by on-street parking as well as the potential for a structured parking garage to handle additional demand as the Village grows. Bicyclists can easily and safely ride along South Garfield Avenue and access bicycle parking close to the businesses that they frequent. Pedestrians will find crossing easier with streetscape improvements that along Garfield Avenue will include crossing safety while beautifying the street. Facilities along Pomona Boulevard also improve both the walking and cycling experience and buffer cyclists from traffic.

This neighborhood village has gained its own sense of place. Gateways at Riggan Street and Pomona Boulevard provide welcoming aesthetic signage and landscaping that signal you have arrived within the Village. Streetscape and sidewalk improvements include trees, mid-block crosswalks, landscaped medians, and bump-out for parklets, that

GARFIELD VILLAGE SPECIFIC PLAN

improve the overall feel to visitors and customers. These improvements will attract more shoppers to the area.

South Garfield Village will connect Monterey Park with the regional transportation system. In addition to easy access to the Pomona Freeway, the Village will integrate with Metro's Gold Line extension. The gateway intersection of South Garfield Avenue and Pomona Boulevard is directly linked to this new transit station. This link not only provides transit access to residents and shoppers, but now brings new customers into South Garfield Village for shopping and convenience trips as part of their daily commute.

South Garfield Village will become the heart the southern portion of Monterey Park, and an integral part of the local economy.



View of South Garfield from Pomona Boulevard

Acknowledgements

CITY COUNCIL MEMBERS

Hans Liang
Peter Chan
Mitchell Ing
Teresa Real Sabastian
Stephen Lam

CITY MANAGER

Paul Talbot

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Larry Sullivan
Ricky Choi
Lincoln Lee
Margaret Leung

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Michael Huntley, Director of Community and Economic Development
Samantha Tewasart, Senior Planner

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1 Introduction

This Specific Plan is intended to guide future development patterns within the South Garfield Village (“Village”) area and assist in realizing the vision as described within Chapter 2. This Chapter provides essential information about the components of this Specific Plan, including its purpose, statutory requirements, and general contents of each chapter.

1. INTRODUCTION

1.1. Specific Plan Organization

The Specific Plan is composed of seven Chapters, as described below.

Chapter 1: Introduction

This Chapter describes the Specific Plan contents, provides project background information and scope and authority of the Specific Plan.

Chapter 2: Specific Plan Policy Framework

The Policy Framework describes the overall vision for the Garfield Village area, guiding principles for development and Specific Plan policies to implement the vision.

Chapter 3: Land Use and Development Standards

The Land Use and Development Standards provide the development regulations for all new buildings and rehabilitation and retrofit of existing buildings within the Garfield Village area and supersede the provisions of the Zoning Ordinance unless otherwise noted.

Chapter 4: Design Guidelines

The Design Guidelines provide additional guidance for development within the Garfield Village area to ensure cohesive design and quality is provided throughout the area. This guidance is in addition to the required compliance with the development standards.

Chapter 5: Circulation and Streetscape Design

This chapter describes the anticipated improvements within the public realm, including the proposed circulation and streetscape concept and gateways and entries.

Chapter 6: Infrastructure and Public Services

This Chapter provides a summary of the existing infrastructure within the Garfield Village area and future improvements in anticipation of build-out.

Chapter 7: Administration, Implementation and Financing

This Chapter provides the process for implementation of this Specific Plan, including a summary of the administrative process for Specific Plan adoption, amendments, development entitlement processing, enforcement, and severability.

1.2. Background

1.2.1. Introduction

The City adopted a South Garfield Specific Plan in 1987, and subsequently revised the Plan in 2000. Limited development has occurred in the area since the original plan was adopted. While plans make good attempts, it is hard to fully predict the pattern of future growth and development. The real estate bubble and two recessions have occurred during this past 15 year period which could not have been anticipated at the time of the last plan update. An updated plan that takes into account the current conditions that will better inform the city on policy and infrastructure investments for the Village area. This update will account for the changed economic conditions, and align future development with the community's vision for the area.

Additionally, in 2013, the City of Monterey Park received a Transit Oriented Development Planning Grant from Metro, the regional transportation authority, to update the Specific Plan as well as expand the Specific Plan area to include the Pomona Boulevard Corridor.

Current Metro plans call for a future Gold Line station adjacent to the specific plan area, south of Pomona Boulevard, in Montebello. In anticipation of this future transit station, the plan envisions a walkable and bikeable commercial neighborhood area that serves the transit users and the surrounding residential neighborhood. In addition, the Village area serves as a neighborhood commercial center for the existing residential neighborhood to the east and west of the Garfield Avenue corridor. There is great potential to build upon and enhance the Village area to better serve the surrounding neighborhoods as well as attract additional patrons.

1.2.2. Project Objectives

The objectives of the South Garfield Village Specific Plan are to:

- Encourage revitalization of the neighborhood commercial business area;
- Create a pedestrian-oriented walkable village atmosphere;

- Improve mobility in the area and connectivity to the surrounding neighborhoods;
- Enhance the public right-of-way to create a village atmosphere;
- Encourage the establishment of businesses that are conducive to neighborhood commercial businesses; and
- Describe public improvements that the City hopes to make in the area.

1.2.3. Project Location

The Village area is located on the southern edge of Monterey Park, just north of the 60 freeway, and encompasses the neighborhood commercial area along South Garfield Avenue and Pomona Boulevard. The Specific Plan area extends along Garfield Avenue from Floral Drive to the 60 freeway and along Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. Refer to Figure 1-1 for the project boundary.

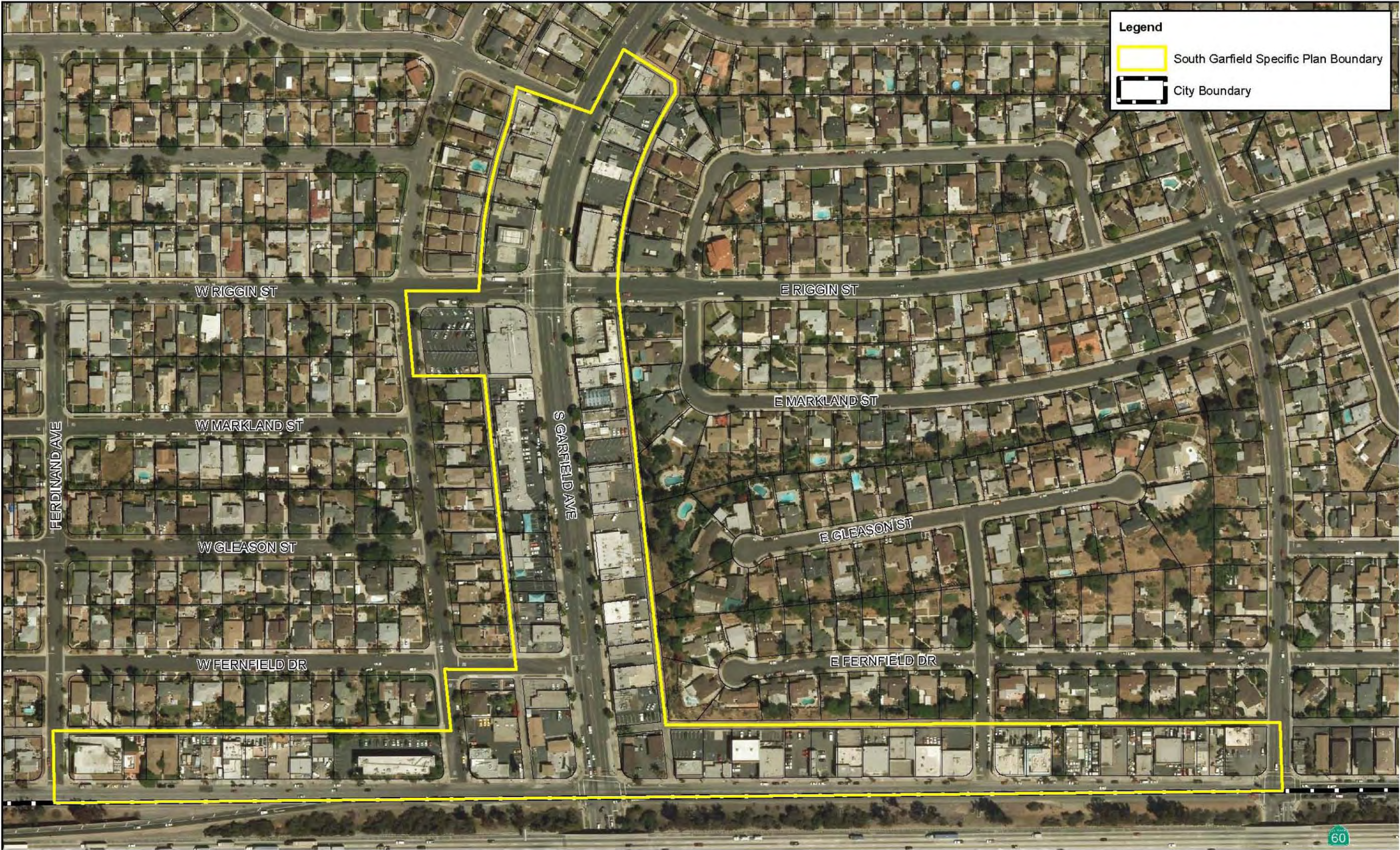
1.3. Planning Process

1.3.1 Community Outreach and Input

The City engaged residents, business owners, property owners, and other stakeholders throughout the development of the Specific Plan. Community and stakeholder involvement activities included:

- Business and property owner interviews in December 2013
- An online and mailed community survey from January 2014 to July 2014
- A Community Walk on February 8, 2014
- A Community Workshop on May 15, 2014
- Community Open House on June 1, 2015
- Joint Planning Commission and City Council Working Meeting on June 23, 2015

Figure 1-1: Project Boundary



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1.4. Specific Plan Setting

1.4.1. Regional and Local Context

The South Garfield Village area is located adjacent to the State Route 60 freeway, one of the primary east/west freeway corridors that extend from Los Angeles on the west to Riverside County on the east. While this commercial area primarily serves the local neighborhood, it is visible from the freeway and serves as a gateway into Monterey Park. When the Gold Line is extended, the Village area will also serve as a gateway into the city for transit users.

The Village area was included in the SR 60 Gold Line Corridor Study prepared in 2011 as part of the Southern California Association of Governments (SCAG) Compass Blueprint project. This study looked at the potential for transit oriented development along the future Gold Line corridor and identified potential for enhanced retail and commercial as well as potential for integrating residential uses into the Village area.

Garfield Avenue is one of the primary north-south commercial corridors within the City of Monterey Park, and extends into the City of Montebello to the south and the City of Alhambra to the north. The Village area contains smaller scale neighborhood oriented commercial and retail development than the city's other commercial areas along Atlantic Boulevard and in the downtown along Garvey Avenue. The Village area is envisioned to remain smaller in scale than the other commercial areas and primarily serve the surrounding residential neighborhoods.

1.4.2. Existing Land Uses

Existing uses in the Village area include professional offices, small retail stores, restaurants, and services. There is one multifamily residential building along Pomona Boulevard. Currently, the General Plan has designated Pomona Boulevard as Mixed Use II (MU2). The area is zoned for Commercial Services, with a Planned Development Overlay. The Planned Development Overlay permits mixed use developments, including Medium-Multiple Residential (R-2), High Density Residential (R-3), and Commercial Services (C-S). South Garfield Avenue is designated in the General Plan as Commercial, and zoned Neighborhood Shopping. Refer to Figure 1-2 Existing Land Use, at the end of this chapter for the existing land uses within the Specific Plan area.

1.4.3. Existing Architectural Character

The Village area currently includes a diverse range of architectural styles and buildings of varying ages. There is no consistent style or theme within the area, and maintenance of the buildings varies as well. See Figure 1-3 Existing Architecture and Character at the end of this chapter for images of existing buildings within the area.

1.4.4. Existing Mobility and Access

Gaps in the sidewalk network exist along several sections of residential streets to the west of Garfield Avenue and north of Pomona Boulevard, just a block or two away from the major commercial sections.

Crosswalks with parallel white lines are striped at the major signalized intersections, but these crosswalks do not provide a high level of visibility to approaching motorists.

Visitors to the commercial area were observed parking on the eastern side of Garfield Avenue and walking across the roadway to reach businesses located on the western side. Mid-block crossings were also observed along Garfield Avenue's west side to access business on the east side. Since this activity is typically expected to continue, it is a challenge that needs to be addressed.

Pedestrian curb ramps are provided on major roadways, however, pedestrian curb ramps are lacking where sidewalks intersect with alleys. In several locations, motorists pulling out of driveways have their visibility obstructed due to building walls and/or overgrown vegetation. Motorists were also observed parking vehicles on the sidewalk at the Garfield Plaza parking lot where no separation exists between the parking area and the sidewalk.

Sidewalks and other pedestrian passageways and alleys generally provide paved surfaces, however, cracking and vertical barriers (such as lips and buckling) was observed at multiple locations, as well as maintenance and security issues. See Figure 1-4 Existing Streetscape Conditions, at the end of this chapter for images of typical existing sidewalks.

There are currently no officially designated bicycle routes in the project study area, and limited bikeway facilities are provided in the surrounding communities. There is, however, a short segment of on-street Class II bike lane on Gerhart Street in unincorporated Los Angeles County south of SR-60. A bicycle master plan project is underway to further review additional bikeway facilities within the City of Monterey

Park (Adopted by City Council December 2014). For most recent updates visit the San Gabriel Valley Bike Master Plan at their website; <http://www.dobikeplan.com>.

Transit service in the project study area includes fixed route bus service by the following three transit agencies: LA Metro, Monterey Park Spirit, and Montebello Bus Lines. During field observations, we noted varying conditions of bus stops in the study area. While some of the bus stops have both benches and shade structures to protect waiting passengers from inclement weather, other stops lack benches and/or cover.

SR 60, or the Pomona Freeway, is a fully grade separated freeway abutting the project area providing eight general purpose travel lanes, and ramps to access Garfield Avenue. In the project study area, Pomona Boulevard and Via Campo function as one-way frontage roads providing direct access to the SR-60 via hook ramps and direct ramps. A westbound SR 60 on-ramp is provided from the left-most lane on Pomona Boulevard approximately 630-feet west of Garfield Avenue. Full access to the freeway is provided via ramps on Pomona Boulevard and Via Campo.

Traffic signal studies and existing parking studies were conducted as well as an analysis of goods movement.

Alleys were generally constructed within the study area to provide separation between commercial and residential land uses. Therefore, alleys are provided on either side of Garfield Avenue and north of Pomona Boulevard. Alleys are also provided for residential properties north of Riggan Street where direct driveway access isn't provided for residential properties fronting Garfield Avenue. For a diagram of the existing bus routes, alley and driveway access points, see Figure 1-5 Existing Mobility and Access at the end of this chapter.

1.4.5. Existing Streetscape

Currently the existing streetscape along South Garfield Avenue is a non-cohesive mix of both wide curb-to-storefront sidewalks and narrow sidewalks with curb adjacent parkways. In general, the parkways are absent of maintained landscape plantings. The older trimmed Ficus trees are inconsistent with the newer tree plantings. The median which intermittently spans up Garfield Avenue from Pomona Boulevard does not serve the purpose of creating a street-long canopy as well as a cohesive plant material. The streetscape along Pomona Boulevard is also lacking in a cohesive street tree and parking planting scheme. Refer to Figure 1-4 Existing Streetscape at the end of this chapter.

1.4.6. Existing Parking

Garfield Village parking is similar to higher density urban village areas. Current parking is a mix of small off-street lots, rear alley and on-street. Off-street parking consists most often of small unconnected lots either in front, to the side or to the rear of buildings. More front parking is located for businesses on Pomona whereas most off-street parking along Garfield Avenue is located to the rear of the buildings off the alley ways. On-street parking is marked along Pomona Boulevard, Garfield Avenue and adjacent side streets in a parallel parking formation. Parking is currently not metered. Refer to Figure 1-6 Existing Parking at the end of this chapter.

1.5. Relationship to Existing Plans and Policies

1.5.1. Relationship to the General Plan

The current City of Monterey Park General Plan was last comprehensively updated in 2001. The Specific Plan reflects current land use buildout and other development policies, as described within the General Plan. The Specific Plan's regulations will comply with the directives of the General Plan's policies and action programs.

Specifically, the gateways at Riggin Street and Pomona Boulevard are consistent with the City Gateway concepts found in Urban Design Plan section of the General Plan. The Urban Design Plan section states that South Garfield Avenue Gateway should be enhanced with an evergreen corridor by planting trees in intermittent clusters, however through the public input process, it is recommended that a colorful accent tree be planted in the medians while a canopy shade tree be provided along the sidewalks. Enhanced crosswalks treatments should complete the gateway intersection. The South Garfield Specific Plan meets these standards provided by the General Plan, and also provides additional guidelines regarding signs, landscaping, planting guidelines, graphics and accent lighting. Refer to Section 4: Design Guidelines, for additional information.

1.5.2. Relationship to the Zoning Ordinance

The provisions contained in this Garfield Village Specific Plan constitute the primary land use and development standards for the Specific Plan area. These regulations are applied in addition to the provisions as set forth in the City of Monterey Park Municipal Code. As part of the implementation of this Specific Plan, the City of Monterey Park

Municipal Code shall be amended to include the Specific Plan Area (Garfield Village Specific Plan) zoning designation, including its associated land use districts.

1.6. California Environmental Quality Act Compliance

The South Garfield Village Specific Plan was prepared in compliance with the California Environmental Quality Act (CEQA). Pursuant to State and local CEQA guidelines, the City of Monterey Park prepared an Initial Study to determine if the South Garfield Village Specific Plan (proposed project) would have a significant environmental impact. Upon preparation of the Initial Study, the City determined that there is no evidence that the project, either as proposed or modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, and prepared a Mitigated Negative Declaration. The Mitigated Negative Declaration is available under separate cover. As part of the approval process for the Specific Plan, a Mitigated Negative Declaration must be considered and adopted by the City prior to the approval of the Specific Plan.

1.7. Scope and Authority of the Specific Plan

1.7.1. Statutory Authority

The Garfield Village Specific Plan is established through the authority granted to the City of Monterey Park by California Government Code, Title 7, Division 1, Chapter 3, Article 8, Sections 65450 through 65457 (Specific Plans).

As expressed in California law, Specific Plans may be adopted either by ordinance or by resolution. This allows jurisdictions to choose whether their specific plans will be policy driven (adopted by resolution) or regulatory in nature (adopted by ordinance).

1.7.2. Specific Plan Statutory Requirements

Under California Law (Government Code Section 65450 et seq.), cities and counties may prepare specific plans to develop policies, programs, and regulations to implement the jurisdictions adopted general plan. A specific plan frequently serves as a bridge between the general plan and individual development master plans and planned unit developments, or other large development projects.

Required Contents

This Specific Plan has been prepared in accordance with the requirements of California Government Code Section 65451. As prescribed by law, this Specific Plan includes text and diagrams that generally describe the following:

- The distribution, location and extent of all land uses, including open space.
- The proposed distribution, location, extent and intensity of major components of public infrastructure, such as transportation and drainage systems.
- The standards and criteria by which development will proceed.
- A program of implementation measures, such as financing measures, policy and regulations and public works projects.

California law also requires a specific plan to be consistent with a City's General Plan, and that findings regarding consistency be included in the specific plan itself.

Figure 1-2: Existing Land Uses

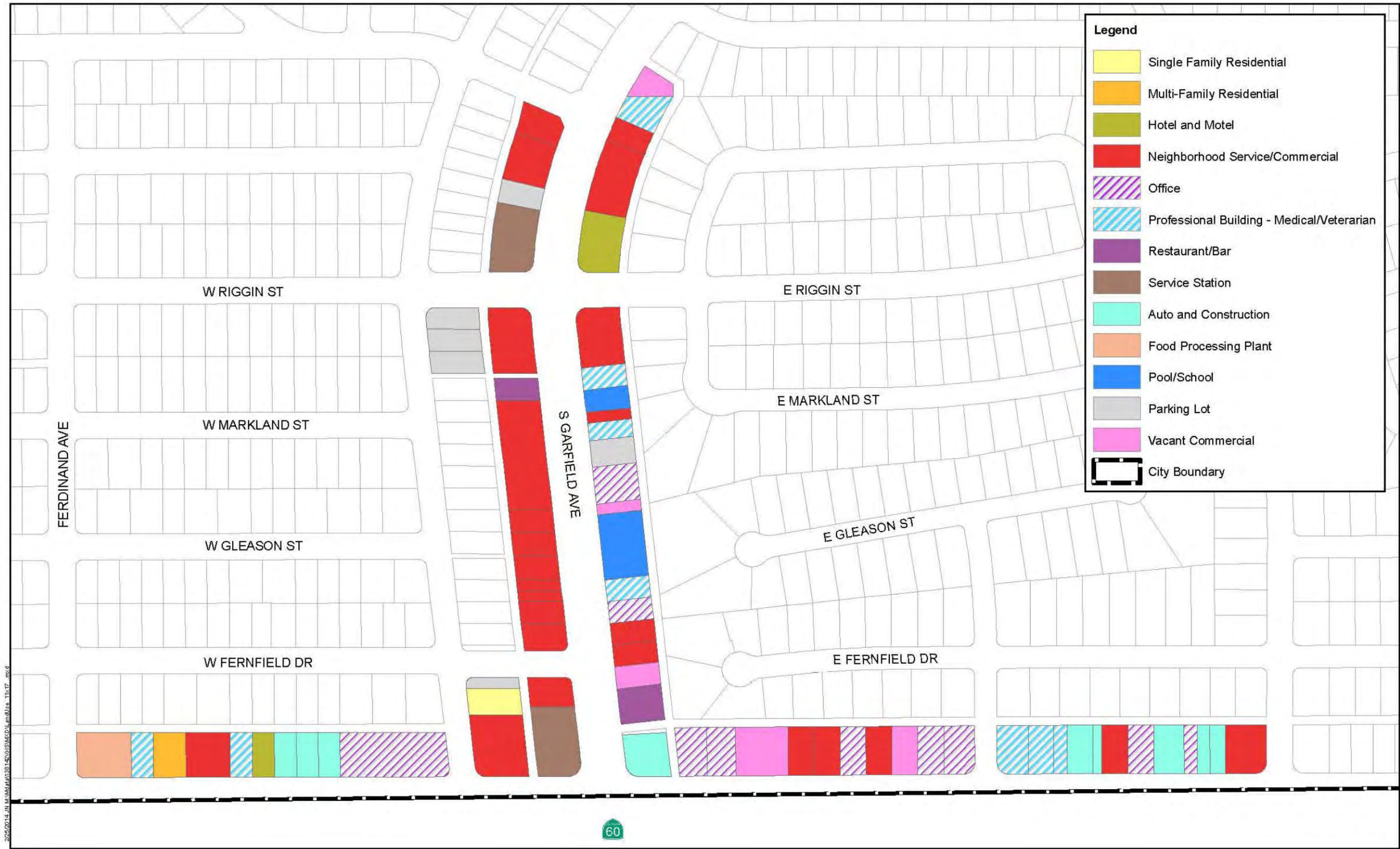


Figure 1-3: Existing Architecture

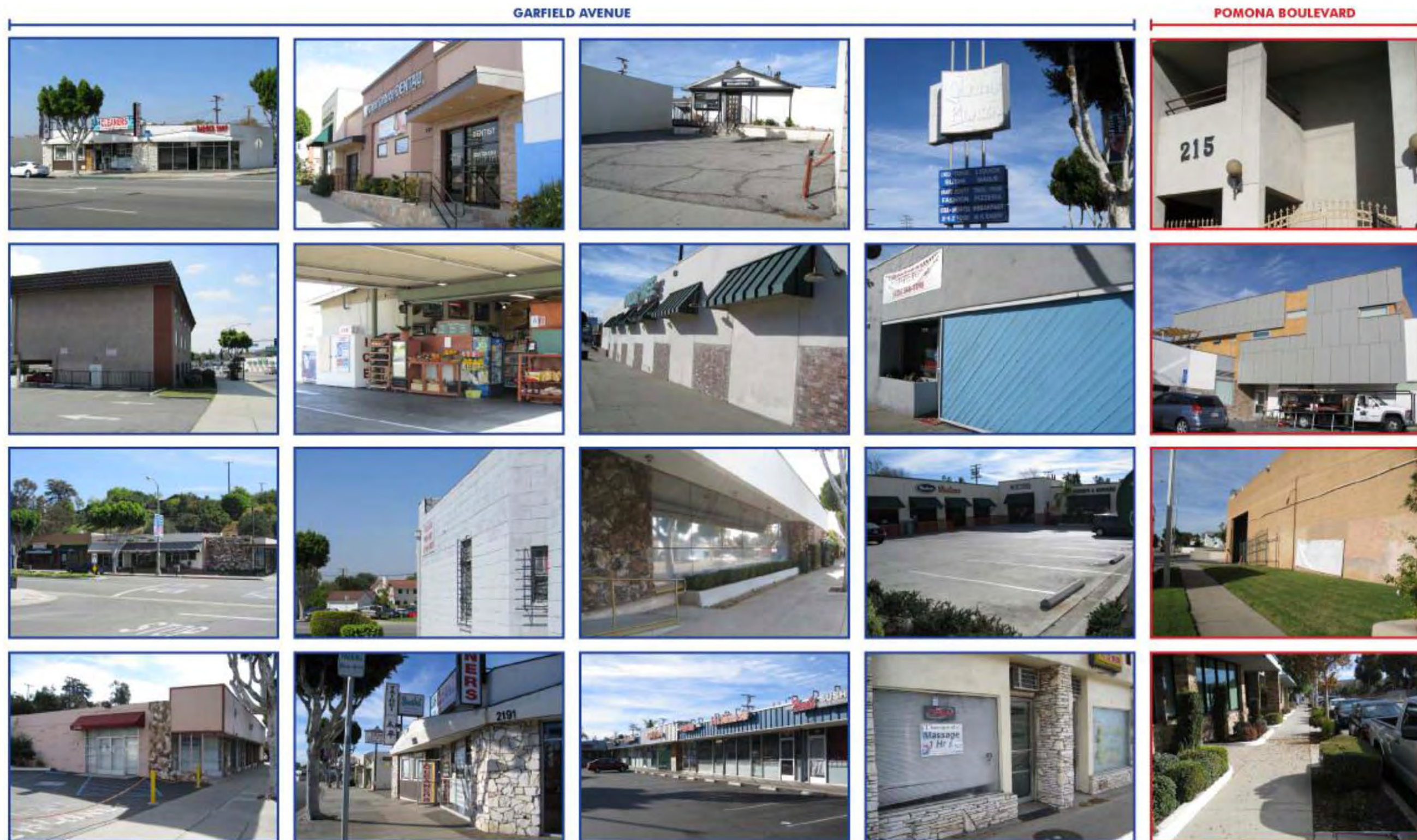


Figure 1-4: Existing Streetscape



Figure 1-5: Existing Mobility

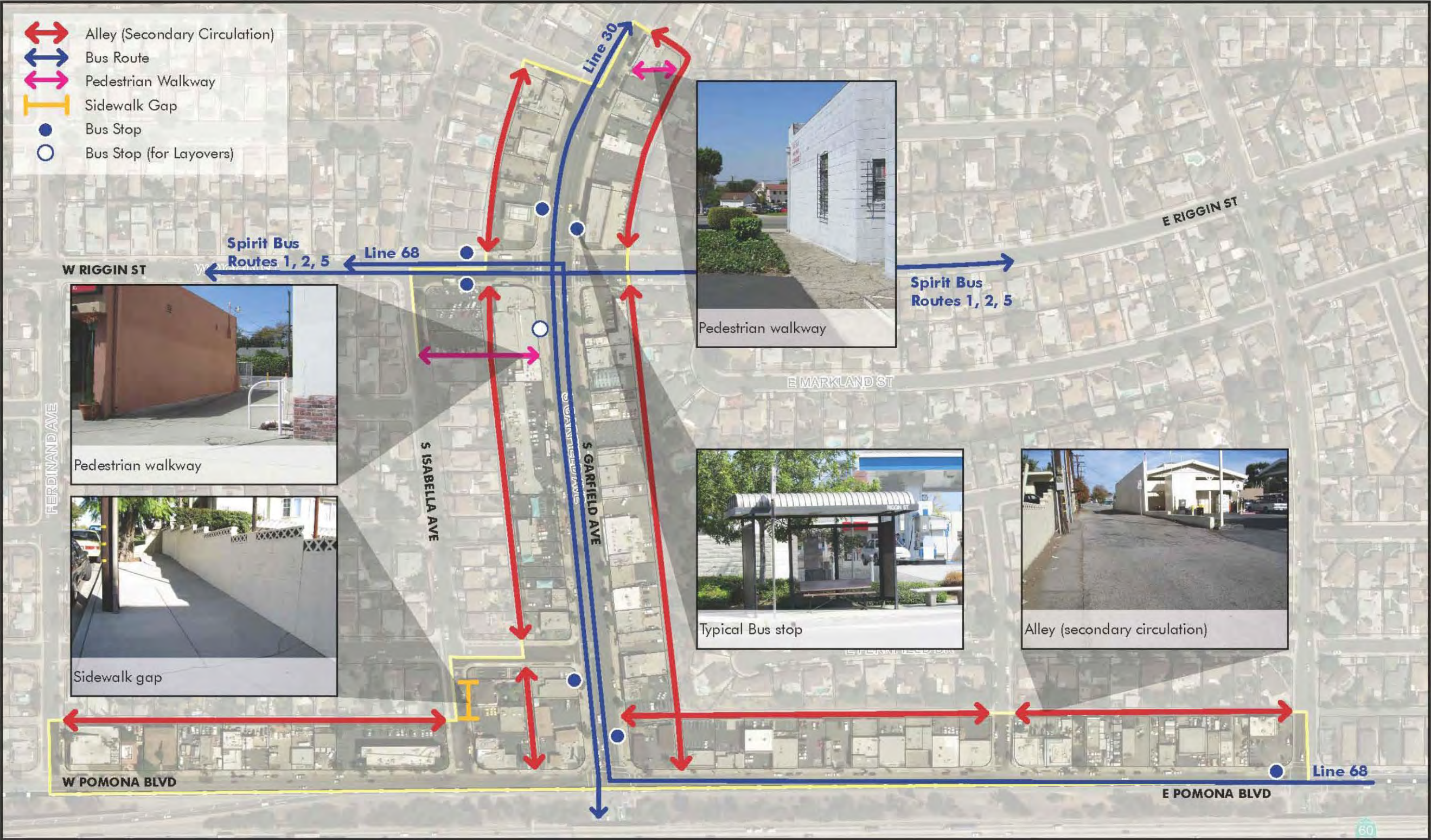
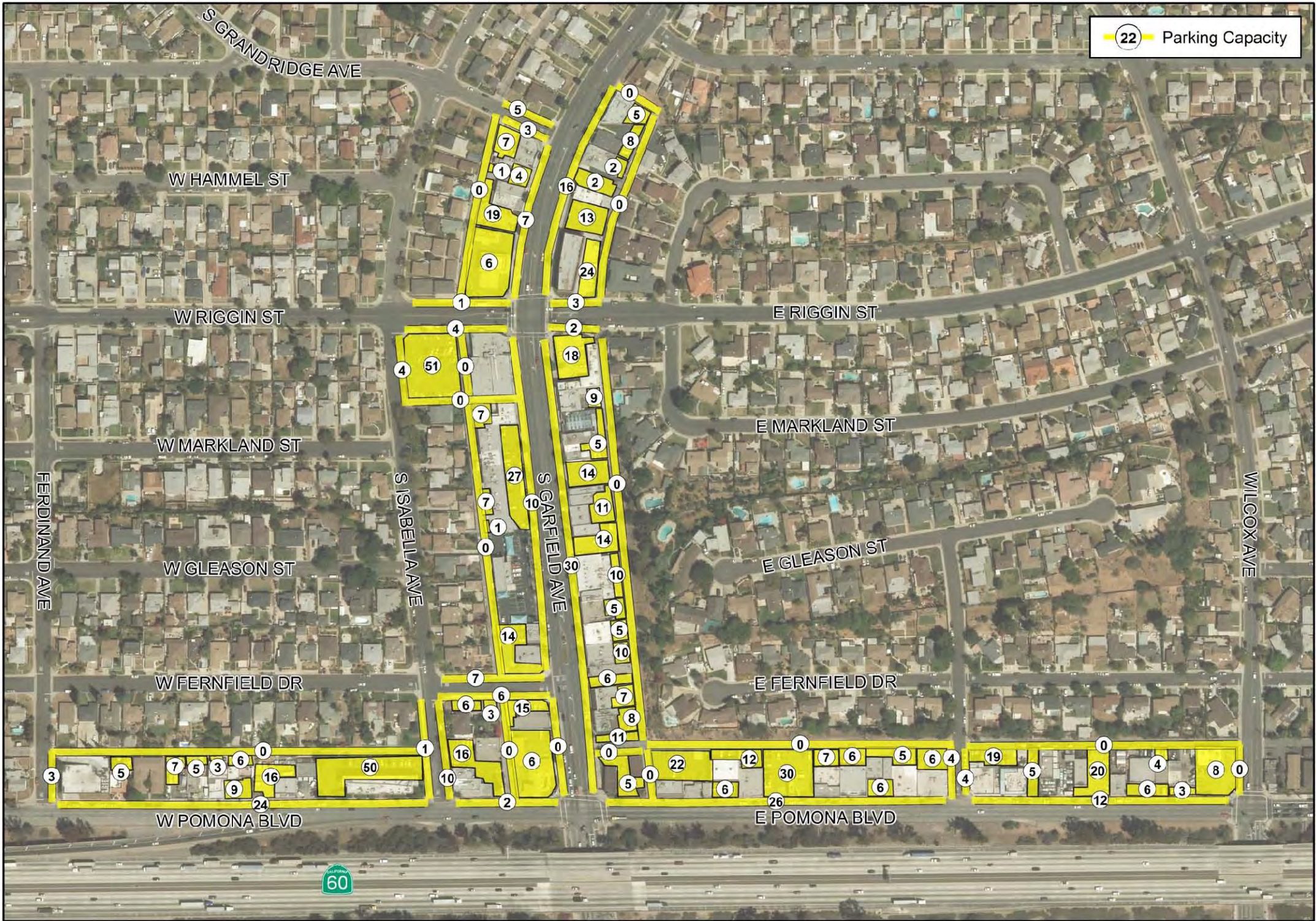


Figure 1-6: Existing Parking





2 Specific Plan Policy Framework

This Chapter established the overall Vision for the Village. The vision is the long-term view of what the area will become. The Specific Plan policy framework provides the overall goals for the continued economic vibrancy and development of the South Garfield Village Specific Plan area.

2. SPECIFIC PLAN POLICY FRAMEWORK

2.1. Introduction

The Vision Plan and policy framework for the South Garfield Village Specific Plan was developed based on community input, and represents the desired vision for the future of the Village. The Vision Plan and associated Vision Statement serve as the foundation for the remainder of the Specific Plan, including the Regulating Code. The framework further refines the vision and provides more organized direction for the policies, objectives and projects outlined in the plan. Following the Community Walk on February 8, 2014, an Opportunities and Constraints Framework was developed to guide the initial framework study. See Figure 2-3 at the end of this chapter.

2.2. Conceptual Vision Plan

The Village serves as the first destination for retail and services for the surrounding residential neighborhoods and visitors coming to access the future Gold Line transit station. The Village is intended to be a vibrant and intimate district with an active street life. Small businesses thrive as customers easily walk between businesses, with on-street parking, attractive paseos to alley parking, and the many outdoor dining and shopping opportunities.

Pedestrians, bicyclists and motorists alike feel welcome in the Village. Adequate parking is provided by on-street parking as well as the potential for a structured parking garage to handle additional demand as the Village grows. Bicyclists can easily and safely ride along South Garfield Avenue and access bicycle parking close to the businesses that they frequent. Pedestrians will find crossing Garfield Avenue easier with streetscape improvements that provide crossing safety, while beautifying the street. Facilities along Pomona Boulevard also improve both the walking and cycling experience and buffer cyclists from traffic.

This neighborhood village has gained its own sense of place. Gateways at Riggins Street and Pomona Boulevard provide welcoming aesthetic signage and landscaping that signal you have arrived within the Village. Streetscape and sidewalk improvements include trees, mid-block crosswalks, landscaped medians, and bump-out for parklets, that improve the overall feel to visitors and customers. These improvements have attracted more shoppers to the area.

The Village has connected Monterey Park with the regional transportation system. In addition to easy access to the Pomona

Freeway, the Village will be integrated with Metro's Gold Line extension. The gateway intersection of South Garfield Avenue and Pomona Boulevard is directly linked to this new transit station. This link not only provides transit access to residents and shoppers, but now brings new customers into the Village for shopping and convenience trips as part of their daily commute.

The Village has become the heart the southern portion of Monterey Park and an integral part of the local economy.

2.3. Guiding Principles and Goals

Guiding principles for the South Garfield Specific Plan were established for the project area through meetings with the city staff and the community. These principles represent their knowledge of the project area and the needs of the various parties involved. Principles have been established for land use, automobile and pedestrian circulation, along with public transportation, parking, visual qualities/urban design and the pedestrian environment.

Village commercial developments within the Specific Plan area should be constructed with a compatible and harmonious quality and style that sets the tone for the overall district. Appropriate site planning and architectural design creates friendly and welcoming commercial destinations to continue the vision established in the City of Monterey Park, including integrating pedestrian-friendly design.

These goals are presented below.

2.3.1. Land Use

- Create a highly desirable neighborhood commercial district that complements the surrounding neighborhood and takes advantage of nearby retail draws.
- To increase the use of vacant and underutilized properties.
- Maximize the visibility and exposure of retail buildings and facades to attract patrons, ensure long-term viability, and take advantage of existing retail draws.

2.3.2. Circulation and Parking

- To upgrade the Garfield/Pomona Intersection.
- Minimize and/or reduce driveway curb-cuts along Garfield Avenue and Pomona Boulevard.
- Create a secondary circulation network to improve access to parking (utilize existing alleys).

- De-emphasize parking as much as possible.
- Enhance walkability within South Garfield Village.
- To provide citywide flow on Garfield Avenue and enhance safety.
- To improve mid-block pedestrian pass-throughs (paseos) from rear parking areas or alleys, to Garfield Avenue.
- To create a safe and attractive street for all users.
- To consider utilizing parking structure(s) to facilitate development feasibility.
- To develop a parking district approach instead of lot-by-lot use.
- Consolidate existing parking.

2.3.3. Urban Design and Streetscape

- Create a distinct sense of place while providing variety in design expression.
- Express the highest level of design quality and integrity.
- Massing elements (e.g., tower features) are strongly encouraged to anchor corner buildings or entries.
- To enhance the streetscape through amenities: Trees, benches, pedestrian scale street lighting, bulb-outs, parklets, bus shelters, etc.
- To upgrade the appearance of facades (materials, colors, awnings, signage, lighting, architectural details).
- To create attractive, safe, pedestrian areas through paving, lighting, signage, landscaping, pedestrian amenities, mid-block crossing, undergrounding utilities and accommodating trash disposal.
- To encourage buildings that are visually appealing and accessible from all sides.
- To integrate appropriate and interactive public art.
- To plan for outdoor gathering and dining areas.
- To encourage buildings to be oriented towards the street and incorporate storefront windows.
- To consider allowing a light tint on windows facing the street.

2.4. Conceptual Land Use Plan

The South Garfield Village Specific Plan area can be classified into four character areas based upon overall context, circulation and nodes. See Figure 2-4 Character Areas at the end of this Chapter.

- Garfield Corridor - generally consisting of one parcel depth on each side of Garfield Avenue.

- Primary Village Gateway - The general area around the corner of Pomona Boulevard and Garfield Avenue.
- Secondary Village Gateway - The general area around the corner of Garfield Avenue and Riggin Street.
- Pomona Corridor - Generally consisting of one parcel depth on the north side of Pomona Boulevard.

These four character areas have a slightly different context in terms of overall character. The purpose of the Conceptual Land Use Plan is to provide guidance and suggestions for any improvements or developments in order to be consistent with the existing character in each of these four areas. These Land Use Concepts only serve as guidance and are not to be confused with the Land Use Zoning Districts defined in Chapter 3 of the Specific Plan that provide for regulatory development standards on a parcel by parcel basis.

The current South Garfield Village Specific Plan area is a neighborhood scale commercial district. The Garfield Avenue area consists of a relatively dense, walkable and street-oriented retail, restaurant, and service establishments serving the nearby residential neighborhoods. Businesses along Pomona Boulevard, while similar in context, include a mix of more automobile-oriented uses. The intent of the Specific Plan is to maintain the overall context, character and feel of the Village.

2.4.1. Garfield Corridor Character Area

Development within this character area should be pedestrian-oriented and oriented close to the street and sidewalk. Parking should be discouraged along the building frontages and located with access to the alley or provided through on-street parking spaces. The close proximity of businesses should provide a short distance of travel for customers. The use of larger windows and transparent surfaces can allow for more interaction between the retail and service spaces within and the active life of the street outside. Signage should be mainly located on the building and be pedestrian in scale. Street activity should be encouraged within the area including allowing for outdoor eating areas and public gathering spaces.

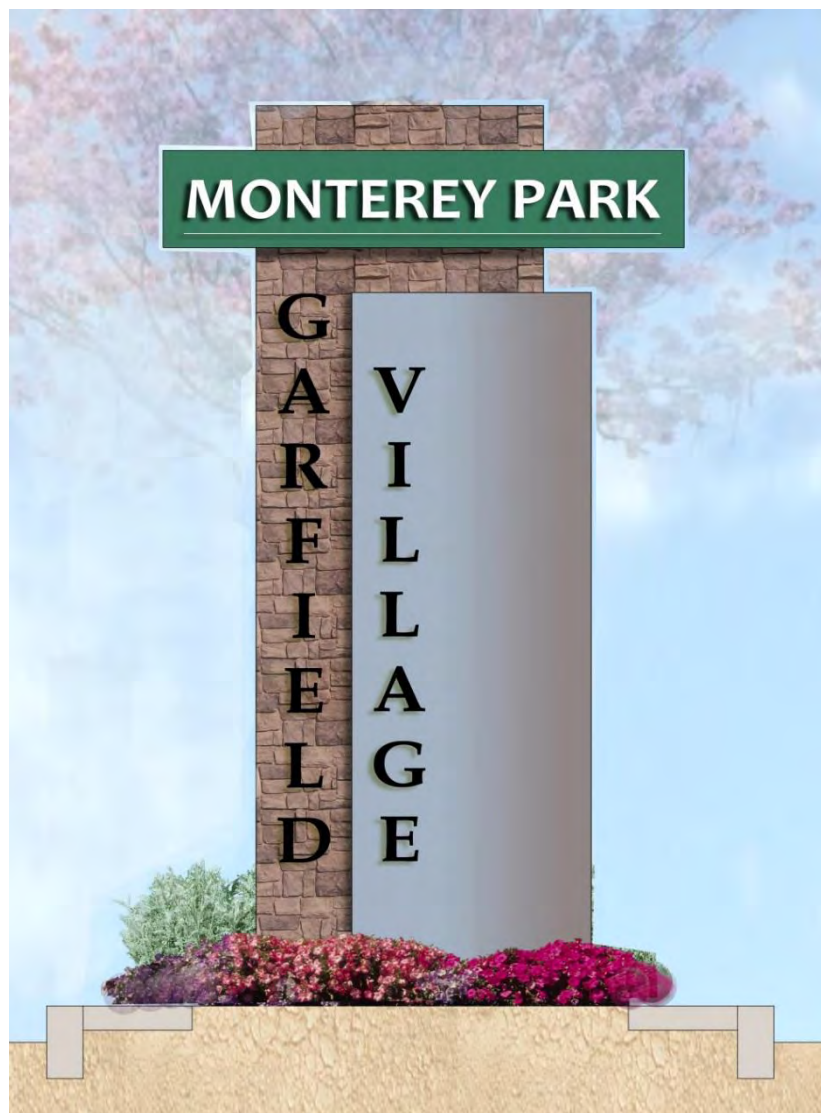
2.4.2. Primary Village Gateway – Pomona and Garfield

The Primary Village Gateway is the “node” of activity around the Garfield Avenue and Pomona Boulevard intersection. This is a major gateway area for automobile traffic into the Village. With the potential location of a future Gold Line station in proximity to this area, this gateway function could also include transit users/pedestrians. The

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Gateway is the front door to the Village. The area should be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and public gathering areas can emphasize the high-energy entryway of the Village. Signage can transition between pedestrian scale and more automobile-oriented scale along Pomona Boulevard. This gateway could be a potential location to a parking facility integrated with retail and service uses. This structure will serve as an anchor to the corridor and accommodate parking demand from existing and future development within the South Garfield Village Specific Plan area

Figure 2-1: Primary Village Gateway



2.4.3. Secondary Village Gateway – Riggin and Garfield

The Secondary Village Gateway is the “node” of activity around the Garfield Avenue and Riggin Street intersection. This is a gateway area for automobile and residential traffic into the village. The area should be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and public gathering spaces can emphasize the high-energy entryway of the Village. Signage should maintain a pedestrian-scale character.

Figure 2-2: Secondary Village Gateway



2.4.4. Pomona Corridor

The Pomona Corridor character should strike a balance between the automobile orientation of Pomona Boulevard, the adjacent Pomona Freeway and the need to transition to pedestrian-oriented uses along the Garfield Corridor. Shared parking and access can reduce curb cuts to create a more friendly and safe environment for pedestrians and bicyclists. Considering the balance with automobile orientation, uses that may be more intense can better be accommodated within this corridor. Signage would be oriented towards the street although billboards and pole style signs would still be prohibited to reduce visual clutter and respect the neighborhood-oriented scale of development. For further details and images, refer to Chapter 5 Circulation and Streetscape Design.

Figure 2-3: Opportunities and Constraints Analysis

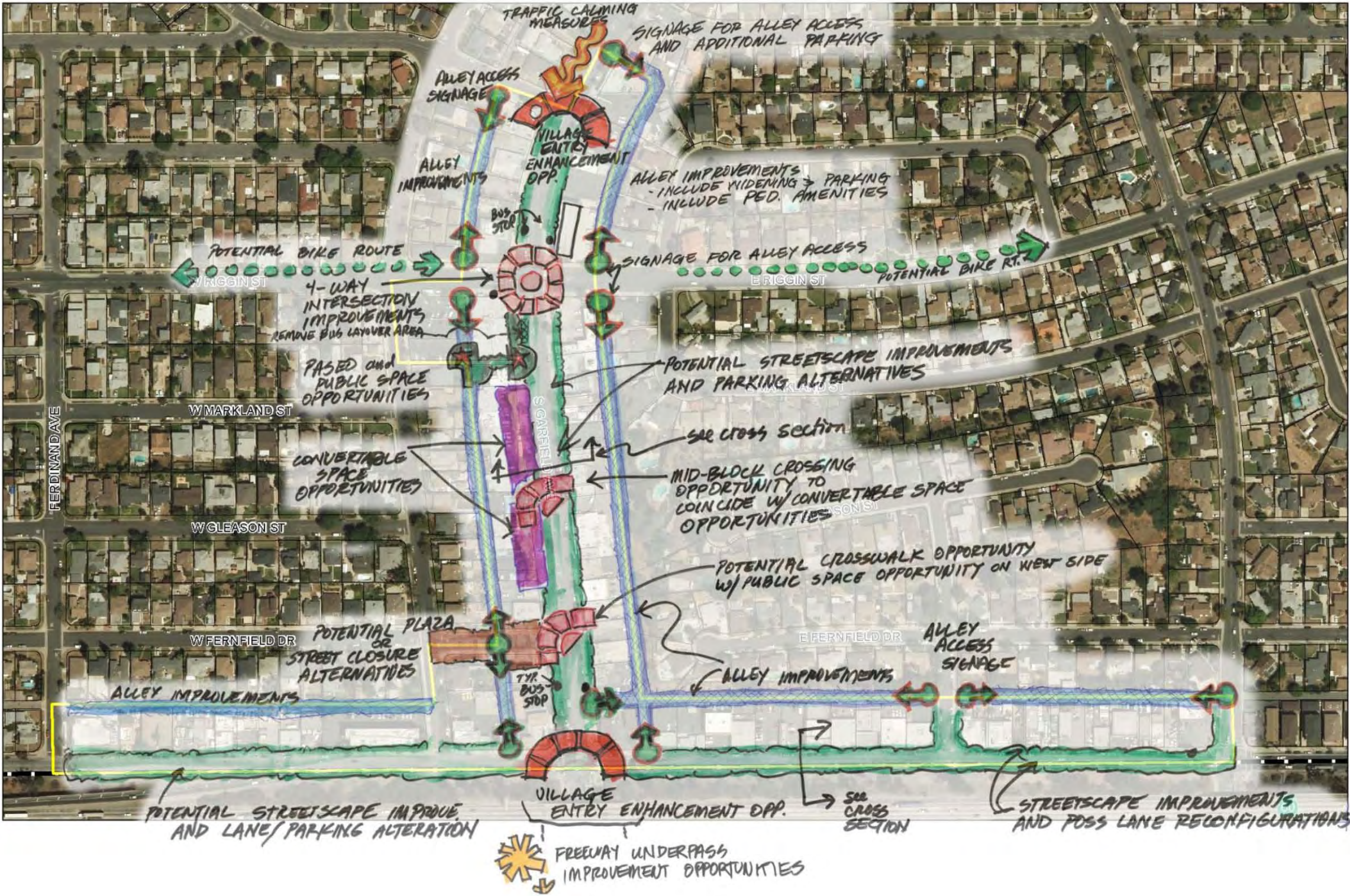
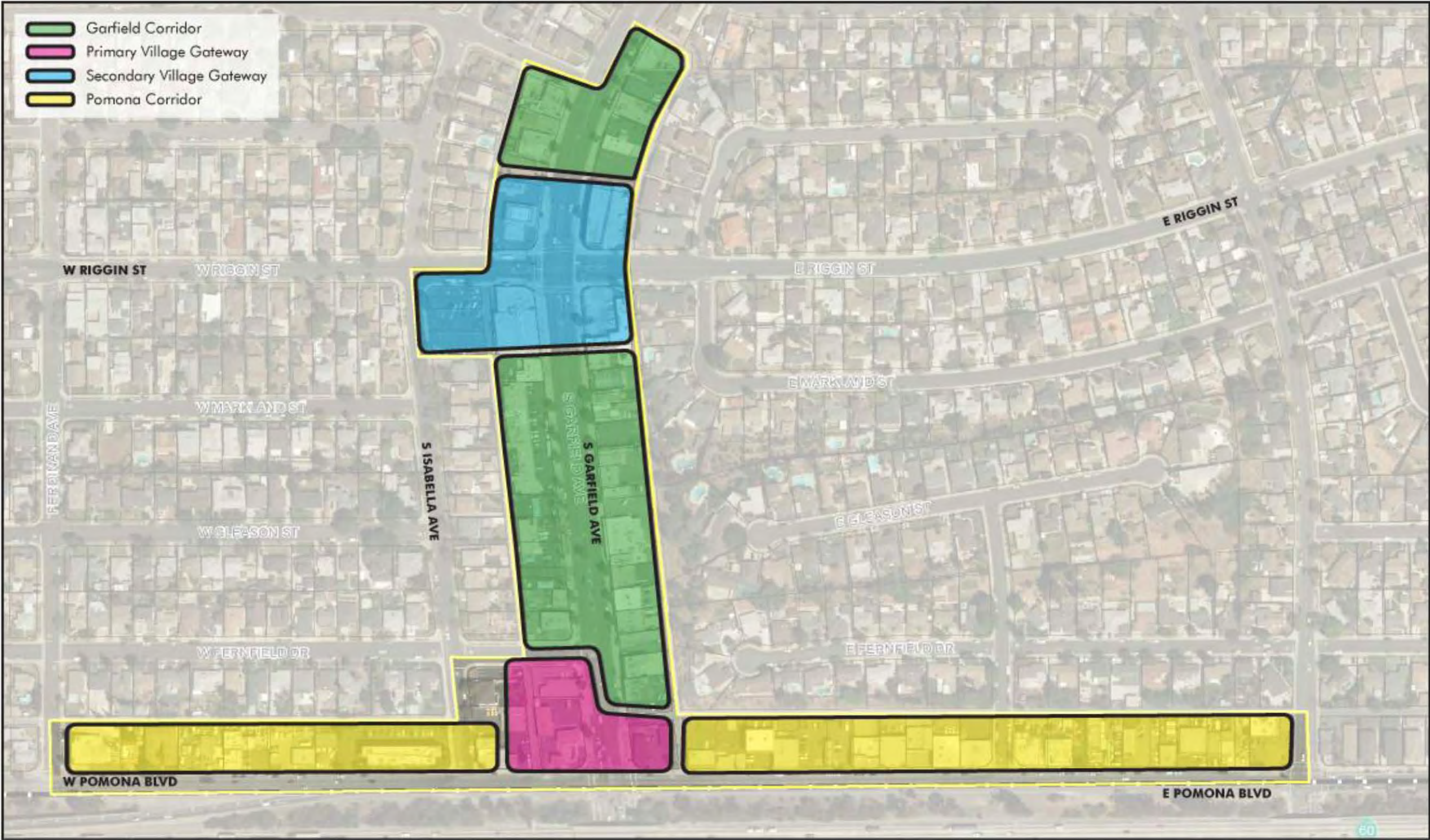


Figure 2-4: Character Areas





3 Land Use & Development Standards

This chapter explains the land use policies, and defines the land use designations unique to the Specific Plan. Development standards for each land use designation are also described. This section serves as the primary development regulations for the Planned Development Overlay, (as designated in the Zoning Ordinance). If there is a contradiction between the Zoning Ordinance and the Specific Plan, the guidelines provided in the Specific Plan shall prevail. If the Specific Plan is silent on a regulation, the user shall also consult the Monterey Park Municipal Code Title 21 (Zoning) for further information.

3. LAND USE & DEVELOPMENT STANDARDS

3.1. District Descriptions

3.1.1. GVN-S – Garfield Village Neighborhood Shopping District.

- (A) The GVN-S Land Use District has a physical character that is generally comprised of shallow lots and small scale developments. This zone provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This zone maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:
- (1) Limit the maximum sizes of commercial uses in this area.
 - (2) Ensure the maintenance and improvement of the existing commercial environment.

3.1.2. GVC-S – Garfield Village Commercial Services District.

- (B) The GVC-S Land Use District has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City's boundaries. This zone provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities. See Figure 3-2 Garfield Village Land Use Districts, at the end of this chapter.

3.2. Allowable Land Uses and Permit Requirements

3.2.1. Approval of Uses.

No person may commence a new use in any building, land or structure, nor may the owner of any property allow such use, unless and until the City Planner authorizes such use, before the Building Official's approval, indicating the same complies with all applicable laws. (Ord. 2097 § 3, 2013).

3.2.2. Land Use Regulations.

- (A) Permitted Uses. The land uses listed in Table 3(A) are permitted in one or more of the commercial districts as indicated in the columns corresponding to each commercial district:
- (1) Where indicated with a "P," the use is permitted.

- (2) Where indicated with an “X,” the use is expressly prohibited.
 - (3) The letter “A” indicates the use is permitted only as an accessory use.
 - (4) The letter “C” indicates the use is conditionally permitted subject to the approval of a conditional use permit as set out in Monterey Park Municipal Code Chapter 21.32, Permit Procedures.
 - (5) The letter “L” indicates the use is permitted subject to limitations described in Monterey Park Municipal Code Section 21.10.040.
- (B) All uses must be conducted totally within a completely enclosed building with the exception of City-approved outdoor dining, temporary special events, and uses customarily conducted in the open as determined by the City Planner.
 - (C) Storage is permitted only within an entirely enclosed building and is limited to accessory storage of commodities sold or utilized in the conduct of a permitted use, on the premises.
 - (D) Uses producing, causing or emitting dust, gas, smoke, glare, noise, fumes, odors, electromagnetic emanations or vibrations which are or may be detrimental to the safety, welfare, health and peace of the City and its residents are prohibited.
 - (E) Overnight parking of vehicles, except those used in conjunction with a permitted use, are prohibited. The vehicles must be maintained in proper working order and remain free of graffiti at all times. Any such vehicle deemed to be a public nuisance is prohibited from parking on-site.

Table 3(A)
Permitted Uses in Commercial Land Use Districts
GVN-S=Neighborhood Shopping District,
GVC-S=Commercial Services District

Legend: A – As an accessory use only C – Permitted subject to approval of a conditional use permit L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040 P – Permitted S – Permitted only on second floor or above X – Expressly prohibited		
Land Uses		
Retail	GVN-S	GVC-S
Appliance or Electronics Sale and Repair	P	P
Art Gallery	P	P
Art Supplies Store	P	P
Auto Parts Store, retail only	P	P
Auto Sales – New	X	X
Auto Sales – Used	X	X
Bakery, Retail Sales Only	P	P
Beauty Supplies Store	P	P
Boat, Trailer, Motorcycle, Motor Scooter Sales	X	X
Book Store, including Newsstand	P	P
Catering Service, Food (not truck catering)	A	A
Cellular Phone Store, including Accessories	P	P
Clothing/Shoe Retail and Service	P	P
Commercial Shopping Facility (5 or more units OR more than 1 acre)	C	C
Drugstore/Pharmacy	P	P
Florist	P	P
Furniture Store	C	P
Grocery/Food Store/Supermarket	P	P
Hardware/Home Improvement Store (less than or equal to 10,000 sq. ft.)	P	P
Hardware/Home Improvement Store (more than 10,000 sq. ft.)	X	X
Hobby/Specialty Store	P	P
Jewelry Store	P	P
Medical Equipment and Supplies (sales and service)	X	P
Medical Marijuana Dispensaries	X	X
Music Store (sales, service and instruction)	P	P
Music Store (retail sales only with service and instruction expressly prohibited)	P	P
Music/Movie Sale and Rental	P	P
Office Supply Store (less than or equal to 10,000 sq. ft.)	P	P
Office Supply Store (more than 10,000 sq. ft.)	X	P

Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Pet Store and Supplies	P	P
Photo Processing Shop (contained within automated equipment only)	X	P
Plant Nursery	X	P
Retail, General (≤10,000 sq. ft.)	P	P
Retail, General (large) (>10,000 sq. ft.)	P	P
Specialty Retail	P	P
Sporting Goods Store	P	P
Swap Meet	X	X
Swimming Pool Sales and Service	X	P
Service Business	GVN-S	GVC-S
Adult Care Facility	X	X
Animal Grooming	P	P
Animal Hospital	P	P
Animal Shelter	X	X
Auto Detailing	X	C
Auto Dismantling	X	X
Auto Rental	X	L
Auto Repair	X	X
Auto Salvage and Wrecking	X	X
Barber Shop	P	P
Beauty Salon	P	P
Car Wash	X	C
Cemetery	X	X
Check Cashing Facility	X	C
Collection Facility	X	X
Community Care Facility	X	C
Copy Center	P	P
Day Care Center	X	X
Day Health Spa (excluding massage)	P	P
Dry Cleaning (including laundry)	P	P
Dry Cleaning (including laundry less than or equal to 2,000 sq. ft.)	P	P
Employer-Sponsored Child Care	X	X
Extended Lodging Facility	X	X
Fitness Center (less than or equal to 5,000 sq. ft.)	L	L
Fitness Center (more than 5,000 sq. ft.)	C	C
Gunsmith	X	P

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Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Hotel	X	X
Kennel/Animal Boarding	X	X
Laundromat	P	P
Locksmith/Keys	P	P
Mail Boxes (accessory to parcel service or contract postal station only)	A	A
Massage Establishment	L	L
Money Transfer Facility	X	X
Mortuary/Funeral Home	X	C
Motel	X	X
Parcel Service/Contract Postal Station	P	P
Photo Processing Shop	P	P
Photocopying/Reproduction	P	P
Picture Framing as Accessory to Art Supplies Store and/or Art Gallery	A	A
Printing and Publishing	P	P
Public Storage (Mini-Storage)	X	C
Salvage Yard	X	X
Service Station	X	C
Studio (Martial Arts/Dance/Photo/Music)	X	L
Tailor	P	P
Tattoo Parlors and Body Piercing Shops	P	P
Tutoring	L	L
Veterinary Services, Domestic	P	P
Eating & Drinking Establishment	GVN-S	GVC-S
Alcohol Sales (on-sale and off-sale)	L	L
Bar, Tavern or Cocktail Lounge	A	A
Outdoor Dining	A	A
Restaurant	P	P
Retail Eating Establishment	P	P
Entertainment/Cultural	GVN-S	GVC-S
Adult Oriented Business	X	X
Amusement or Game Arcade	X	C
Auditorium, including Performing Arts Center	X	C
Concert Hall	X	X
Comedy Club	C	C
Commercial Recreation – Indoor	C	C
Commercial Recreation– Outdoor	X	C
Community Center	X	X
Cultural Institution	P	P

Legend:		
A – As an accessory use only		
C – Permitted subject to approval of a conditional use permit		
L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040		
P – Permitted		
S – Permitted only on second floor or above		
X – Expressly prohibited		
Land Uses		
Fortunetelling	X	L
Golf Driving Range	X	X
Internet Arcade	X	X
Library	P	P
Lodge/Meeting Hall	P	P
Miniature Golf	X	C
Museum	P	P
Theater (theatrical and motion picture)	P	P
Office	GVN-S	GVC-S
Bank/Financial Institution (retail)	C	C
Data/Cash Processing Office	X	X
Financial Institution/ Corporate Office	X	X
Notary Public	A	A
Office, Administrative	P	C
Office, Professional	P	C
Office, Service	P	P
Stockbroker/Trader	P	P
Medical Uses	GVN-S	GVC-S
Acupuncture or Acupressure Clinic/Office	X	L
Alcoholism Hospital	X	X
Ambulance Service	X	X
Clinic (including medical, dental, psychologist, social work)	P	P
Day Treatment Hospital	X	X
Hospital (including psychiatric)	X	X
Long-Term Facility	X	X
Medical or Dental Laboratories	X	X
Nursing and Convalescent Hospital	X	X
Optometrist/Ophthalmologist	P	P
Out-Patient Facility (Drug and Alcohol)	X	X
Educational Institutions	GVN-S	GVC-S
Business College (Office or Medical/Dental)	X	X
School, Commercial	X	X
School, Driving/Traffic (passenger vehicles and motorcycles)	X	C
School, Accessory Use to Church	X	X
School, Private	C	C
School, Public	P	P

GARFIELD VILLAGE SPECIFIC PLAN

Legend: A – As an accessory use only C – Permitted subject to approval of a conditional use permit L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040 P – Permitted S – Permitted only on second floor or above X – Expressly prohibited		
Land Uses		
School, Vocational or Trade School	C, S	C
Swimming Pool School	S	X
Additional/Accessory Uses	GVN-S	GVC-S
Alcohol Sales	A	A
Assembly Hall	X	X
ATM Kiosk	L	L
Boarding House (see also Monterey Park Municipal Code Section 21.04.147)	X	X
Buildings Exceeding Height Limit	X	X
Community Facility	X	X
Drive-Through Business	X	L
Dump, Inert Solid	X	X
Dump, Rubbish and Refuse	X	X
General Research and Development Facility	X	X
Government or Public Facility	C	C
Government or Public Facility (owned or operated by the City of Monterey Park)	P	P
Live/Work Unit	L	X
Manufacturing, Heavy or Light	X	X
Mixed Uses (Residential & Commercial)	X	X
Parking Lot/Structure	X	A
Private Club	X	C
Public Utility Office	C	C
Public Utility Substation	X	X
Quarry	X	X
Recycling Center	X	X
Refuse Collection	X	X
Rehabilitation Facility	X	X
Religious Institution (Church/Temple/Mosque)	X	X
Single Room Occupancy	X	X
Supportive Housing	X	X
Transitional Housing	X	X
Transfer Station	X	X
Warehouse	X	X
Warehouse and Sales Outlet	X	X
Wireless Communications & Telecommunications Facility	L	L
Wholesale/Distribution	X	X

(Ord. 2097 § 3, 2013)

3.2.3. Standards of Development.

The development standards criteria set forth in Table 3(B) are intended to provide minimum standards for the development and use of land within the Garfield Village GVN-S and C-S commercial districts.

Table 3(B)
Development Standards

REGULATION	GVN-S	GVC-S
Lot size (min.)		
Lot width	50 ft.	100 ft.
Lot depth	100 ft.	100 ft.
Lot area	5,000 sq. ft.	10,000 sq. ft.
1. Front yard (min.)		
a. Abuts a street	0 ft.	0 ft.
2. Side yard (min.)		
a. Abuts a street	0 ft.	0 ft.
b. Abuts commercial property	0 ft.	0 ft.
c. Abuts a residential zone	15 ft.	15 ft.
3. Rear yard (min.)		
a. Abuts a street	0 ft.	0 ft.
b. Abuts commercial property	0 ft.	0 ft.
c. Abuts a residential zone	15 ft.	15 ft.
d. Separated from residential zone by an alley (measured from center of alley)	20 ft.	20 ft.
Building height (max.)		
1. Maximum	28 ft./2 stories	40 ft./3 stories
2. Abutting residential zone	16 ft + 12 ft for additional 5 ft of setback > the minimum	20 ft. + 10 ft for every additional 5ft of setback > the minimum.
Floor area ratio (max.)		
1. Less than 10,000 sq. ft. lot	0.35	0.3
2. 10,000-20,000 sq. ft. lot	0.5	0.5
3. 20,000-30,000 sq. ft. lot	0.65	0.65
4. 30,000-65,000 sq. ft. lot	0.8	0.8

(Ord. 2097 § 3, 2013)

3.3. Non-conforming Uses, Buildings & Structures

All existing uses, structures and parcels are subject to the provisions of Monterey Park Municipal Code Section 21.30 of the Monterey Park Municipal Code regarding Non-Conforming Uses, Buildings and Structures.

3.3.1. Existing Uses Exemptions.

Any use, building or structure which exists or for which the City issued a building permit as of May 1, 2013, and which, as of said date, conformed to all zoning regulations of the City then in effect, shall not be rendered nonconforming within the meaning of Monterey Park Municipal Code Chapter 21.30, solely by reason of the application of new or revised development standards, as set forth in this chapter; provided that any such existing use, building or structure, upon alteration, addition, or expansion, in whole or in part, must comply with the provisions set forth in Monterey Park Municipal Code Section 21.10.180, 21.36 Design Review Approval. (Ord. 2097 § 3, 2013)

3.4. Standards for Specific Land Uses

3.4.1. Limitations, Special Standards and Accessory Uses.

The land uses listed in Table 3(A) and designated with the letter “L” or “A” are subject to the standards set forth in Monterey Park Municipal Code Section 21.10.040.

3.4.2. Alcohol Sales and Use.

The regulations and criteria for the consideration and issuance of conditional use permits for on-sale and off-sale alcoholic beverage use are set forth in Monterey Park Municipal Code Section 21.10.230, Alcohol Sales.

3.4.3. Service Stations.

Service Stations require a conditional use permit as set forth in Monterey Park Municipal Code Section 21.10.250, Service Stations.

3.5. Off-Street Parking and Loading Standards

Except as otherwise noted in this Specific Plan, parking is required per Monterey Park Municipal Code Chapter 21.22, Article III Off-Street Parking Regulations for Commercial and O-P Zones of the Monterey Park Municipal Code.

3.5.1. Off-Street Parking and Loading.

- (A) Each such lot must have and maintain off-street parking facilities pursuant to Monterey Park Municipal Code Chapter 21.22, Off-Street Parking Regulations.

- (B) Each such lot must have and maintain such loading facilities as may be required by Monterey Park Municipal Code Chapter 21.22, Off-Street Parking Regulations. (Ord. 2097 § 3, 2013)

- (C) The following provisions augment and supersede the provisions of Monterey Park Municipal Code Chapter 21.22:
 - (1) On-street parking spaces within fifty (50) feet of the project lot shall count toward satisfaction of the minimum off-street parking requirements in the GVN-S and GVC-S zones. Unmarked on-street parking shall be calculated as one parking space for every 20 feet of frontage, excluding curb cuts, driveways.

 - (2) No parking shall be required for outdoor dining that is permitted within the public rights-of-way.

- (D) The following table regulates the placement and location of parking facilities.

Table 3(D) Parking Requirements

Allowed Parking/Parking Requirements	
1. Surface Parking	a) Allowed to the rear of on-site buildings b) 1 row of parking is allowed to the side of buildings if placed along a driveway connecting to the street c) A 5ft min landscaped buffer shall be provided between the back of sidewalk and the first parking stall along the driveway
2. Underground Parking	a) Allowed under the entire site
3. Structured Parking	a) Allowed to the rear of buildings and/or on the upper floors of buildings (above a ground floor commercial space) if designed in accordance the design standards and guidelines for structured parking
4. Podium Parking	a) Allowed under all buildings if designed in accordance with the standards and guidelines for podium parking
5. Bicycle Parking	a) Allowed within surface parking areas and first floor of underground parking areas

	b) Allowed near building entrances (excluding private service entrance) c) Allowed on private property adjacent to sidewalks d) Allowed on sidewalks if a clear walking path of at least 6 ft is maintained
6. Parking Requirements	1. Excessive surface parking is strongly discouraged. If parking exceeds the minimum standard by 10 percent or more, at least one of the following measures shall be incorporated into the surface parking area: i. Increase the number of shade trees provided to a ratio of 1 tree per 5 parking spaces; ii. Divide surface parking areas into at least 2 smaller parking lots divided by a landscaped planter that is at least 10 feet in width (these parking areas may be connected by drive aisles); or iii. Provide a double row of trees (with shrubs and groundcovers surrounding them) between the sidewalk and surface parking area (where parking lots are permitted near sidewalks).
7. Minimum Bicycle Parking Requirements	a) Non-residential parking areas with at least 20 spaces: 1 bicycle space (on a bike rack or within bike locker) per 40 vehicle spaces
8. Shared Parking	a) Shared parking between adjacent lots is allowed if a parking study is prepared (where required) and a shared parking agreement is established and approved by the City Planner pursuant to a Use Permit, and if parking is provided to meet the greatest peak hour demand of the combined uses
9. Landscaping	a) Parking lots shall contain 1 shade tree per 4 parking spaces and have a minimum canopy radius of 15 feet at maturity. Each shade tree shall be spaced no more than 40 feet from another shade tree. Additional accent trees are also allowed within parking lots. b) The minimum tree planter width in parking areas shall be 5 feet.

3.6. Signs

All existing and proposed signage in the Garfield Village Specific Plan Area shall be subject to the signage standards and requirements for commercial development pursuant to Monterey Park Municipal Code Section 21.24.650 for the GVC-S and GVN-S Land Use Districts with the following exceptions:

- (A) Freestanding signs greater than 7-feet above the average base elevation are prohibited in the GVN-S and GVC-S Land Use Districts.

3.7. Auxiliary Structure, Equipment and Utilities

3.7.1. Mechanical Equipment.

Each lot which has compressors, air-conditioning units or similar machinery, located outside of the exterior walls of any building, must comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.100, Mechanical Equipment.

3.7.2. Trash and Waste Facilities.

Trash and Waste Facilities shall meet the requirements of Monterey Park Municipal Code Section 21.10. 110, Trash and Waste Facilities.

3.8. Development Incentives

3.8.1. PEDESTRIAN AMENITIES INCENTIVE.

Purpose

Throughout the Specific Plan area it is desirable to encourage pedestrian oriented spaces within individual building sites such as plazas, courtyards, and seating areas. Such features not only make the pedestrian environment more pleasant, but they also add significantly to the overall visual quality of the particular project.

Requirements

In order to qualify for the pedestrian amenities incentive bonus, a proposed project must meet the following requirements:

- The minimum lot or development size for projects requesting consideration for the pedestrian amenities bonus must be a minimum of 10,000 square feet.
- A qualifying plaza or courtyard must be designed as an integral part of the overall project and must be specifically related to the main circulation patterns(s) within the project. Leftover pieces

of the site, which are not related to the primary pedestrian circulation system, may not be counted as qualified areas.

- The minimum dimension of any qualified area must be 10 feet of hardscape material. Pathways required for normal pedestrian circulation may be included.
- Any qualified area must be open to the sky except for shade trellises and roof overhangs.
- Any qualified area must incorporate seating, enhanced paving materials, shade trees, and/or trellises and landscaping.
- Areas which are provided for the sole use of employees, such as patios, or business customers, such as outdoor dining areas or lobbies, may not be counted as qualified areas.
- All qualified pedestrian space must be located at ground level. All such space must be easily accessible to the general public during normal business hours and shall be barrier free in terms of handicapped access.

Incentive Bonus

For projects meeting the above requirements, the following development bonuses may be available.

- For every 200 square feet of useable pedestrian plaza or courtyard provided, on-site parking requirements may be reduced by one parking space; provided that a finding can be made that adequate parking will be available to the project.
- The City Planner may make minor adjustments either upward or downward in the above incentive bonuses in order to take into consideration irregularities or constraints of the site, location of the site within the overall Specific Plan area, relationship of the project to adjacent structures and uses, the responsiveness of the project to the Specific Plan Design Guidelines, and any other unique attributes of the development project.
- Through the development agreement process (Chapter 21.44), the City may consider other pedestrian incentive bonuses such as reductions in processing fees, in-lieu fees or utility connection fees. The extent of such bonuses may vary on a case-by-case basis as a result of negotiations between the project applicant and the City.

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3.8.2. MID-BLOCK PEDESTRIAN PASSAGEWAY INCENTIVE

Purpose

It is desirable to encourage the provision of pedestrian passageways at midblock locations to provide convenient through access to South Garfield Avenue from public and private parking lots at the rear of buildings.

Requirements

In order to qualify for the mid-block pedestrian passageway incentive bonus, a proposed project must meet the following requirements:

- The minimum width of any pedestrian passageway provided under this program shall not be less than 10 feet at any point.
- The pedestrian passageway must be designed to be an integral part of the overall project and must be configured to provide straight forward access from an alley or rear parking area to South Garfield Avenue. The incorporation of plazas into the design is highly encouraged. Business entrances are encouraged to front onto a mid-block arcade.
- The pedestrian passageway must incorporate landscape features, lighting, shade, textured paving and other design elements to enhance the overall pedestrian environment and provide a high level of security and convenience.
- Only one pedestrian passageway must be provided within any block, and it shall be provided in the middle one-third of the block.

A development agreement (Chapter 21.44) between the City and the property owner must be entered into describing responsibilities for maintenance and other liabilities.

Incentive Bonuses

For projects meeting the above requirements, the following development bonuses may be available.

- Required parking requirements or fees may be reduced by 10%, provided that a finding can be made that adequate parking will be available to the project.

- Through the development agreement process, the City may consider other mid-block pedestrian passageway incentive bonuses such as reduction in fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

3.8.3. LOT CONSOLIDATION INCENTIVES

Purpose

The presence of small, underutilized lots has been identified as one of the constraints affecting future development in portions of the Specific Plan area. It is desirable to encourage the consolidation of smaller lots into larger development sites in order to achieve the scale and quality of development envisioned for the area.

Requirements

In order to qualify for the lot consolidation incentive a project must meet the following requirements:

- A minimum of two existing adjacent lots must be combined under single ownership.
- In order to qualify for a lot consolidation bonus, all lots combined must be developed as part of a comprehensively planned project to be constructed in a single phase.

Incentive Bonus

For projects meeting the above requirements, the following development bonuses may be available.

NUMBER OF LOTS CONSOLIDATED INCENTIVE BONUSES

- 2 to 3 Lots: 10% Reduction in parking, Add one story to maximum height
- 4 to 6 Lots: 15% Reduction in parking, Add two stories to maximum height

Through the development agreement process, the City may consider other lot consolidation incentive bonuses such as vacation of alleys, reductions in processing fees, in-lieu fees, or utility connection fees. The extent of such bonuses may vary on a case-by-case basis between the project applicant and the City.

3.8.4. SHARED PARKING AND ACCESS INCENTIVES

Purpose

The use of parking facilities that are shared between adjacent properties can reduce the overall amount of parking spaces required and therefore allow more space for landscaping and other uses. When access drives are shared between adjacent properties, the number of curb cuts is reduced which provides for greater traffic safety.

Incentive Bonus Provisions

The provision of a shared parking/access incentive bonus will be evaluated on a case by case basis. The City may approve up to a 15% reduction in parking requirements when it is clear that the adjacent uses are compatible and that sharing parking and/or access is practical and efficient for both uses.

Shared Parking/Access Requirements

In order to qualify for a shared parking / access incentive, the following minimum criteria must be satisfied:

- Shared access driveways must be constructed over the common property line between adjacent uses and reciprocal access agreement must be recorded. Enhanced pavement and landscaping at the entrances may be required.
- When parking is shared between adjacent properties under a City enforceable shared-parking agreement, a minimum of 2 two-way traffic aisles must connect the two sites if a single shared access is not provided.
- Pedestrian safety and access must be prime consideration in the design of any shared parking/access facilities. See Figure 3-1 Pedestrian Access within shared Lots.



Figure 3-1 Pedestrian Access within Shared Lots

3.8.5. FAÇADE RENOVATION INCENTIVE

Purpose

Improving the physical appearance of buildings within the Specific Plan area, is one of the important goals of this Specific Plan. The Façade Renovation Program seeks to bring new life to older buildings along South Garfield Avenue by assisting property owners to upgrade the appearance of their buildings and therefore improve the overall image of Monterey Park's neighborhood shopping district.

Bonus Incentives

- To encourage revitalization, the City may offer cash rebates for a portion of the cost of approved front and/or rear façade improvements.
- Participants in the rebate program may also be eligible for a reimbursement of architectural fees.
- In addition, a low-interest loan program may also be available to assist property owners with long-term financing of eligible improvements and other incentives.

Eligible Improvements

- Eligible improvements for rebate and loan programs include, but are not limited to:
 - Storefront Remodeling;
 - Mall/Alleyway Facades;
 - Exterior Paint;
 - Awnings, Canopies;
 - Lighting;
 - Glazing;
 - Doors

Requirements and Procedures

- All façade improvements, in order to be eligible for financial assistance, must comply with the Design Guidelines for the South Garfield Village Specific Plan Area and be approved in advance by the City.
- Applicants shall follow procedures established by the City for the administration of the Façade Renovation Incentive Program. Procedures include the submittal and approval of an application and plans and specifications. Generally, the process will proceed as follows:
 - Pre-application meeting with staff;
 - Obtain preliminary design and cost estimates for improvements based on Design Guidelines;
 - Staff reviews and provides comments;
 - Obtain final plans, specifications, and construction bids, submit to City for review/approval:
 - City issues letter of commitment and applicant signs statement of agreement with conditions of approval;
 - Applicant obtains private funding of low-interest loan from City, obtains necessary permits, and completes project; and/or
 - City reimburses applicant upon satisfactory completion of work based on actual invoices and letter of commitment.

3.8.6. RESTAURANT DEVELOPMENT INCENTIVES

Purpose

To establish a quality restaurant with meeting and banquet facilities within the Specific Plan area is encouraged. This type of restaurant/banquet facility is especially desirable in the Neighborhood Shopping District where the philosophy is to grant incentives to restaurants, which provide a wide range of culinary options and dining experiences from around the world.

Definition

For the purpose of this section a “quality” restaurant is one which has sit down service only at booths and tables and serves, at a minimum, lunch and dinner. Minimum seating capacity should be about 40-50 persons. The facility may include a separate cocktail lounge.

Restaurant Development Requirements

In order for a proposed quality restaurant to qualify for the above incentives, the following minimum criteria shall be satisfied:

- The restaurant shall be a “quality” full-service facility as defined herein;
- The restaurant shall have a minimum seating capacity of approximately 40 to 50 persons; and
- Banquet/meeting facilities shall be provided for a minimum of 40 persons.

3.9. Design Review Approval

The Development Review procedures set forth in Monterey Park Municipal Code Chapter 21.36 – Design Review of the Monterey Park Municipal Code shall apply to all commercial properties in the South Garfield Specific Plan area. The Design Review Board must certify that construction plans for a new building or exterior remodel of an existing building in any commercial zone conform with Monterey Park Municipal Code Chapter 21.36 before an applicant may submit plans to the Building Division for a plan check or other application. (Ord. 2097 § 3, 2013)

3.10. General Commercial Requirements

3.10.1. Property Maintenance.

In addition to any other provisions of this Zoning Code, all commercial zones are subject to the requirements of Monterey Park Municipal Code Section 21.10.065, Property Maintenance.

3.10.2. Lighting.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.090, Lighting.

3.10.3. Walls, Fences and Hedges.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.120, Walls, Fences and Hedges.

3.10.4. General Landscaping Regulations.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10. 130, General Landscaping Regulations.

3.10.5. Parking Lot Landscape Standards.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.140, Parking Lot Landscape Standards.

3.10.6. Landscape Plan Requirements.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.150, Landscape Plan Requirements.

3.10.7. Landscaping Maintenance.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.160, Landscaping Maintenance.

3.10.8. Transportation Demand and Trip Reduction Measures.

All projects shall comply with the requirements set forth in Monterey Park Municipal Code Section 21.10.210, Transportation Demand and Trip Reduction Measures.

Figure 3-2: Land Use Districts



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4 Design Guidelines

This chapter explains design concepts and establishes design policies and design guidelines for development within the Specific Plan area.

4. DESIGN GUIDELINES

4.1. Purpose and Intent

The guidelines within this chapter describe and illustrate building designs, concepts, and features that will promote the high-quality development that is envisioned for the Specific Plan area. The design guidelines should be used in conjunction with the development standards described in Chapter 3: Land Use & Development Standards.

These design guidelines will serve to promote cohesive design and community identity. Graphics and photographic images are included as a visual reference and should not be interpreted as the only design solution. Creative approaches are encouraged.

These Design Guidelines serve the following functions:

- To establish design guidelines for site design, architecture, circulation, parking, lighting, and other distinguishing features.
- To provide developers, builders, planners, architects, landscape architects and property owners with guidelines and recommendations, to aid in maintaining the high level of community cohesiveness and unity, while still allowing for a degree of personal expression.
- Create a highly desirable commercial zone that is an asset to the Specific Plan area and the City of Monterey Park.
- Encourage sustainable design solutions that reduce energy consumption, use water efficiently, and minimize waste.
- Promote mobility while potentially reducing greenhouse gas emissions, encouraging healthier lifestyles, and providing opportunities for social interaction.
- Create simple building designs that result in efficient use of space, materials, and resources while maintaining a high level of design integrity and authentic architectural style.

The terms “shall”, “should”, and “may” are used within the Design Guidelines. The term “shall” is used to denote a design standard where compliance is required. The term “should” is used to denote a guideline that is recommended, but not required in all circumstances. The term “may” is used to denote a design treatment that is allowed or optional.

4.2. General Village Design Guidelines

This section applies to all future development within the Specific Plan area. They should be used in conjunction with the development standards specific to this area.

4.2.1. Overall Building Design

Buildings shall be sited and designed to have a strong street presence along public frontages, especially along South Garfield Avenue and public streets within the Specific Plan area.

Architectural details and enhanced elevations shall be applied to rear and side facades facing streets, alleys, and other public spaces to avoid blank walls that could dominate public views.

Building design and siting should take advantage of natural ventilation, heating, and cooling, sun and wind exposure, and solar energy opportunities. Passive solar orientation and design is encouraged to capture natural daylight and to use natural cooling techniques in place of air conditioning. Building siting should consider solar access for adjacent buildings.



4.2.2. Building Articulation



- Facades that are visible from streets, trails, outdoor gathering spaces, parks and open spaces, and parking areas shall be articulated to improve the design quality. Publicly visible facades shall include many of the following elements/treatments:
 - ☐ Change in plane
 - ☐ Change in colors, textures, materials, or masonry patterns
 - ☐ Stylized and/or recessed face, windows, or doors
 - ☐ Upper floor step-back
 - ☐ Overhanging roof eaves, porticos, awnings, canopies, lattice, or grates
 - ☐ Columns, posts, or tower elements
 - ☐ Three-dimensional expression lines, cornices, or roof parapets
 - ☐ Ribs or pilasters
 - ☐ Piers and fenestration pattern
 - ☐ A tree or other prominent and decorative landscaping features
 - ☐ An equivalent element that subdivides the wall into human scale proportions
- Completely blank side and rear building facades shall be avoided. These facades should include articulating elements such as windows, columns, changes in wall texture or color, change in wall plane, or other design feature that breaks up the mass of the building. The level of articulation of side and rear facades, especially those with limited public visibility, may be less than that of the front facade, but they shall not be devoid of articulating elements altogether.

4.2.3. Building Massing

- Varied building setbacks should be used to provide articulation and functional features such as entrances, courtyards, outdoor dining or seating areas, etc.
- Bay windows, stepped buildings, height changes, and setback variations are encouraged between businesses to break up large buildings and create attractive, interesting entries and storefronts.
- Tower elements or other monumental features are strongly encouraged at focal points such as corners, plazas, major entrances, or where walkways meet sidewalks. All elevations of a tower element or monument feature shall be completely constructed, with no blank walls or partially finished sides.
- Architectural elements such as windows, arcades, awnings, porticos, and other similar features should be used to break up the massing of large buildings.



4.2.4. Indoor-Outdoor Relationship

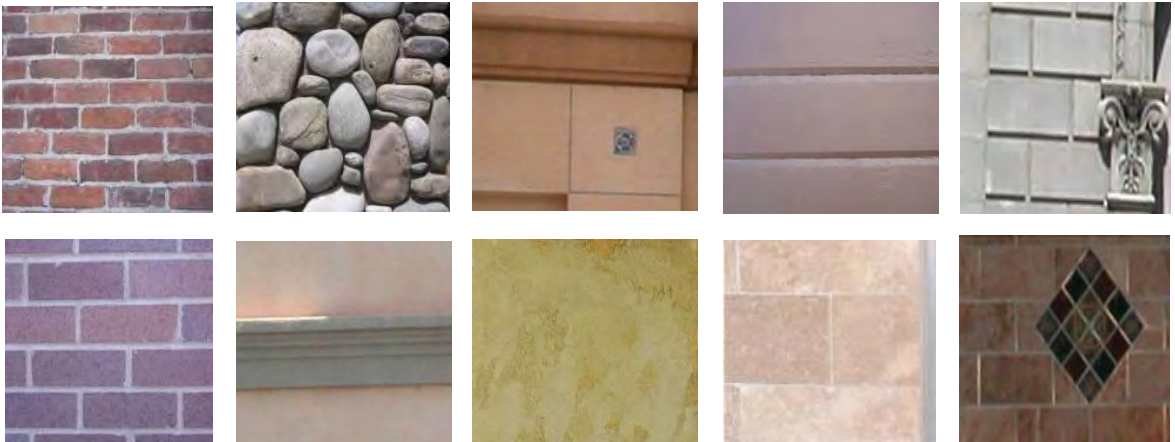
- Architecture and site design shall respond to the regional climate by providing indoor-outdoor transitional spaces where appropriate. Deeply covered, shaded, and protected areas create visual depth and interest while providing shelter and appropriate pedestrian scaled spaces for the public. The following features should be utilized to provide meaningful outdoor gathering and entry spaces:



- Porches, verandas, courtyards, and gardens accommodate outdoor seating areas adjacent to restaurants, coffee shops, bookstores, and other similar uses.
- Awnings cover entries and provide opportunities for signage. Awnings shall be no longer than a single storefront and shall be of a style and color complementary to the architectural style and character of the building. Multiple awnings over individual windows are preferred over one covering an entire storefront.
- Trellises can create a covered walkway to protect pedestrians from the sun, and provide aesthetic relief and a pedestrian scale to larger buildings.
- Deep overhangs can provide shade and protection but should only be used when appropriate to the architectural style and character of the building.
- Arcades along storefronts that cover pedestrian walkways, separate buildings, or provide a more pleasing experience for pedestrians.
- Loggias provide covered seating areas or other covered retail spaces.

4.2.5. Building Colors and Materials

- A variety of high-quality, durable colors shall be provided to create interesting and attractive building designs and avoid monotony.
- Green materials that withstand local environmental conditions are strongly encouraged, including recycled-content carpet, cellulose insulation, engineered lumber, certified wood, natural floor coverings, and recycled-content interior finishes.
- Exterior colors and materials shall be used to define the building form, details, and massing.
- Low and no volatile organic compound (VOC) paint and finishes are encouraged.
- When multiple buildings are proposed, a minimum of two color schemes should be provided for each architectural style. In general, each color scheme should have 1 or 2 complementary main colors and up to three complementary accent colors that are appropriate for the architectural style and character of the building.
- Changes in materials and colors should only occur if there is a change in plane. The change of materials and colors on outside corners is prohibited. Instead, materials and colors should change on inside corners.



Examples of appropriate building materials

- Materials and colors used on the front facade shall be wrapped along the side facade to an inside plane or to an appropriate transition point several feet beyond the front elevation to avoid the appearance of false facades.
- Decorative elements shall be used to break up the plane of the facade and create visual interest. Encouraged decorative elements include shutters, exposed rafter ends, cross beams, decorative grille work, decorative stucco, clay pipe vents, decorative ceramic tile, and other similar features that are appropriate for the architectural style and character of the building.
- Building details such as flashing, pipes, and metal vents may be used as an enhancement with complementary colors/materials or painted to match the building or roof surface so as to virtually disappear.
- The natural color of brick, stone, and tile should be maintained; these materials should not be painted or glazed.
- Corporate/franchise building colors, branding, and architectural features are permitted if the proposed design meets the guidelines contained in this chapter in all other respects.
- Side or rear facades that face walkways or streets shall only include false windows and door openings defined by frames, sills, and lintels, or similar modulations of the wall, when actual doors and windows are not feasible because of the nature of the building use.

4.2.6. Base and Top Treatments

- Where appropriate to the architectural style and character of the building, facades shall include treatments to define the building base, including:
 - Thicker walls, ledges or sills
 - Textured materials such as stone, masonry or textured concrete
 - Different colored materials such as ceramic tile, granite, marble, smooth finished stone or block, mullions or panels
 - Raised planter boxes
 - Enriched landscaping with a mature height of at least 18 inches
- Where appropriate to the architectural style and character of the building, facades shall include treatments to define the building top, including:
 - Cornice treatments
 - Roof overhangs (with brackets)
 - Stepped or shaped parapets
 - Textured materials
 - Different colored yet compatible materials



4.2.7. Entry Design

- Primary building entrances shall be designed as prominent features of the front.
- Awnings, overhangs, arcades, or other design features that provide shelter are strongly encouraged around entries and along walkways and sidewalks.
- Entries should be enhanced with additional elements to create a pedestrian scale, including massing variation and changes in materials, color, and roof form.
- Buildings that are part of a grouping and buildings with multiple businesses shall include compatible design treatments such as arcades, awnings, and simple signage as entry elements. Individual storefront entries should be emphasized.
- Service entrances shall be located and designed to be visually unobtrusive to site entries, building entrances, and public rights-of-way. Service entrances should be located behind or on the side of buildings.



4.2.8. *Windows and Doors*

- Windows shall be proportional to the facade and reflect the architectural style and character of the building.
- Window size and shape shall provide a balanced relationship with the surrounding roof and walls.
- Accent shutters are encouraged (as appropriate to the architectural style of the building). Accent shutters shall be proportional to the window opening to appear functional. Shutters should be placed adjacent to the window frame in a manner that doesn't look "tacked on" or fake.
- Windows should further enhance, not dominate, the overall architectural character.
- Energy efficient windows are required on exterior walls.
- Windows with clear glazing are most desirable, especially for ground floor uses.
- Large storefront windows are encouraged along sidewalks for commercial uses to encourage pedestrian activity.
- Architecturally compatible relief detailing is encouraged on entry doors.
- Upper story windows that are visible from streets, common spaces, walkways, parks, and open spaces shall be designed with window trims and grids that match the front elevations of the structure.

4.2.9. Roofs

- A variety of roofing forms, pitches, slopes, details, and high-quality, durable materials should be used on buildings, and shall be compatible with the overall style and character of the building.
- Roof heights shall be varied to create visual interest and avoid monotony.
- Flat roofs shall be accompanied by a cornice, trim or other accent features.
- Gable ends shall be separated so they are not located adjacent to each other.
- Roofs shall be constructed of high-quality, durable roofing materials and colors that are consistent with the architectural style of the building. A variety of roof materials and colors is required to avoid monotony. Acceptable roofing materials include clay, concrete tile, or asphalt shingle. Unacceptable materials include pressed wood, corrugated fiberglass, and asphalt roll roofing.
- Roof colors and materials that meet or exceed Energy Star requirements shall be used to reduce the heat island effect. Green roofs and rooftop gardens may be used to reduce heat impacts and energy demands.
- Rooftop solar panels, solar films, small-scale wind turbines, and other similar features may be used to generate energy.



4.2.10. Equipment Screening and Service Areas

- Small-scale wind turbines and solar heating and energy production panels and films are encouraged. The design and location of roof-mounted solar panels and small-scale wind turbines should reflect the architectural style and character of the building. These items do not need to be screened, since screening may limit productivity.
- Roof-mounted mechanical equipment (excluding solar panels, solar films, and small-scale wind turbines) on non-residential buildings shall be screened from views from streets, walkways, common areas, parking lots, parks, and open space areas with parapets and other architectural features that are compatible with the architectural style and character of the building.
- Ground-mounted mechanical equipment shall be located behind privacy walls/fences, inside utility cabinets, and/or behind landscaping to screen from streets, walkways, parking lots, parks, and common areas. Items to be screened include, but are not limited to, power transformers/sectors, electrical equipment, backflow preventers, antennas, large satellite dishes, HVAC (heating, ventilation, and air conditioning) equipment, and other similar mechanical equipment and utilities.
- Ground-mounted equipment, refuse container enclosures, and similar uses that may become a nuisance shall not be located near the main entrance of the building, windows of the building or adjacent building.
- Energy and water efficient appliances, fixtures, lighting, and windows shall meet or exceed state energy performance standards. Energy Star qualified (or equivalent rating system) models of mechanical equipment are strongly encouraged. All street and pedestrian lights shall be LED type or as approved by the City Engineer.

- Equipment should be located to maximize energy efficiency, such as by locating cooling equipment in shaded areas that are protected from the hot sun, thus reducing the energy needed to cool the air.
- Exterior on-site utilities shall be located underground, including drainage systems, sewers, gas lines, water lines, and electrical, telephone, and communication wires and equipment.
- Service and storage areas shall be located behind or to the side of buildings and screened from public view of streets, common areas, and walkways with walls and/or landscaping integral with the building and site design.
- The location and hours of loading and unloading areas should be designed to minimize noise impacts on the surrounding residential neighborhood.
- The design of outdoor storage areas (including shopping cart storage) shall be integrated into the design of the adjacent buildings to avoid onsite visual impacts.
- Onsite temporary storage areas should be provided and designed to minimize impacts on adjacent uses.
- Storage, service, and loading areas shall be designed and located on-site so service vehicle activities and movements do not disrupt the on- and off-site traffic flow.
- Refuse collection and storage facilities should be generally located away from public areas or screened from public view. Refuse container enclosures shall be designed with similar architectural treatments and colors as the adjacent buildings and shall meet the City's Trash Enclosure Ordinance.
- Locks are strongly encouraged for security purposes.



4.2.11. Fences and Walls

- Fences and walls used throughout the Specific Plan area shall be constructed using high quality materials and consistent with the architectural style of the building.
- Street-adjacent and perimeter wall and fence design, location, and height shall reflect the character and overall aesthetic of the Specific Plan area and be consistent in quality and color palette to create a consistent aesthetic.
- Fences and walls along collector (divided or undivided) streets and project perimeters shall not exceed six (6) feet in height.
- Perimeter and street-adjacent walls and fences shall be constructed of attractive, durable, and low maintenance materials, including but not limited to precast concrete with textured or stone finishes, wood, wrought iron, tubular steel, wood, or other.
- Landscaping shall be required along walls and fences to break up the massing and provide greenery throughout the Specific Plan area. Long, uninterrupted walls and fences (generally greater than 30 feet) shall be avoided along streets and adjacencies with parks, trails, and other common spaces.

4.2.12. Exterior Lighting

- Adequate lighting shall be provided throughout the site to create an inviting and non-threatening environment. Night lighting of public spaces shall be kept to the minimum necessary for safety and security purposes.
- The scale, materials, colors, and design detail of light posts and fixtures should reflect the desired character of the Specific Plan area and the architectural style of the surrounding buildings. Light posts shall be appropriately scaled to pedestrians near sidewalks and other areas of pedestrian circulation. Extremely tall light posts and fixtures shall be avoided. Bollard lighting is encouraged to illuminate walkways without providing spillover.
- Lighting fixtures shall be compatible with the architectural style and character of the building. The color, size, placement, and number of fixtures shall enhance the overall design and character of the building and site.
- Exterior lighting should be unobtrusive and not cause glare or spillover into neighboring properties, and lighting fixtures should direct illumination downward to minimize light pollution impacts. Up-lighting, spot-lighting, and decorative color lighting may be appropriate for prominent buildings and features, but illumination should not adversely impact neighboring properties with sensitive uses, such as residential.
- If security lighting is required, security lighting fixtures shall be hooded, recessed, and/or located in such a manner to only illuminate the intended area.
- All building entrances, including alleys, plazas, drive isles, paseos, walkways, common areas, and others shall be well lit.
- Lighting sources (e.g. bulbs) should be concealed from view to prevent glare and promote lighting uniformity.

4.3. Special Use Design Guideline

4.3.1. Small-scale Retail Establishments (less than 5,000 sf)

- Transparent storefront windows should account for approximately 50 percent of the facade length for each business.
- Seating, plazas, landscaping, and other design elements should be provided to serve as gathering areas and to add to the pedestrian experience.

4.3.2. Large Format/Buildings (more than 5,000 sf)

- A building that contains office or commercial uses that require large lots.
- All street fronting entrances shall be at the grade of the adjacent sidewalk, paseo, courtyard, or plaza.
- Allowed uses for all floors include: Office, Commercial, and Ancillary Food Service and Service Uses.
- Conditional uses on all floors include: Full-service/free-standing Food Service and Service Uses.

4.3.3. Restaurants

- Location and design should create or take advantage of gathering areas throughout commercial and mixed-use areas.
- Outdoor seating areas with tables, chairs, umbrellas, potted plants, trellises and other design features are strongly encouraged.
- Outdoor seating areas shall be located and designed to be publicly visible.
- Franchise or chain restaurants shall be designed to reflect the overall architectural style and character of the building or commercial area.
- Standardized architecture (e.g., franchise or chain architecture) shall only be permitted if the architectural style and design meet the requirements of the Commercial Guidelines contained herein.



4.3.4. Entertainment Uses

- Uses, including theaters, nightclubs, bars, billiard halls, bowling alleys, and other similar uses shall utilize a high degree of architectural expression to reflect their function. Architectural designs should attract and draw attention.
- Building entrances shall be emphasized with architectural forms, special materials, distinctive lighting, signage, or other elements that dramatize the use.
- Entertainment uses shall be separated from residential and other uses that may conflict with the higher levels of light, noise, and pedestrian traffic.



4.3.5. Convenience Stores and Gas/Service Stations

- Uses shall be located along major streets for easy vehicular access and to minimize impacts to residential uses within the Specific Plan area.
- When located on a corner, access from adjacent sites or side streets is encouraged to ease congestion along major streets.
- Freestanding buildings shall be designed with complementary architectural style and character of adjacent commercial uses.
- Subdued colors and materials are required to promote a harmonious appearance with the surrounding area. Bright accent colors used to express corporate logos shall be used on a limited basis and shall not be internally illuminated except as permitted for a sign.
- Landscaping, low walls, or berms shall be provided along sidewalks, walkways, and common areas to provide screening.
- If used, screening walls shall be constructed of noncombustible materials (no wood fences) consistent with the colors and materials of the primary building. Landscaping shall be incorporated into the design of screening walls.



4.4. Public Space and Amenities Design Guidelines

This section addresses the design of all public spaces, paseos, plazas, pedestrian linkages, parking lot access walkways, etc. (including spaces on private property that are open to the general public) within the *Specific Plan*. These public spaces are intended to:

- Provide links to pedestrian and bike trails and function as nodes and rest areas within the South Garfield Village.
- Create gathering spaces for residents and visitors that are inviting, enhance the overall character of the Village, and serve a variety of users with passive and active uses.
- Promote walking and bicycling within the Village.
- Encourage interaction with visitors/users.
- Provide transitional space including outdoor cafes and other meeting areas.

Additional landscaping standards for street/sidewalk streetscape are provided in Chapter 5.

4.4.1. Plazas, Paseos, Parklets and Courtyards

Plazas, paseos and courtyards provide passive open space with flexibility and opportunities for café tables, seating, social gatherings, special events, street performances etc. Fountains, sculptural elements, banners and thematic signage/lighting and/or public art are encouraged for this area.



Pedestrian paseos should be provided that extend through/between buildings to link parking lots to sidewalks, plazas, public spaces, and storefronts. Paseos should be a minimum of twenty feet wide, well-lit, and appointed with decorative furnishings and wall treatments. Such areas may also provide opportunities for outdoor dining.

Pedestrian paseos should be straight with clear “through visibility”. Store entries and shop windows are encouraged along paseos. Decorative paving materials should be used that create a warm rich texture while minimizing heat reflectivity. Any paving materials used in the plaza areas should complement the paving pattern and color of the pavement used in the public right-of-way.

Parklets are small areas of expanded “sidewalk” areas that create space for pedestrian amenities such as seating, outdoor dining, trees, and landscaping. They buffer pedestrians from moving vehicles, calm traffic, and beautify streets. They can be permanent or temporary installations that occupy one or two on-street parking spaces.

Site amenities form elements of commonality, which help to establish the identity of a commercial area and provide comfort and interest to its users. Individual site amenities within a commercial setting should have common features, such as color, material, and design to provide a cohesive environment and a more identifiable character.

Seating is an important amenity that should be provided throughout commercial areas within the Specific Plan area. Seating in the public right-of-way should coordinate with other streetscape furnishings (see Streetscape Furniture, Chapter 5.5).

Walls and fences are generally used for security purposes to define ownership, to mitigate nuisances such as noise, and to screen areas from public view. Walls and fences should be kept as low as possible while performing their functional purpose.

Landscaping should be used in combination with walls to soften the otherwise blank surfaces. Vines planted on walls are strongly encouraged to hide flat wall surfaces and to help reduce graffiti.

Pedestrian scale lighting is strongly encouraged. The style and color of lighting should relate to the overall architectural design of the primary commercial structure.

Tree grates should occur along street edges and plazas where a continuous walking surface is needed. Grate sizes should be a minimum



of four feet in diameter. Knockouts must be provided to enlarge the inside diameter for supporting a larger tree trunk as the tree grows.

Tree guards should extend vertically from tree grates and serve to protect trees in highly active areas. Tree guards should be narrow and painted in a similar color and relate to other site furnishings.

Bollards are intended to separate pedestrians from vehicular traffic areas and to light sidewalk surfaces. Bollard design should coordinate with other streetscape furnishings. In locations where emergency access may be necessary, removable bollards are encouraged.

Trash receptacle design should coordinate with other streetscape furnishings. Pots and planters should be located where pedestrian flow will not be obstructed. Pots and planters should be durable and have natural color tones that complement the adjacent structures.

4.4.2. Public Art and Focal Features

Public art and visual focal features should be provided whenever possible within public spaces. Art associated with commercial development is encouraged to invite participation and interaction, add local meaning, interpret the community by revealing its culture or history, and/or capture or reinforce the unique character of a place. Public art on private property is subject to the review and approval of the Design Review Board.

The City may consider any public arts program, such as “Art in Public Space” to encourage and assist private business to provide permanent installations of a wide variety of art mediums.

- The setting of public art shall be considered in its design; likewise, the impact of physical space and nearby structures on public art shall be considered.
- Freestanding pieces of art or sculpture shall be placed to avoid locations where it would compete with a storefront or obstruct a pedestrian path, create a traffic hazard or compete with another piece of art or sculpture.
- Public art shall be deployed in concert with other features, such as a plaza or architectural features that acknowledge and respond to the presence of the art and make the art an integral part of site development rather than a stand-alone object.
- Public shall have no text, except for plaques.
- The selection and placement of the art shall be an integral part of the design process. It shall not be a last minute effort.





- The art piece shall be maintained by the business owner in a neat and orderly manner acceptable to the City.
- The art piece shall be a permanent, fixed asset to the property upon which it is located.
- The art piece shall be placed in a location that is visually accessible to the public, such as a building façade, landscaped area or public gathering plaza. The art piece may be designed as an integrated part of the building, streetscape, or landscape.
- Wall murals, and sculptural elements attached to walls are encouraged.
- The art piece shall be comprised of permanent type materials and require a low level of on-going maintenance. Durable and weather-resistant materials are recommended. Such materials may include, but are not limited to steel, bronze, concrete, wood, plastic, and stone.
- Any lettering/signing on a piece or its foundation must be approved by the City prior to installation. Project identification is allowed; however, product advertising is not permitted.
- The art piece shall be constructed at a size that is proportional to the size of the adjacent building(s) and other related physical improvements.
- The art piece shall be designed by persons with experience and knowledge of monumental scale piece and shall provide the City with background information verifying these capabilities.

4.5. Signage Design Guidelines

For purposes of this Specific Plan, the existing City of Monterey Park Sign Ordinance, (Municipal Code Chapter: 21.24 Sign Regulations) shall apply. However, specific building signage design guidelines have been provided to augment these regulations. In the event of conflict between the City ordinance and the following guidelines, the guidelines shall prevail.

- Signs should be oriented to the pedestrian, even if also designed for vehicles.
- Lettering styles shall be proportioned, simple, and easy to read.
- No portion of the sign (including support materials) shall project above the cornice, parapet, or roof eave unless it is integral to the building architecture, such as a uniquely designed theater marquee.
- Signs shall not cover windows, architectural elements, or architectural details.
- Businesses in alleys, courtyards, or plazas should be identified from the street.
- Signs shall be durable, weatherproof, well-designed, and act as unique expressions of the business or building. Mounting hardware shall be an attractive and integral part of the sign design, or be hidden behind the sign.
- Street numbers shall be prominently displayed at the main entrance to every business and be clearly visible from the street, drive isles, or alleys.
- In addition to the sign requirements in the zoning ordinance, a master sign program shall be required for buildings with more than three tenants or sites with more than one building (excluding accessory structures). This program should require that each tenant sign has an appropriate and compatible size, location, shape, orientation, and scale. The number of signs should be in proportion to the length of the property. All signs on a property shall share common design elements, such as:
 - Materials
 - Size
 - Shape
 - Lighting technique
 - Placement
 - Alignment
 - Method of attachment



4.5.1. Sign Colors and Materials

- Sign materials shall complement the overall architectural character of buildings on the property and be constructed out of high quality materials, such as acrylic, aluminum, and weather resistant wood and composite materials.
- Sign materials shall be durable, weatherproof, and treated or painted so that they will not discolor, rust, fade, crack, or corrode.
- Sign materials shall make a positive contribution to the legibility of the sign. Glossy finishes that cause glare and reflections are discouraged.
- Sign colors shall complement the colors of adjacent buildings on the site.
- The color of the sign frame and letters should generally contrast the background of the sign or wall to maximize legibility. Light letters on a dark background or dark letters on a light background are most legible.
- The color scheme should be limited to fewer colors to maintain visual balance. Colors or color combinations that interfere with legibility of the sign copy or that interfere with viewer identification of other signs shall be avoided.



4.5.2. Sign illumination

- Unless otherwise noted, appropriate types of illumination include:
 - External lighting that is directed on the sign face or provided from an on- or off-site light pole.
 - Backlighting of individually mounted letters and sign symbols.
 - Internal illumination of box signs that illuminate just the letters, logos, or symbols of the sign, but not the sign background. Internally illuminated box signs that illuminate the entire sign (letters, symbols, logos, and background) are discouraged.
- Sign lighting level shall not overpower the facade or nearby signs. The light source shall be angled toward the sign and should be shielded from pedestrian view.
- LED or other low energy use lighting sources shall be used for sign lighting.



4.5.3. Temporary Signs

- All temporary signs shall conform to the size and display period standards as required in the Sign Regulations in the City of Monterey Park municipal code.
- Signs designed or intended for temporary use shall not be displayed on a permanent basis. Temporary signs should not interfere with permanent signs and should retain similar color schemes and style as existing signs.
- Materials shall be sturdy and able to withstand rain, wind, and sun for the duration of use. Temporary window signs should not take over more than 25 percent of the window space.

4.5.4. Appropriate Sign Types

Awning/Marquee Signs

Awning/marquee signs are signs that are printed on, painted on, or otherwise attached to an awning or marquee above an entry or window. These signs are generally used along building facades that are adjacent to a sidewalk or walkway.

- Signs shall only be placed on the front face (the skirt or valance) of awnings, but may be placed on any face of marquees.
- Lettering should not exceed 8 inches in height and symbols or logos should not exceed 12 inches in height. The overall width of the sign (text, symbols, and logos) shall not exceed 80 percent of the awning or marquee width.
- If illuminated, signs shall be externally illuminated and directed at the sign, not the entire awning or marquee. Marquees on theaters and other unique uses may be internally illuminated.
- Replaceable valences are encouraged to avoid the need to replace awnings or paint out previous tenant signs when a new tenant moves in.
- When a business closes or an occupant otherwise vacates the structure, the signage and awning must be removed, denoting that the business is no longer in operation.

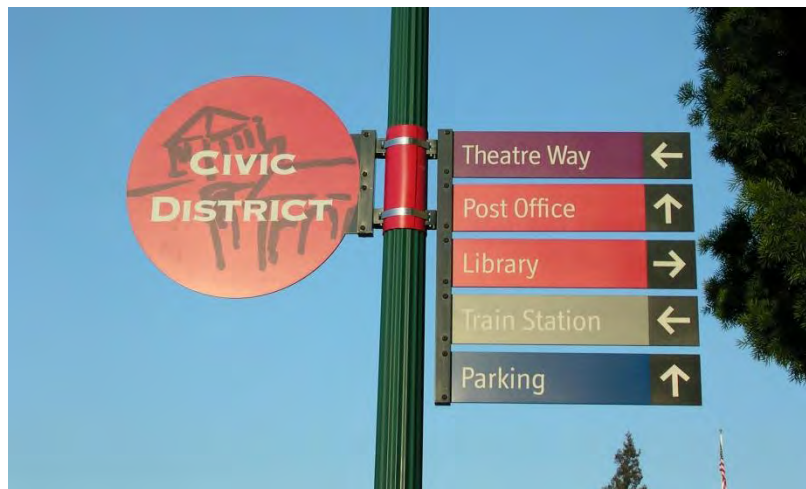




Directional and Wayfinding Signs

Directional signs are small freestanding signs that provide direction to pedestrians and vehicles entering or navigating through the site.

- Directional signs are strongly encouraged along internal driveways and pedestrian walkways, and when a site has multiple businesses, buildings, or functions. Directional signage is encouraged when the site has multiple businesses or functions (e.g., to direct service trucks to loading/unloading areas and customers to appropriate parking areas).
- Directional signage shall be simple and include a simple directional arrow and the name of the area, business, or the user to be alerted.
- Directional signs shall have a similar design and theme as all of the signs on the site. However, these signs should be smaller in terms of scale and height related to other types of freestanding or monument signs.
- Directional signs shall be illuminated by external lighting fixtures or with internal lighting that only illuminates text and arrows.
- All traffic and pedestrian signs, including without limitations, directional and wayfinding signs, shall be approved by the City Engineer.



Wall Signs

- Wall signs are vehicle- and pedestrian-oriented signs that are mounted flat on the facade of a building.
- Wall signs shall not project more than 12 inches from the facade and should not exceed 24 inches in height.
- If multiple wall signs are used along a facade, the cumulative width of signs should not exceed 50 percent of the facade width.
- Building facades shall be designed with specific areas dedicated for wall signs. The location, placement, and size of wall signs should create a consistent pattern of signs on the facade. In general, wall signs should be placed above the building entrances and below the roofline.
- Wall signs shall not be placed in random locations along a facade nor should they be placed over building details, cornices, molding, windows, or other prominent building features.
- Wall signs should be positioned within architectural features such as the panels above storefronts, on the transom, or flanking doorways.
- Wall signs may be illuminated by external lighting fixtures, with back-lighting behind individually cut letters and symbols, or by internally illuminating individually cut sign letters and symbols. Internally illuminated box or can signs are strongly discouraged. Instead, internally illuminated signs (where appropriate) should be individually cut around lettering and symbols.



Monument Signs

Monument signs are signs that are located within the front setback (generally between the sidewalk and building) and are attached to a freestanding structure supported by one or more uprights, braces, columns, poles, or other similar structural components placed on or into the ground. While it is noted that this sort of sign should not be located within a pedestrian oriented corridor, there are some character areas where current uses are automobile oriented (such as Pomona Boulevard). Monument style signage would be appropriate at locations that are not where automobile orientation is predicted to remain within the South Garfield Village planning area.



- Monument signs near vehicular entrances should be oriented perpendicular to the street. No more than one sign is allowed per vehicular entrance. If the vehicular entrance is for more than one business, multiple businesses may be identified on one sign.
- Monument signs shall not cause line-of-sight issues with driveways or intersections. Monument signs should be located at least 10 feet from driveway entrances.
- Monument signs should be rectilinear in form and scaled for use by pedestrians and drivers. In general, horizontal monument signs up to 3.5 feet in height are preferred; however, narrower vertical signs may be appropriate up to 8 feet in height for major entries and multi-tenant commercial centers.
- Landscaping, especially evergreen and flowering plants, is strongly encouraged around the base of the monument sign to highlight and define the base while screening support structures. Landscaping provided should equal at least twice the sign face surface area.
- Monument signs shall be constructed of high-quality, durable materials. Materials, finishes, and colors should complement the architectural style and character of the buildings and other onsite signs.
- Internal illumination is prohibited on monument signs. Illumination from external lighting fixtures or back-lighting behind individually mounded letters and symbols is encouraged.

Plaque Signs

Plaque signs are signs that are attached to flat against a building facade, generally at the eye level of pedestrians, and are often used to identify individual businesses or unit, to provide a directory of multiple businesses or units, or to display menus.

- Plaque signs should not exceed a surface area of 6 square feet and should not project more than 2 inches from the wall face.
- Only one individual business or unit sign should be provided for each business or unit.
- Directory signs should be located near common building entrances. Only one directory sign should be provided on a facade.
- Menu displays are strongly encouraged for restaurants and should generally be located near entrances.
- Plaque signs shall be illuminated by external lighting fixtures. Menu displays may include internal illumination.



Projecting Signs

Projecting signs are double-sided signs that project perpendicular to the building facade and hang from a mounted wall brace on the facade or from a roof overhang, such as an arcade. Projecting signs are primarily oriented towards pedestrians.



- Wall-mounted projecting signs shall not extend more than 3 feet from the facade. Signs hanging from a roof overhang should generally be centered with the overhang. The total sign area should not exceed 10 square feet.
- A minimum vertical clearance of 8 feet (as measured from the bottom of the lowest part of the sign to the adjacent ground surface) shall be maintained over sidewalks, walkways, and common areas.
- Projecting signs should generally be located near entrances, below second floor windows. No portion of the sign should extend above the roof line.
- Only one projecting sign should be allowed per tenant.
- Projecting signs shall be illuminated by external lighting fixtures



Window Signs

Window signs are those signs located within a window/storefront of a business and are oriented toward the adjacent sidewalk or walkway.

- Window signs shall not occupy more than 25 percent of the window.
- Permanent window signs should be created with permanent, fade-resistant paint, decals, gold-leaf, or etching.
- Window signs may also hang on the inside of the window. Mounting hardware and equipment should be concealed.
- The location, size, and shape of window signs should add to a storefront display, not detract from views into the business.
- Window signs may be illuminated from external light sources or from lighting within the storefront. Internally illuminated window signs should be limited to “open” signs.



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5 Circulation & Streetscape Design

This chapter explains the circulation and streetscape design and proposed mobility plans for pedestrians and bicycles.

5. CIRCULATION & STREETSCAPE DESIGN

This Specific Plan is designated for active streetscapes, which are pedestrian in scale and accommodate multiple modes of travel. Residents, employees, students and visitors, of all ages and abilities, will be able to live, work, learn and play, with little need for automobiles. People coming to the Specific Plan area may come on foot, bike, transit, and other modes. For those who drive, these guidelines promote an environment of “park once and walk,” as opposed to parking multiple times.

Development in the Specific Plan area shall be designed to help create a safe and comfortable environment for pedestrians, vehicles and multiple transit modes through the following methods:

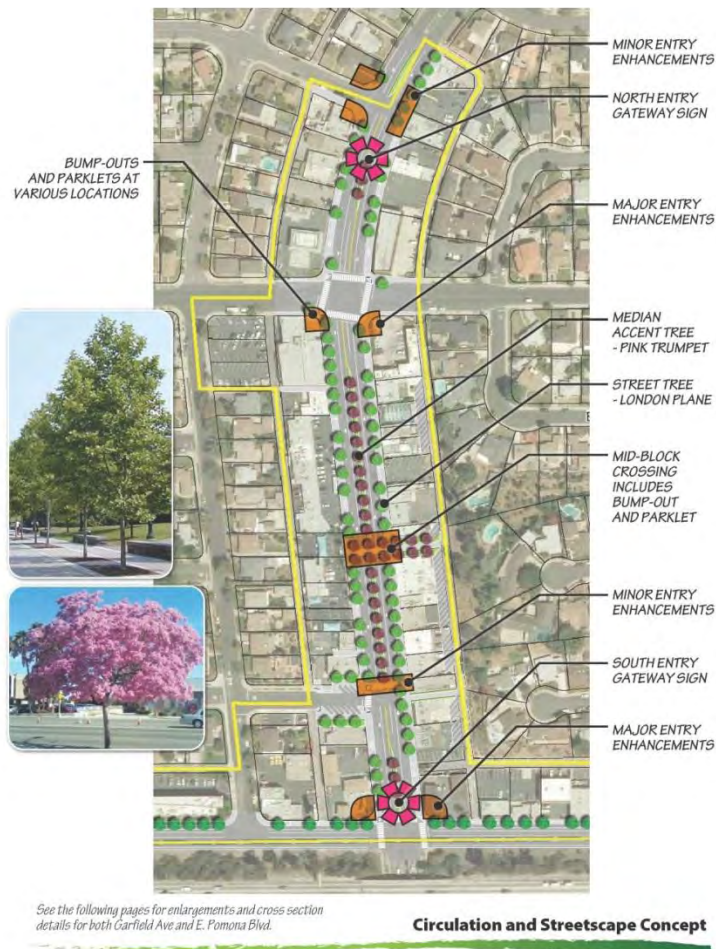
- Providing a clear and discernible vehicular circulation pattern that provides access to convenient parking areas.
- Combining parallel parking, angled parking, and standard parking throughout commercial areas to create variety and interest and help define various public spaces.
- Reducing off-street parking requirements with proper Transportation Demand Management strategies when appropriate to take advantage of transit oriented mixed-use and alternate transportation opportunities.
- Considering additional reductions of off-street parking requirements when options such as employee transit passes, sheltered bicycle parking, car share/van pool programs, and other Transportation Demand Management strategies reduce the need for automobiles.
- Providing active and on-going management of shared parking where uses have different peak parking demands.
- Encouraging time limits and parking permit programs to encourage turnover near commercial uses and reduce the amount of on-street parking for transit.
- Permitting angled parking on private streets or on-site areas to increase the number of spaces provided.

5.1. Circulation and Streetscape Concept

This chapter describes the anticipated improvements within the public realm of the two major roadways within the Specific Plan area; south Garfield Avenue and Pomona Boulevard. The conceptual improvements that follow are designed to provide better movement, shared roadway uses, safe access to businesses, clear access to convenient parking, and provide a more walkable pedestrian environment. Figure 5-1, Garfield Avenue Streetscape Concept (below), highlights the primary elements of the streetscape improvements along Garfield Avenue, followed by Figure 5-2, an enlarged view of the Garfield Avenue showing the streetscape, alley reconfigurations, and the Fernfield Drive circulation/parking improvements.

Figure 5-3 provides a typical Cross Section of Garfield Avenue, including the “Sharrow”. On the same page as the Cross Section, Figure 5-4 illustrates the artist rendering of the proposed improvements on Garfield Avenue, looking north at Fernfield Drive

Figure 5-1: Circulation and Streetscape Concept



GARFIELD VILLAGE SPECIFIC PLAN

Figure 5-2: Garfield Avenue Streetscape and Circulation

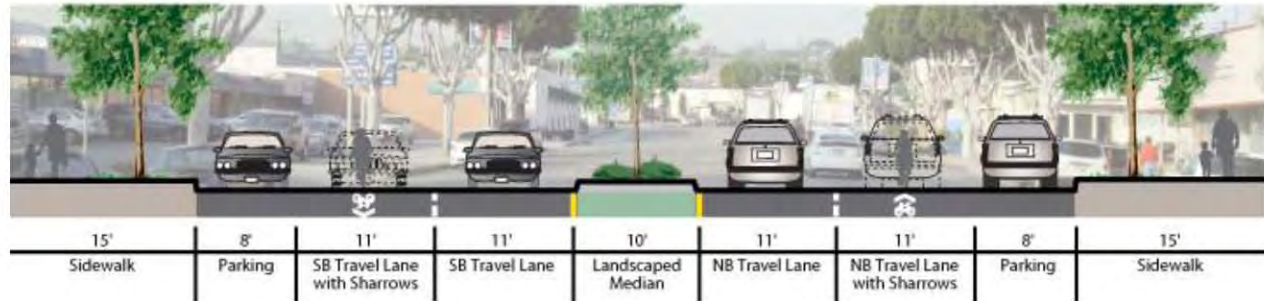


Floral Dr. to Riggin St.



Riggin St. to Pomona Blvd.

Figure 5-3: Typical Garfield Avenue Cross
Section



GARFIELD VILLAGE SPECIFIC PLAN

Figure 5-4: Artist rendering – Garfield avenue, looking North at Fernfield Drive



5.2. Mid-Block Crossing

To provide for safe and pedestrian-friendly access to both sides of Garfield Avenue, it is recommended that a mid-block crosswalk be provided between the long stretch of roadway, approximately half way between Riggin Street and Pomona Boulevard. See Figure 5-5 below, Mid-Block Crossing Plan View. This plan illustrates bump-outs on both sides of the roadway to provide a shorter crossing distance, as well as an opportunity to create a parklet or other useable space for enhanced pedestrian amenities. As an added safety feature consider adding a “HAWK” or other pedestrian activated signal. This location has the potential to encourage future consideration for enhancing the paseo that connects to the east side alley. On the following page, Figure 5-6 Artist Rendering of Mid-Block Crossing further illustrates the concept.

Figure 5-5: Mid-Block Crossing



Figure 5-6: Mid-Block Crossing Graphic



5.3. Pomona Boulevard Improvements

Existing conditions on Pomona Boulevard provide a westbound only three lane roadway with north side on street parking and no delineated bicycle lane. While this Specific Plan does not provide any changes within the roadway, sidewalk improvements should still be incorporated. Sidewalk improvements should include evaluation of existing sidewalk condition, and repair or replace as necessary, as well as a comprehensive street tree planting within 4' x 4' curb adjacent tree wells, spaced approximately 30' on center, where feasible, in order to create a true pedestrian tree canopy to walk under.

5.4. Parking and Alleys

5.4.1. Vehicle Driveways and Curb Cuts

- Curb cuts are breaks or openings in the curb for the purpose of allowing vehicular access between streets and developed areas. A safe, walkable, and enjoyable pedestrian environment should be enhanced by minimizing curb cuts, which damage walkability and potential building density.
- Access to private property should be through a minimum number of strategically placed drive isles or alleys opposed to multiple curb cuts for individual uses.
- The number of driveways should be limited. Shared use driveways are strongly encouraged to provide sufficient vehicular access while minimizing impacts to the pedestrian and bicycle realms.

5.4.2. Surface Parking

- Parking lots must be screened from streets with berms, landscaping, walls, and/or other features compatible with the overall design concept.
- Parking should be located at the rear of the principal building with access from cross streets and drive isles.
- Measures to manage and appropriately maintain stormwater are required within surface parking lots, such as bio-swales, permeable surfaces, and provision of landscaping.
- Large shade tree species that have limited impacts to sidewalk/walkway/trail uplift are strongly encouraged to shade vehicles, screen views of parking from adjacent uses and streets, and reduce the heat island effect.

5.4.3. Alleys

The following are the recommended alley improvements for both sides of Garfield Avenue and the northerly side of Pomona Boulevard. An initial review of the paving quality should determine areas where maintenance is needed, in order to provide ample room for multi-modal alley access. Repave the west side of Garfield alley as necessary, and clearly mark parallel spaces wherever feasible. In addition, the alleys on the east side of Garfield Avenue, from Riggin Street south, and the north side of all of East Pomona Boulevard, should include repaving to allow for one way traffic and the addition of striped parking spaces, both parallel, and angled where shown on the design concept plan. Enhanced

pedestrian paseos will provide safe and inviting access to store fronts and other street front amenities.

Figure 5-7: Rear Alley Parking Concept



5.5. Gateway and Entries

This Specific Plan identifies design treatments for a number of key gateways and entries into the Village. Each of these is described below.

5.5.1. *South Gateway – S. Garfield Avenue and E. Pomona Boulevard*

A gateway plaza at the southern tip of Monterey Park, South Garfield Avenue intersecting at East Pomona Boulevard, could create an inviting public gathering space marking the beginning of South Garfield Village for north bound visitors. This southern most entry point will create a strong visual civic statement to all incoming visitors and residents of Monterey Park and South Garfield Village.

This entry could include a large signage treatment and significant landscaping. Seating and other street furniture (lighting, signage, water fountains, etc.) should be included.

5.5.2. *North Gateway – S. Garfield Avenue and W. Floral Drive*

A gateway plaza at the north entrance point of the Village, W. Floral Drive intersecting at South Garfield Avenue, could create an inviting public gathering space marking the beginning of South Garfield Village for all south bound visitors and residents. This entry point will create a strong visual civic statement to all visitors and residents entering South Garfield Village.

This entry could include a large signage treatment and significant landscaping. Seating and other street furniture (lighting, signage, water fountains, etc.) should be included.

5.5.3. Major Entries

Major entries occur at:

- Riggins Street/South Garfield Avenue;
- Pomona Boulevard/South Garfield Avenue;

Major entries will announce arrival to the Village with vertical monuments with accent planting and special paving. These entry monuments will incorporate distinctive, custom-fabricated materials such as metals and translucent acrylic eco-resins.

These entries support and complement gateway elements in design and materials and contribute to the overall place-making.

5.5.4. Minor Entries

Minor entries occur at:

West Ferndale/South Garfield Avenue
West Floral Drive/South Garfield Avenue

Figure 5-8: Primary Entry Gateway Monument

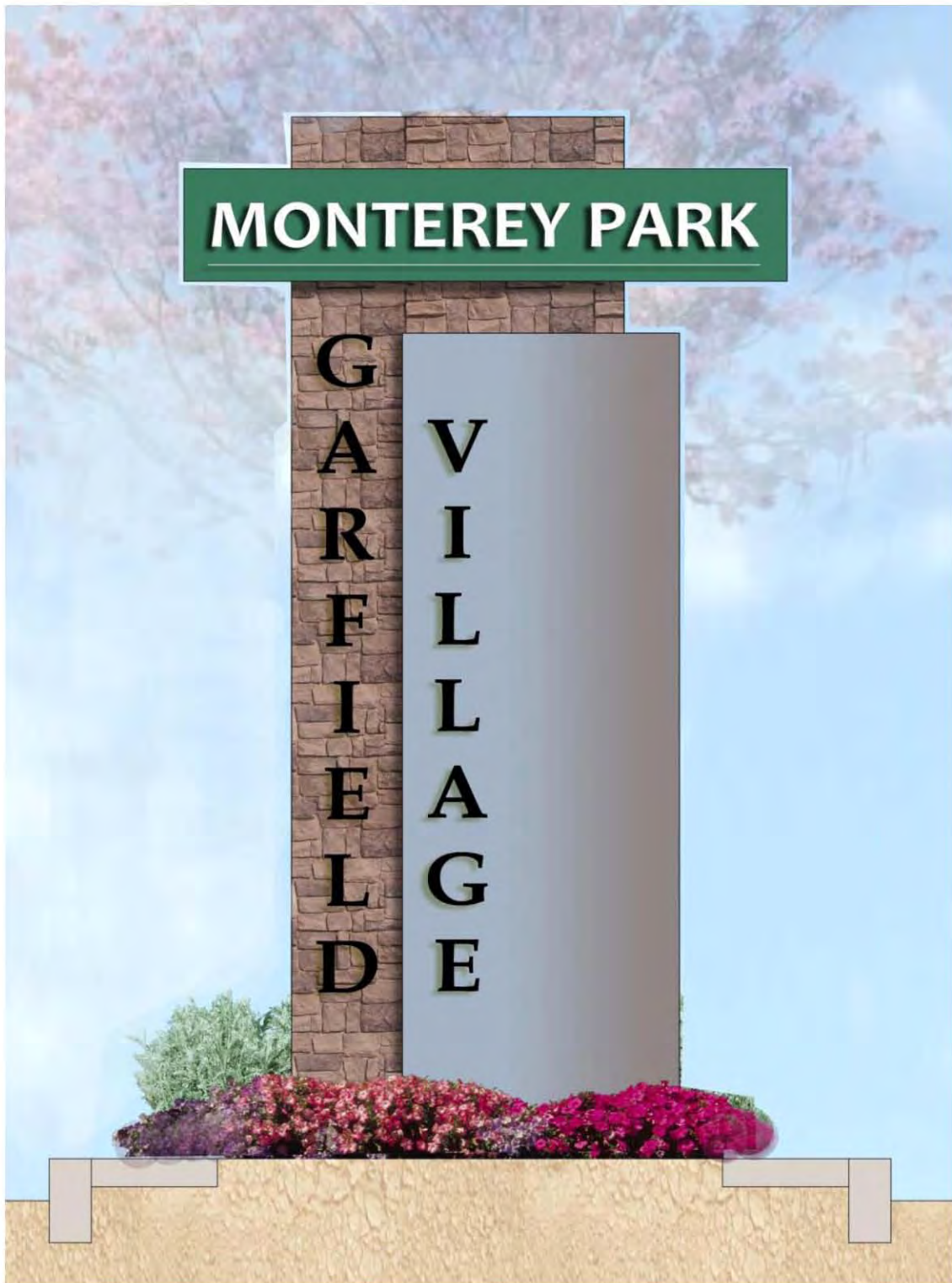


Figure 5-9: Secondary Gateway Entry Monument



5.5.5. Wayfinding System

While entry monuments and entry design treatments indicate the neighborhood identity, the addition of “Wayfinding Signs” are a vital component to navigating the Village. Clearly visible wayfinding signs provide information and directions to the local businesses and easily accessible parking. A well thought out and cohesive family of signage adds interest and value to locals and visitors alike.

More importantly a signage program should be designed that provides drivers with options to parking locations in the alleys and behind businesses, including private lots that may share parking with adjacent businesses.

5.6. Pedestrian and Bicycle Circulation, Transit Facilities

5.6.1. Pedestrian Circulation

- Pedestrian access, public spaces, and buildings must be designed to accommodate people of all ages and abilities through consultation with appropriate city staff and the Americans with Disabilities Act.
- Walkways should be provided along natural paths of travel to connect between buildings, sidewalks, parking areas, and common areas.
- Trellises, landscaping, sitting areas, and building orientation should enhance the pedestrian experience and encourage pedestrian activity. Pedestrian walkways are encouraged within parking lot medians to provide a safe pedestrian path.
- All pedestrian activity areas must have adequate lighting.
- Paving and landscaping should distinguish and unify walkways, common spaces, and other activity areas.
- Shaded courtyards, plazas, arcades, and paseos are encouraged within, between, or around buildings.
- Gathering spaces should be located where high levels of pedestrian activity are anticipated, such as adjacent to major entrances and near uses that allow for more interactivity with the space, including delis, cafes, restaurants, theaters, and other food and entertainment services.
- Pedestrian crossing areas must be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of potential pedestrian activities. When parking is provided behind buildings, pedestrian plazas or walkways shall connect to rear parking areas.

- The design of pedestrian connections, public spaces, and buildings must accommodate people of all ages and abilities through consultation with appropriate city staff and the Americans with Disabilities Act.
- Well designed and human-scaled pedestrian corridors and spaces that create meaningful gather spaces and allow for increased connectivity are strongly encouraged.

5.6.2. Bicycle Circulation

Bicycle circulation is important to reduce parking demand, reduce congestion and vehicle miles traveled and reduce automobile emissions. Furthermore, bicycling has a positive impact on public health as well as providing affordable transportation alternatives. Bicycle facilities within the Specific Plan area would include:

- Sharrows (lane markings) along Garfield Avenue to denote to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The combination of lane markings, slower traffic speeds and traffic calming techniques such as bulb-outs at the intersections will reduce overall vehicle speed and create a safe environment for riding in the street.

The overall bicycle circulation plan within the Garfield Village Specific Plan is compatible with the San Gabriel Valley Bike Master Plan, adopted December 2014. (For most recent updates visit the San Gabriel Valley Bike Master Plan at their website; <http://www.dobikeplan.com>).

Also, see the Proposed Bicycle Circulation Concept Plan in Figure 5-10, at the end of this Chapter, which is subject to the review and approval of the Traffic Commission.

5.6.3. Transit Circulation

Transit circulation plays an important role in the success of creating a transit-oriented village. Transit amenities, such as bus pullouts and shelters, will be provided at bus stops within or adjacent to the Specific Plan area.

Public Transit

Public Transportation plays an important role in the success of creating a transit oriented village. South Garfield Village residents have direct

access to many ways of public transportation, information on these transit lines are described below.

- Sprit Bus (compliments LA County MTA routes):
 - Routes 1 & 2 - travels east along Riggin Street
 - Route 5 - travels west along Riggin Street
- LA Metro Bus- Regional Transportation Service
 - Bus Line 68 – travels along Pomona Avenue, Garfield Avenue, and Riggin Street
- Montebello Bus line
 - Bus Line 30- travels north/south along Garfield Avenue

There are three bus stops located in the immediate Specific plan area. All bus stops belong to LA Metro Bus Line 68.

- Pomona Boulevard/Wilcox Avenue
- South Garfield Avenue/ Pomona Boulevard
- West Riggin Street/ South Garfield

5.6.4. Transit Facilities

Bicycle Facilities

- Bicycle racks and storage lockers are encouraged on all properties that permit commercial uses or publicly-owned facilities (i.e. parks). Bicycle racks should be placed between the sidewalk and building entrance (adjacent to a pedestrian walkway) or within a designated area of a parking lot.
- Bicycle racks must be placed in visible locations to discourage theft. Bicycle racks and storage lockers must be tamper resistant and anchored to the ground.
- Adequate spacing shall be provided between multiple bicycle racks to ensure that bicycles can be easily placed and removed from the racks. In general, a two feet clearance should be maintained around bicycle racks to allow users to access and secure bicycles from the sides.

5.7. Streetscape Design

The circulation network within the Specific Plan area is a key component of the envisioned livable and walkable urban village experience. An attractive and inviting streetscape design will encourage pedestrian and bicycle travel throughout South Garfield Village and will promote public

health and social cohesion, qualities that contribute to exceptional quality of life. Streets within South Garfield Village will be more than circulation routes; they will also serve as social spaces, aesthetic community amenities, gateway and neighborhood identifiers, and a source of recreation.

Public street design will treat stormwater through vegetation and will maximize shade with abundant street trees, thereby minimizing the heat island effect and maximizing aesthetic appeal and pedestrian comfort.

Inviting streetscapes will encourage the use of outdoor spaces, thereby promoting social interaction, health and wellness, and community vitality. Landscape planting, hardscape, furnishings, and lighting will together enhance community legibility through highlighting and distinguishing circulation networks and linkages, conveying street hierarchy and creating visually notable key nodes and destinations and distinguishing circulation networks, linkages, hierarchy, nodes, and gateways/entries.

5.7.1. Streetscape Furnishings

Street Furniture (e.g., benches, trash and recycle receptacles, tree grates, etc.) can be intermittently located at strategic points along the street, in parks, and in commercial areas. Selection of these features should reflect the style and character of the buildings, lighting, and other street details. Furnishings will be made of durable, high-quality materials, and should be selected for functional compatibilities, resistance to vandals, and ease of maintenance. See Exhibit 5-12: Preferred Furniture Palette at the end of this chapter.

5.7.2. Streetscape Lighting

Consistent with streetscape furnishings, lighting within South Garfield Village will express the envisioned aesthetic with simple clean lines and durable materials. Lighting design will help differentiate between land uses, highlight public and pedestrian-scaled spaces, provide continuity and aesthetic appeal along corridors, and ensure pedestrian and vehicular safety. Lighting along multi-use paths, walkways, and other areas used by pedestrians should be provided.

Lighting will include high efficiency technologies (LED), dark-sky cutoffs, will not trespass onto adjacent properties, and will be shielded or recessed to minimize glare and reflections.



Public street lighting will meet City of Monterey Park's standards; however, alternative street light designs may be allowed, subject to approval by the City Planner. Chapter 4: Design Guidelines addresses guidelines for building and site lighting.

FIGURE _5-10: BICYCLE CIRCULATION PLAN



Figure 5-12: Furniture Palette





6 Infrastructure & Public Services

This Chapter contains policies and objectives regarding the provisioning of public infrastructure and services for existing and future development within the Garfield Village Specific Plan area.

6. INFRASTRUCTURE & PUBLIC SERVICES

6.1. Sanitary Water

The City of Monterey Park currently provides sanitary water to the Specific Plan area. The current system has adequate capacity to support existing and future development.

6.2. Potable Water

The City of Monterey Park currently provides potable water to the Specific Plan area. The current system had adequate capacity to support existing and future development. Development projects will be responsible for the cost of connections to the water system.

6.3. Storm Water and Water Quality

The Specific Plan area is currently considered built-out. Storm water is managed by the City through a storm water sewer system. The current system has adequate capacity to support existing and future development.

6.4. Energy

Gas service is currently provides to the Specific Plan area by Southern California Gas Company. Electric service is provides to the Specific Plan area by Southern California Edison. Both systems have adequate capacity. New development will be required to negotiate with these private utilities for the conveyance of service.

6.5. Solid Waste Management

The City of Monterey Park contracts with Athens Services for solid waste and recycling within Monterey Park, including the project area. Garbage, green waste, and recycling collection is currently and will continue to be collected.

6.6. Fire Protection

- Fire service to Monterey Park is provided by the Monterey Park Fire Department. Fire service will be provided primarily by Monterey Park Fire Department Station 62, located at 2001 W. Elmgate Street. Existing thoroughfares and alleyways provide adequate access to private property for fire protection. Future street improvements per the Specific Plan take into account access requirements for fire protection.

6.7. Police Protection

The Monterey Park Police Department provides police service for the project area. The station is located at 320 Newmark Avenue. This station would be used to respond to emergencies at the site. Emergency response times for the Department are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call.



7 Administration, Implementation, & Financing

This Chapter describes the process for implementing and administering the Garfield Village Specific Plan, including the processes for development review, non-conforming uses, and amendments. This Chapter also provides a detailed implementation plan and identifies potential funding sources for various development activities.

7. ADMINISTRATION, IMPLEMENTATION, & FINANCING

7.1. General Plan Amendments

California law requires that a Specific Plan be consistent with the General Plan of the adopting locality. To this end, existing General Plan goals and policies were reviewed to ensure consistency between the Garfield Village Specific Plan and the Monterey Park General Plan (See Appendix A).

7.2. Zoning Code/Map Amendments

Concurrent with the adoption of the Garfield Village Specific Plan, certain provisions of the City of Monterey Park Municipal Code and Zoning Map will be amended to include language recognizing the existence of this Specific Plan and providing exceptions from certain code requirements in areas addressed by this Specific Plan.

7.3. Administration and Enforcement

It shall be the duty of the City of Monterey Park to enforce the provisions set forth in the Garfield Village Specific Plan. All officers, employees, and officials of the City of Monterey Park who are vested with the duty or authority to issue permits or licenses shall comply with the provisions of the Garfield Village Specific Plan, and shall not issue any permit or license or approve any use or building that would be in conflict with the Garfield Village Specific Plan. Any permit, license, or approval issued that is in conflict with the requirements of the Garfield Village Specific Plan shall be considered null and void.

7.4. Relationship to Zoning Code

The Garfield Village Specific Plan establishes a set of regulations, standards, guidelines, and processes for any existing and proposed development, and shall constitute the zoning for development within the Specific Plan area. Unless expressly modified herein, the provisions of the City of Monterey Park Municipal Code shall remain in full force and effect and shall continue to apply to the Specific Plan area.

The regulations, development standards, and guidelines as contained in the Specific Plan shall apply in their entirety to the review of development proposals; where Specific Plan development standards and guidelines do not provide adequate direction, the City of Monterey Park Municipal Code should prevail. Where regulations, development standards and guidelines of this Specific Plan conflict with the City of

Monterey Park Municipal Code, the regulations, development standards and guidelines of this Specific Plan shall prevail.

7.5. Severability

If any portion of the Garfield Village Specific Plan is, for any reason, held invalid by a court of competent jurisdiction, such portion shall be deemed a separate, distinct, and independent provision, and the invalidity of such provision shall not affect the validity of the remaining portion of the Garfield Village Specific Plan.

7.6. Amendments to Specific Plan

The Garfield Village Specific Plan may be amended in the same manner by which it was originally adopted. In addition, an amendment shall demonstrate that it meets the intent of the Specific Plan's goals and objectives or provide a finding that the amendment enhances the Plan or is necessary to implement the Plan's goals and objectives. All sections or portions of the Specific Plan to be changed or that may be affected by the change shall be included in the Specific Plan Amendment. A concurrent amendment of the General Plan is not required, provided the City Council determines that any substantive changes would not conflict with the goals, objectives, policies, or programs of the City of Monterey Park General Plan.

7.7. Phasing and Financing Project Improvements

The implementation program identifies the specific actions and steps that should be undertaken within the next one to ten years to implement the Specific Plan and realize the Garfield Village Specific Plan vision. This implementation matrix represents the culmination of the entire Garfield Village planning process and the strategies referenced throughout the Specific Plan. The matrix is a tool to help implement and monitor progress of the Specific Plan and can be revised to reflect changes in community priorities and available resources.

Funding and financing for projects and programs identified within this chapter will require a comprehensive and creative financing approach through the use of various financing mechanisms, including debt financing, equity financing, loan guarantees, and tax credits. Additionally, grants should be pursued for public improvements and arts projects.

Table 6-1 lists potential financing mechanisms available from State and Federal agencies, as well as selected private and nonprofit entities. Note that funding and financing programs are dynamic and change according

to available funds, changes in State and Federal law, and other factors. The list is not exhaustive and should be supplemented as new sources become available.

**Table 6-1:
Potential Financing Mechanisms**

Federal/MPO
<i>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)</i> With the recent adoption of the Sustainable Communities Strategy, the SCAG grant program focuses on combining transportation and land use elements in order to achieve emissions reduction targets. All SCAG-member local jurisdictions are eligible for funding for planning projects that meet local needs and is consistent with the regional Sustainable Communities Strategies. The Compass Blueprint and Active Transportation grants are most applicable to implementing the Garfield Village Specific Plan. Compass Blueprint grants are available for projects that integrate sustainable transportation and land use planning. Examples of projects that qualify under this program are as follows: Transit-Oriented Development (TOD) planning; General Plan, Specific Plan and development code assistance; Parking strategies; and development feasibility analyses. Active Transportation grants are available for projects that promote alternatives to motor vehicles. Examples of projects that qualify under this program are as follows: Bicycle and pedestrian projects; complete streets; safe routes to schools; and first mile/last mile planning.
<i>FEDERAL TRANSIT ADMINISTRATION</i> The Federal Transit Administration operates the Alternatives Analysis Grant program, to assist in financing the evaluation of all reasonable modal and multimodal alternatives and general alignment options for identified transportation needs in a particular, broadly defined, travel corridor. Funds may be used to assist in conducting alternatives analysis when at least one of the alternatives is a new fixed guideway system or an extension or an existing fixed guideway system. The statutory match for this program is 80% Federal and 20% local.
State
<i>INFRASTRUCTURE STATE REVOLVING FUND PROGRAM OF THE CALIFORNIA</i>

Federal/MPO
<i>INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDP)</i> The California Infrastructure and Economic Development Bank (I-Bank) administers the Infrastructure State Revolving Fund Program, which provides low-cost, long-term to local governments for public infrastructure projects. Funding assistance ranges from \$50,000 to \$25,000,000, at subsidized interest rates fixed for the term of financing. Project categories eligible for funding include city streets, public safety features, public transit and environmental mitigation, among others. Projects that obtain funding through the Infrastructure State Revolving Fund Program must promote economic development, sustain long-term employment opportunities.
<i>CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)</i> The California Infrastructure and Economic Development Bank finances public infrastructure and private development to promote job growth, a strong economy, and improve the quality of life for California citizens. The I-Bank has authority to issue tax exempt and taxable revenue bonds, provide financing to public agencies, provide credit enhancements, acquire or lease facilities, and leverage State and Federal funds. The current programs operated through the I-Bank are as follows: Infrastructure State Revolving Fund Program (mentioned above), Statewide Energy Efficiency Program, 501(c)(3) Revenue Bond Program, Industrial Development Revenue Bond Program, Exempt Facility Revenue Bond Program, Governmental Bond Program and the Small Business Loan Guarantee Program.
<i>CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) GRANTS</i> The California Department of Transportation (Caltrans) Sustainable Transportation Planning Grants are intended to strengthen the economy, promote equity, and protect the environment. The Sustainable Communities Grant program funds transportation planning projects that identify and address deficiencies in the multimodal transportation system, encourage stakeholder collaboration, involve active public engagement, integrate Smart Mobility 2010 concepts, and ultimately result in system improvements. Past projects awarded funding through this program include bike and pedestrian safety enhancement plans, corridor enhancement studies, and transit plans, surveys and research. It should be noted that Caltrans grants are for

Federal/MPO
transportation planning, not for the development of environmental documents or actual construction. Sustainable Communities grants range from \$50,000 to \$500,000, with an 11.47% local match required.
<i>CALIFORNIA STRATEGIC GROWTH COUNCIL GRANTS</i> California's Strategic Growth Council administers the Affordable Housing and Sustainable Communities (AHSC) Grant Program, to facilitate the reduction of greenhouse gas emissions. The program funds land use, housing, transportation, and land preservation projects to support infill and compact development. Eligible projects for funding include affordable housing, transit, active transportation, non-infrastructure related active transportation projects, transit oriented development projects, complete streets capital projects, other greenhouse gas and air pollution reduction projects, strategic agricultural easements, and sustainable communities strategy implementation plans. These projects support related and coordinated public policy objectives, including the following: reducing air pollution; improving conditions in disadvantaged communities; supporting or improving public health; improving connectivity and accessibility to jobs, housing and services; increasing options for mobility including active transportation; increasing transit ridership; preserving and developing affordable housing for lower income households; and protecting agricultural lands to support infill development.
Local and Regional
<i>CITY GENERAL FUND</i> The City's General Fund is used to support ongoing City operations and services, including general government operations, development services, public safety and community services. Primary revenue sources for the General Fund are property taxes, sales taxes, and intergovernmental revenues. It is not uncommon for cities that are seeking to improve their community to commit a certain amount of the General Fund to the effort over a period of years. Improvements and ongoing projects or programs should have general community-wide benefits.
<i>GENERAL OBLIGATION BONDS (G.O. BONDS)</i>

Federal/MPO
G.O. bonds may be used to acquire, construct, and improve public capital facilities and real property; however, they may not be used to finance equipment purchases, or pay for operations and maintenance. G.O. Bonds must be approved by two-thirds of the voters throughout the issuer's jurisdiction in advance of their issuance and typically require the issuing jurisdiction to levy a uniform ad valorem (property value) property tax on all taxable properties to repay the annual debt service.
<i>REVENUE BONDS</i> This type of debt is undertaken to fund projects whose payback is tied to specific revenue streams. This form of debt does not require a public vote. Common uses of fund projects whose funds are housing and social services.
<i>DEVELOPMENT INCENTIVE PROGRAMS</i> Incentive programs are created to encourage the private sector to provide the desired public improvement.

Federal/MPO
<i>BUSINESS IMPROVEMENT AREAS (BIAS)</i> BIAs are self-taxing business districts. BIAs include Business Improvement Districts (BIDs), Local Improvement Districts (LIDs), and other such financial districts. Business and/or property owners pay for capital improvements, maintenance, marketing, parking, and other items as jointly agreed to through systematic, periodic self-assessment. Downtown Perris has in place a Transit-Based BID, it is recommended that a Property-Based BID be established in the near term. Districts can undertake a wide variety of programs, including, but not limited to, the following: • Fountains, benches, and trash receptacles and integrated signing • Street lighting • Security services that are supplemental to those normally provided by the municipality. • Special cleaning operations, graffiti removal, and waste management • Decorations and public art • Promotions of public events that benefit the area • Furnishing music to any public place in the area • Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit) • Any other activities that benefit businesses located in the area
<i>LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LMDs)</i> The Landscaping and Lighting Act of 1972 enables assessments to be imposed to finance the maintenance and servicing of landscaping, street lighting facilities, ornamental structures, and park and recreational improvements.
<i>SPECIAL BENEFIT ASSESSMENTS</i> Special Benefit Assessment Districts (ADs) are formed to finance specific improvements for the benefit of a specific area by levying an annual assessment on all property owners in the

Federal/MPO
district. Each parcel of property within an AD is assessed a portion of the costs of the public improvements to be financed by the AD, based on the proportion of benefit received by that parcel. The amount of the assessment is strictly limited to an amount that recovers the cost of the “special benefit” provided to the property. Traditionally, improvements to be financed using an AD include, but are not limited to, streets and roads, water, sewer, flood control facilities, utility lines and landscaping. A detailed report prepared by a qualified engineer is required and must demonstrate that the assessment amount is of special benefit to the parcel upon which the assessment is levied. Prior to creating an assessment district, the City, county or special district must hold a public hearing and receive approval from a majority of the affected property owners casting a ballot. Ballots are weighted according to the proportional financial obligation of the affected property. There are many assessment acts that govern the formation of assessment districts, such as the Improvement Act of 1911, Municipal Improvement Act of 1913, Improvement Bond Act of 1915, and the Benefit Assessment Act of 1982, as well as other specific facility improvement acts.
<i>DEVELOPMENT IMPACT FEES</i> Development impact fees are exactions that lessen the impacts of new development resulting from increased population or demand on services. The City’s current development impact fees could help to offset costs of public improvements, architectural review, etc.
<i>IN-LIEU PARKING FEE</i> The use of a parking in-lieu fee to construct and fund common parking facilities serving the commercial businesses has been used successfully in other village revitalizations. Potential funding sources range from in-lieu fees for spaces to parking revenues from monthly parking and short-term parking fees. The city will need secure, accessible, well-signed and reasonably priced off-street parking, in addition to on-street parking, as the Plan is realized and Garfield Village reaches its full potential.
Private and Nonprofit

Federal/MPO
<i>PRIVATE DONATIONS</i> Private donations for a variety of different types of projects are generally available from foundations, institutions, and corporations that have major interests in these areas. Information about grants is available online, in libraries and from nonprofit support organizations like the Center for Nonprofit Management in Los Angeles.
<i>DONOR PROGRAMS</i> Some of the proposed Specific Plan improvements may lend themselves to a public campaign for donor gifts. Donor programs have been used very successfully in many cities to provide funds for streetscape and community design elements. Such programs can be tailored to solicit contributions from individuals, corporations, local businesses, and community and business associations. Many improvements could be funded by donor gifts for items such as benches, trash receptacles, street trees, street tree grates, public art elements, and information kiosks. Donors could be acknowledged with a plaque on the element itself or other prominent display, such as a “wall of fame” with donor names. This type of program could be spearheaded by an active village management program, and could draw from the wider community of businesses and residents.

Table 6-2: Implementation Matrix

Project/Program/Action Step	Timeline	Leaders & Team Members	Potential Funding Sources
Garfield Avenue Improvements			
1. Median Improvements	ST	C	General Fund
2. Garfield Village Gateways	MT	C, B	General Fund, BID
3. Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)	LT	C, B	General Fund, BID
4. Sharrows and Crosswalk Striping	MT	C	General Fund, Transportation Enhancements
5. Alleyways Parking Improvements/Signage	MT	C, B	General Fund, BID
6. Mid-block Crossing/Signal Improvements	ST	C	General Fund
7. Pedestrian Alleyway Connection	LT	C, B	General Fund, BID, Transportation Enhancements
Fernfield Improvements			
1. Fernfield Block Reconfiguration/On-Street Parking	LT	C	General Fund, BID
Pomona Boulevard Improvements			
1. Roadway Striping	LT	C, CT	General Fund, Transportation Enhancements
2. Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)	LT	C, B	General Fund, BID

LEGEND

Timeline: ST = 0-2 year, MT = 2-3 years, LT = 3 or more years

Leaders/Team Members: C = City of Monterey Park, CT = CalTrans P = Property Owners, B = Business Owners, R = Residents

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EXHIBIT C
Environmental Documents
(Under Separate Cover)

Public Review Draft
July 2015



South Garfield Village Specific Plan

Initial Study / Mitigated Negative Declaration



This plan was prepared through a grant from the
Los Angeles County Metropolitan Transportation Agency (Metro)

Prepared for
City of Monterey Park

Prepared by
RBF Consulting
a Michael Baker International company

**PUBLIC REVIEW DRAFT
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION**

**South Garfield Village
Specific Plan**

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July 2015

JN 138142

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



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INITIAL STUDY/MITIGATED NEGATIVE DECLARATION AND TECHNICAL APPENDICES ON CD



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1.0 INTRODUCTION

The South Garfield Village Specific Plan Project (herein referenced as the “proposed project”) encompasses approximately 22 acres within the southern portion of the City. The Specific Plan area generally extends along South Garfield Avenue from just north of Floral Drive to State Route 60 (SR-60) and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue in the City of Monterey Park. The proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. When compared to existing conditions, the proposed project would allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area; refer to Section 2.0, *Project Description*, for a detailed project description. This Initial Study addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

1.1 STATUTORY AUTHORITY AND REQUIREMENTS

This IS/MND was prepared in accordance with the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, “CEQA”) and the regulations promulgated thereunder (14 California Code of Regulations §§15000, *et seq.*, the “CEQA Guidelines”). CEQA and the CEQA Guidelines may be collectively referred to as “CEQA.” The City of Monterey Park is the lead agency for this IS/MND as per CEQA Guidelines §§ 15051 and 15367. The City will use this IS/MND when considering the proposed project.

Pursuant to CEQA Guidelines § 15063, the City must prepare an Initial Study to determine if the proposed project would have a significant environmental impact. If, as a result of the Initial Study, the Lead Agency finds that there is evidence that any aspect of the proposed project may cause a significant environmental effect, the Lead Agency must prepare an Environmental Impact Report (EIR) to analyze project-related and cumulative environmental impacts. Alternatively, if the Lead Agency finds that there is no evidence that the proposed project, either as proposed or as modified to include the mitigation measures identified in the Initial Study, may cause a significant effect on the environment, the Lead Agency may prepare a Negative Declaration. Such determination can be made only if “there is no substantial evidence in light of the whole record before the Lead Agency” that such significant environmental impacts may occur (CEQA § 21080(c)).

The environmental documentation, which is ultimately selected by the City in accordance with CEQA, is intended as an informational document undertaken to provide an environmental basis for subsequent discretionary actions upon the proposed project. The resulting documentation is not, however, a policy document and its approval and/or certification neither presupposes nor mandates any actions on the part of those agencies from whom permits and other discretionary approvals would be required.

The environmental documentation and supporting analysis is subject to a public review period. During this review, public agency comments on the document relative to environmental issues should be addressed to the City of Monterey Park. Following review of any comments received, the City will consider these comments as a part of the project’s environmental review and include them with the Initial Study documentation for consideration by the City.

1.2 PURPOSE

CEQA Guidelines § 15063 identifies specific disclosure requirements for inclusion in an Initial Study. Pursuant to those requirements, an Initial Study must include:



- A description of the project, including the location of the project;
- Identification of the environmental setting;
- Identification of environmental effects by use of a checklist, matrix, or other method, provided that entries on a checklist or other form are briefly explained to indicate that there is some evidence to support the entries;
- Discussion of ways to mitigate significant effects identified, if any;
- Examination of whether the project is compatible with existing zoning, plans, and other applicable land use controls; and
- The name(s) of the person(s) who prepared or participated in the preparation of the Initial Study.

1.3 CONSULTATION

As soon as the Lead Agency (in this case, the City of Monterey Park) has determined that an Initial Study would be required for the proposed project, the Lead Agency is directed to consult informally with all Responsible Agencies and Trustee Agencies that are responsible for resources affected by the proposed project, in order to obtain the recommendations of those agencies as to whether an EIR or Negative Declaration should be prepared for the proposed project. Following receipt of any written comments from those agencies, the Lead Agency considers any recommendations of those agencies in the formulation of the preliminary findings. Following completion of this Initial Study, the Lead Agency initiates formal consultation with these and other governmental agencies as required under CEQA and its implementing guidelines.

1.4 INCORPORATION BY REFERENCE

The following documents were utilized during preparation of this Initial Study, and are incorporated into this document by reference. These documents are available for review at the City of Monterey Park Community and Economic Development Department, located at 320 West Newmark Avenue, Monterey Park, California 91754.

- Monterey Park General Plan (July 18, 2001). The *Monterey Park General Plan* (General Plan) sets the framework for moving from the City of today toward the desired community of the future. The General Plan guides the City to the year 2020 by setting forth goals and policies addressing land use, circulation, economic development, and related issues. These issues affect the quality of life in Monterey Park and the economic health of the community. Implementation of the Monterey Park General Plan seeks to ensure that future development projects are consistent with the community's goals and that adequate urban services are available to meet the needs of new development. The General Plan includes the following elements: Land Use, Economic Development, Circulation, Housing, Safety and Community Services, and Resources. As part of the General Plan, the *Housing Element* was adopted November 6, 2013, and represents the City's efforts to provide housing opportunities for all segments of the community, identifies housing needs in the City, and sets forth the policies to guide future housing development consistent with the policies in the General Plan. In addition, the City adopted two new General Plan Elements, Sustainable Community and Healthy Community. The Sustainable Community Element facilitates future development aligned with sustainability principles and smart growth concepts and the Healthy Community Element addresses the health of residents, providing guidance on topics that promote health and initiates programs to regularly monitor health data.
- Climate Action Plan (January 2012). The *Climate Action Plan* (CAP) sets forth a comprehensive strategy to address greenhouse gas (GHG) emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. It outlines a road map to reduce GHGs and promote economic growth based on clean technology and sustainable practices. The CAP evaluates current GHG emissions; forecasts "business-as-usual" emissions; establishes a policy to reduce the City's GHG emissions to 15 percent below baseline 2009 levels by 2020; and sets an aspirational goal of achieving GHG emissions 49 percent below baseline 2009 levels by 2035; develops reduction strategies that include



building energy; transportation; land use; and consumption and solid waste; and maintains consistency with CEQA.

- Monterey Park General Plan Environmental Impact Report (July 2001). The *Monterey Park General Plan EIR* (General Plan EIR) describes the potentially significant environmental impacts associated with the implementation of the Monterey Park General Plan and any subsequent amendment to the Monterey Park Municipal Code ("MPMC") to implement the land use plan and policies contained in the General Plan. The EIR identifies mitigation measures included in and required of the General Plan to avoid or minimize these effects, and discusses alternatives to the General Plan. Less than significant impacts were identified for Land Use Compatibility/Consistency with Regional Plans, Population/Housing, Schools, and Hydrology, Utilities, and Service Systems. Mitigation measures were identified for Air Quality – CO Hot Spots, and Noise. With the application of feasible mitigation measures, some impacts could not be reduced to less-than-significant levels. Significant and unavoidable impacts were identified for Air Quality, Solid Waste, and Transportation/Circulation.
- Monterey Park General Plan Amendment Initial Study/Addendum (October 2014). The City of Monterey Park prepared a *Monterey Park General Plan Amendment Initial Study/Addendum* (Initial Study/Addendum) to the Certified Final Environmental Impact Report (FEIR) for the *Monterey Park General Plan*, certified on July 18, 2001. The Initial Study/Addendum analyzed the addition of the Healthy Community and Sustainable Community Elements and associated Implementation Program described above. These Elements establish goals and policies to guide City efforts to support and promote a healthier and more sustainable community. The Initial Study/Addendum concluded that the environmental impacts of the General Plan, as modified by the proposed amendments, does not require substantial changes to the FEIR, will not create any form of significant environmental impacts that were not previously analyzed in the FEIR, nor will the impacts of the modified project be more severe than those already analyzed in the FEIR. Therefore, the Initial Study/Addendum was appropriate as minor technical changes or modifications did not result in any new significant impacts or a substantial increase in the severity of previously identified significant impacts.
- Monterey Park Municipal Code (current through No. Ordinance 2111 and the August 2014 code supplement, effective November 5, 2014). The MPMC provides a codification of the City's various regulations adopted by ordinance. The MPMC is the primary code of the municipality, while any other codes adopted by reference are considered secondary codes (i.e., building, fire safety, electrical codes, etc.). The MPMC identifies regulations for various operations within the City including administration, personnel, revenue, finance, business licenses and regulations, health and sanitation, parks and recreation, public property, public utilities, buildings and construction. Zoning regulations within the MPMC are regulate land use within the City's jurisdiction.



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2.0 PROJECT DESCRIPTION

2.1 PROJECT LOCATION AND SETTING

PROJECT LOCATION

The proposed South Garfield Village Specific Plan (proposed project) is located in the City of Monterey Park (City), within the County of Los Angeles; refer to [Exhibit 2-1, *Regional Vicinity*](#). Regional access to the area is provided via State Route 60 (SR-60), located immediately south of the project area. The approximately 22-acre project area is located within the southern portion of the City and generally extends along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue; refer to [Exhibit 2-2, *Project Location*](#). South Garfield Avenue serves as a primary north-south commercial corridor within Monterey Park, extending from Montebello to the south and into Alhambra to the north.

EXISTING CONDITIONS

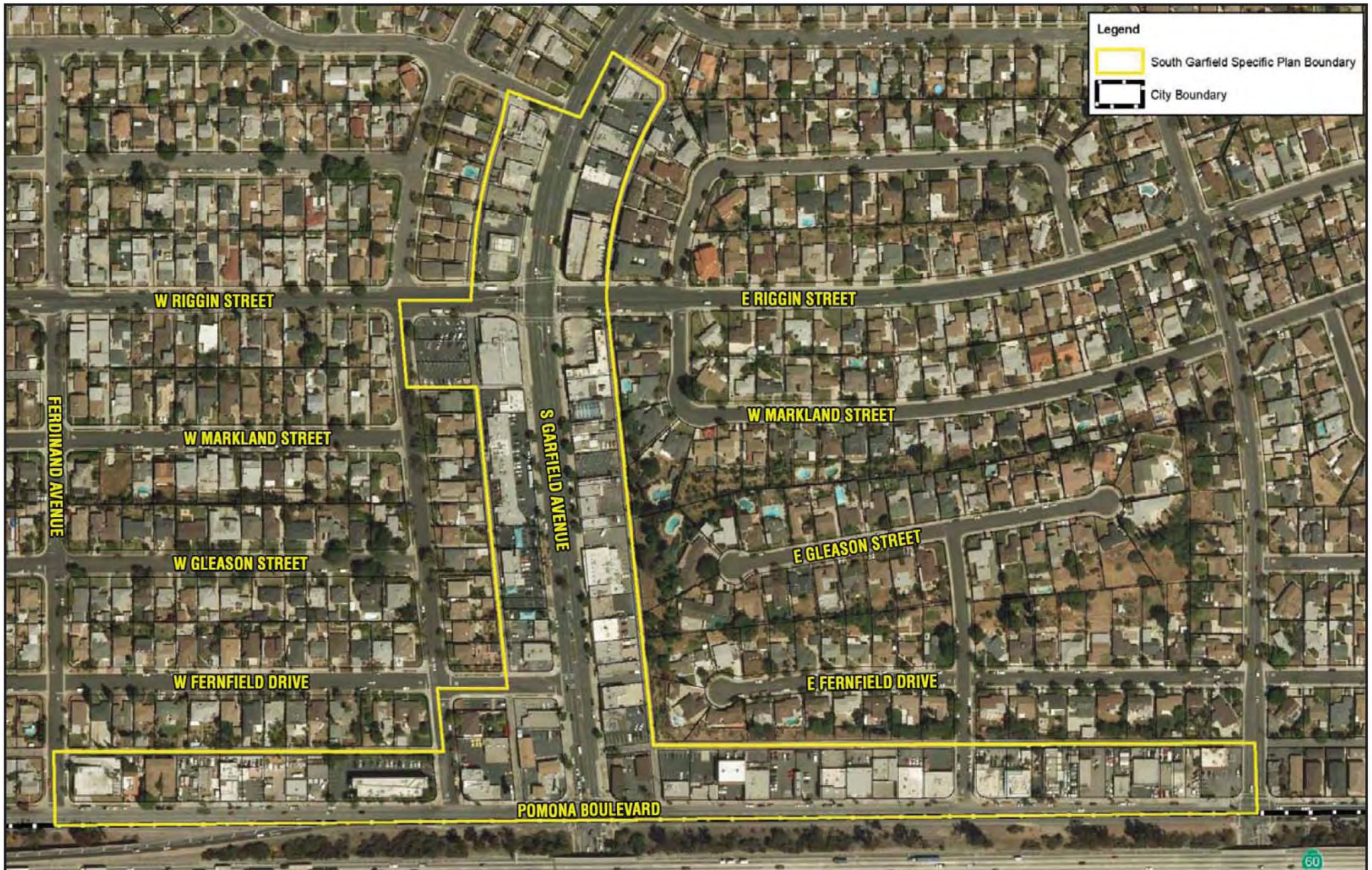
While the project area primarily serves the local neighborhood, it is visible from the freeway and serves as a gateway into Monterey Park. The project area is designated Commercial (C), Mixed Use II (MU2), Low Density Residential (LDR), and Medium Density Residential (MDR) by the Monterey Park Land Use Policy Map (Figure LU-2 of the Land Use Element); refer to [Exhibit 2-3, *Existing General Plan Land Use*](#), and is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2); refer to [Exhibit 2-4, *Existing Zoning*](#).

Existing uses within the project area primarily include professional offices, small retail stores, restaurants, and auto services, as well as a motel. There is a single-family residential use on Isabella Drive and a multifamily residential building along Pomona Boulevard within the project area; refer to [Table 2-1, *Summary of Existing Land Uses*](#), and [Exhibit 2-5, *Existing On the Ground Land Uses*](#).

Table 2-1
Summary of Existing Land Uses

Land Uses	Non-Residential (square feet)	Residential (dwelling units)
Single Family Residential		1
Multiple Family Residential		6
Neighborhood Service/Commercial	106,210	
Office/Professional	71,199	
Public/Institutional	7,246	
Auto/Service Station	16,400	
Hotel/Motel	12,340	
Industrial	6,622	
Total	220,017	7

The area currently includes a diverse range of architectural styles and buildings of varying ages with no consistent style or theme.



Source: RBF Consulting, South Garfield Village Specific Plan.

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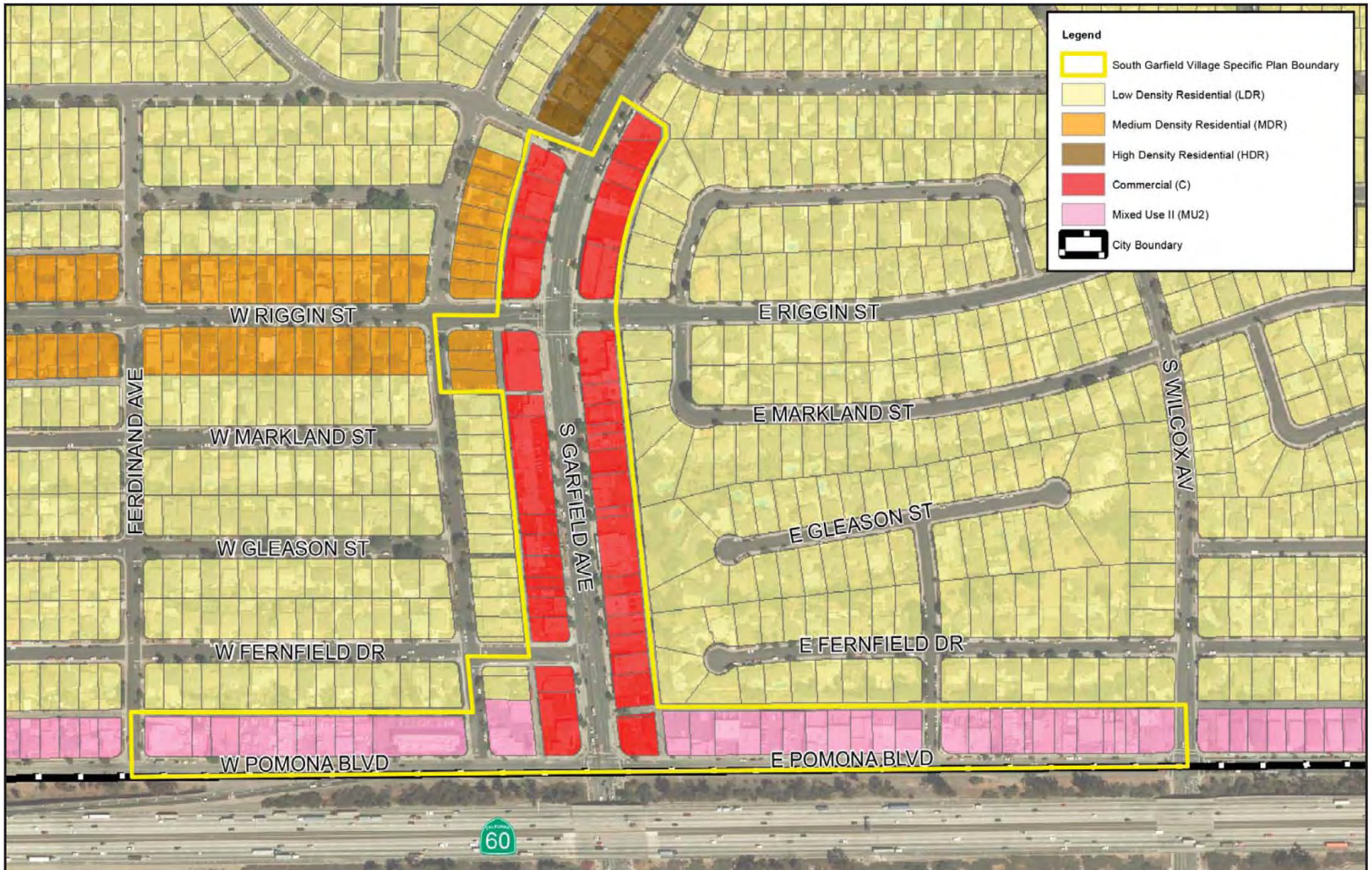
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CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Project Location

Exhibit 2-2

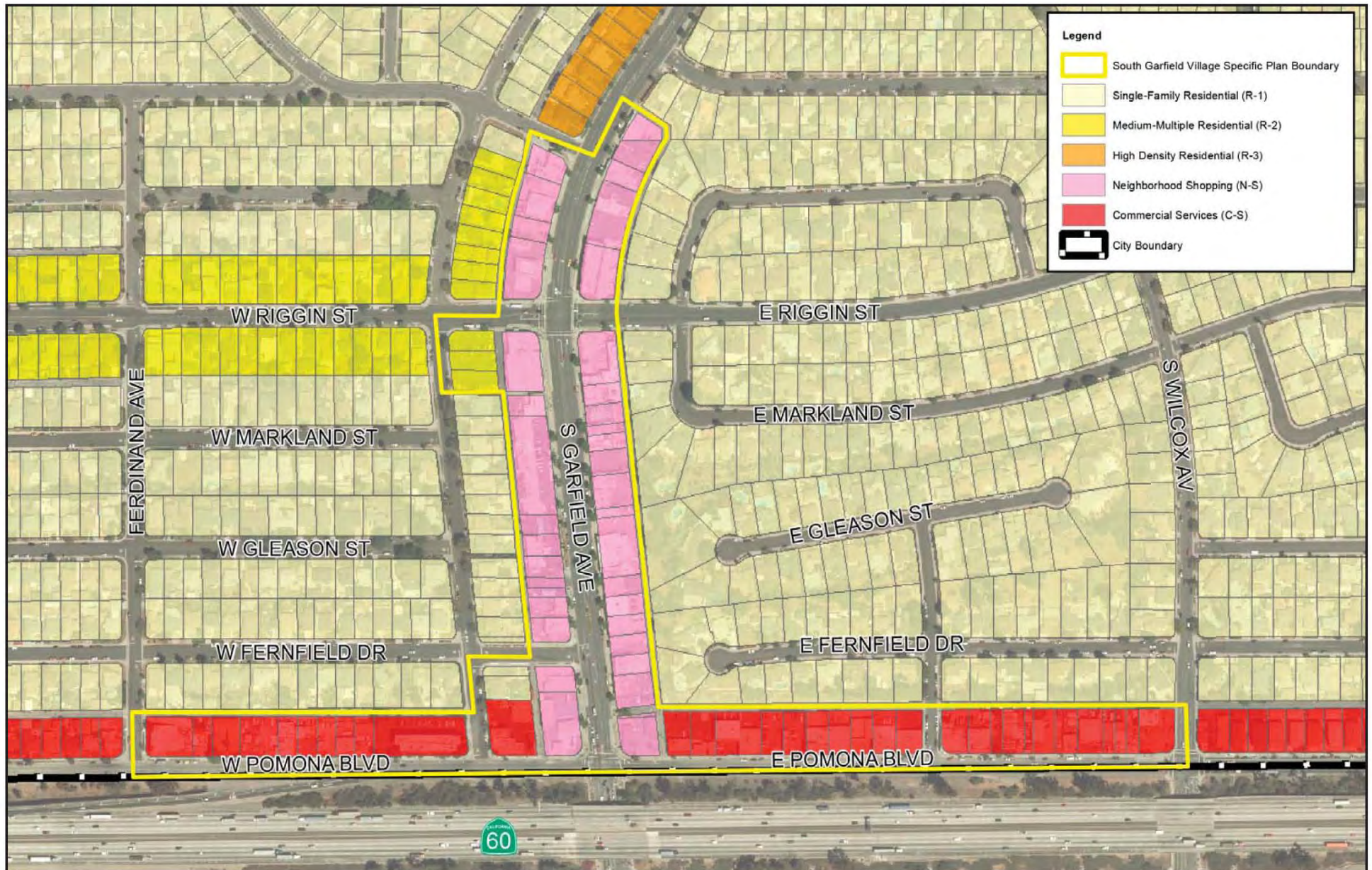
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Source: City of Monterey Park, City of Monterey Park Land Use Policy Map.

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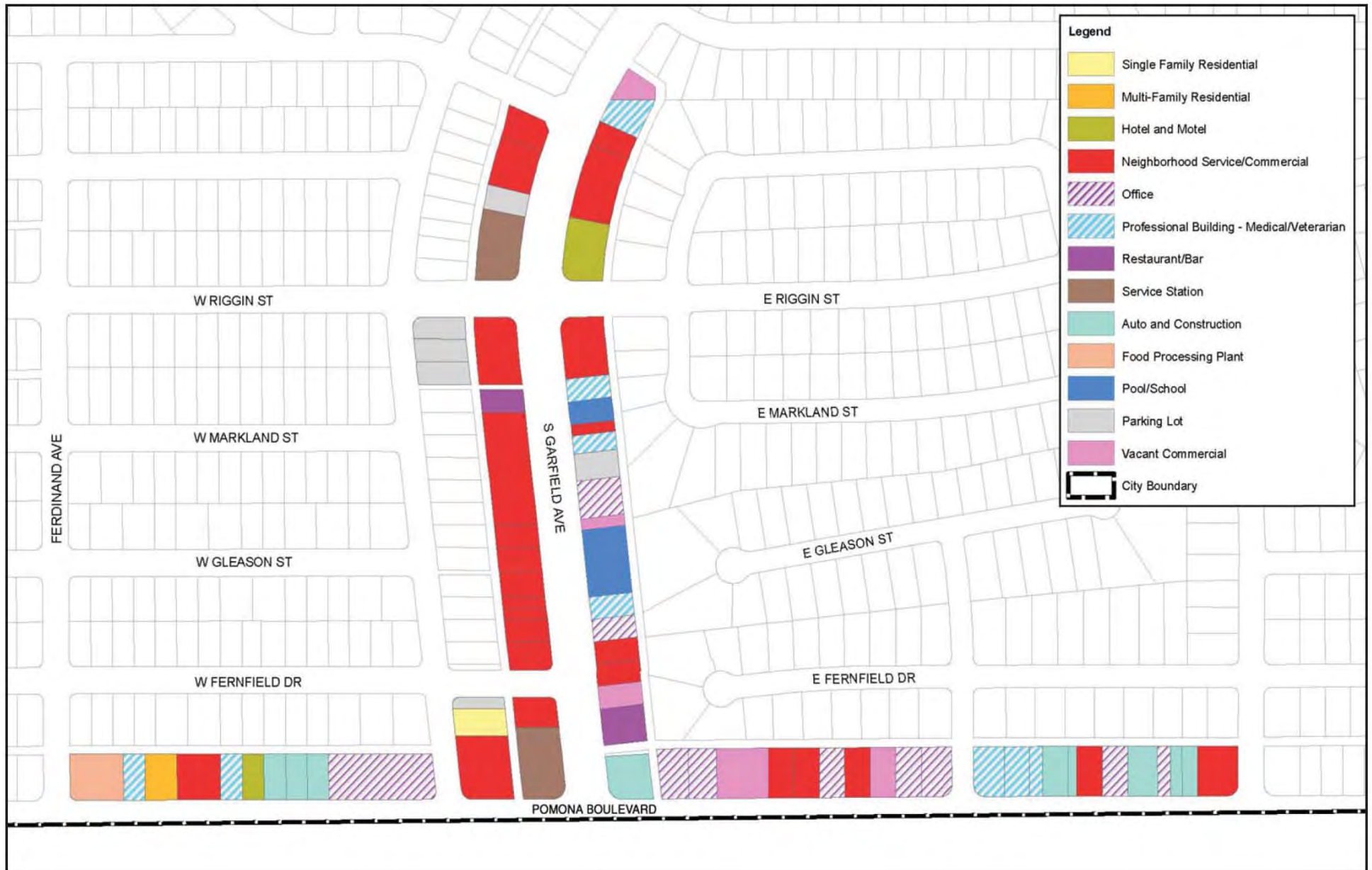




Source: City of Monterey Park, City of Monterey Park Zoning Map.

NOT TO SCALE





Source: RBF Consulting, South Garfield Village Specific Plan.

NOT TO SCALE



South Garfield Avenue between Pomona Boulevard and Riggan Street consists of two travel lanes with parallel parking in each direction and a center turn lane/median. Within the project area, Pomona Boulevard is a one-way street with three travel lanes and parallel parking along the north side. Pomona Boulevard functions as a one-way frontage road providing direct access to the SR-60 freeway via a westbound on-ramp from the left-most lane, west of South Garfield Avenue. Fernfield Drive is the only east-west street accessing South Garfield Avenue between Pomona Boulevard and Riggan Street. Alleys are provided on both sides of South Garfield Avenue, north of Pomona Boulevard.

Parking is provided on all streets with the exception of the south side of Pomona Boulevard. On-street parking is subject to a two-hour time limit between 8:00 a.m. and 6:00 p.m. Some off-street parking is provided in surface lots in front of businesses, with a majority of off-street parking provided behind businesses with alley access.

2.2 BACKGROUND AND HISTORY

SEPTEMBER 1987 SOUTH GARFIELD SPECIFIC PLAN

The South Garfield Specific Plan, adopted in September 1987 and last amended in October 2000, consists of a three block commercial strip extending from Pomona Boulevard and the Pomona Freeway on the south to approximately Floral Drive on the north, and extends one parcel east and one parcel west to the alleys which parallel South Garfield Avenue.

The purpose of the South Garfield Specific Plan was to facilitate the economic and physical revitalization of the area, creating an economically vital and physically attractive neighborhood commercial node. The South Garfield Specific Plan included Land Use, Circulation, and Public Infrastructure Plans, as well as a Public Identity Program and Implementation Program. The South Garfield Specific Plan identified seven general land use types: retail/parking structure, retail/office, neighborhood shopping-rehab, neighborhood shopping-new, garden office, post office/retail/office, and restaurant row. It identified 11 development sites and assumed development would occur consistent with the permitted uses and intensities identified in the Monterey Park Municipal Code (MPMC). Seven of the development sites (considered Primary Development Sites) were anticipated to be developed in the short-term and remain in the same use throughout the long-term. Of the four remaining sites (considered Alternative Development Sites), three were anticipated to have different short-term and long-term plans. The fourth site included two short-term alternatives. However, limited development has occurred in the area since the original plan was adopted and while many of the objectives of the plan remain the same, an update is necessary to align future development with the community's vision for the area.

SOUTH GARFIELD VILLAGE SPECIFIC PLAN

In February 2013, the Los Angeles County Metropolitan Transportation Authority (Metro) awarded a Transportation Oriented Development (TOD) Grant to the City to update and amend the existing South Garfield Specific Plan. The proposed South Garfield Village Specific Plan updates and amends the South Garfield Specific Plan, including expansion of the project area to incorporate a portion of the Pomona Boulevard corridor and some additional parcels along Isabella Avenue. The purpose of amending and expanding the existing South Garfield Specific Plan is to allow for the incorporation of pedestrian-friendly elements into the Specific Plan that emphasize safety in order to stimulate pedestrian activity and create a more inviting atmosphere. The Specific Plan will also serve to define a unique atmosphere to reinvigorate the commercial areas and reinforce the goals set forth in the Specific Plan.

This updated plan, the South Garfield Village Specific Plan, anticipates the future development of a light rail station as part of the Gold Line Extension just south of the South Garfield Village area in the City of Montebello. In anticipation of this future transit station, the plan envisions a walkable, bikeable commercial area that serves the



transit users. In addition, the South Garfield Village area serves as a neighborhood commercial center for existing residents to the east and west of the South Garfield Avenue corridor.

The Draft South Garfield Village Specific Plan will be available for public review concurrent with the Draft Initial Study and Mitigated Negative Declaration public review.

2.3 PROPOSED PROJECT

The proposed project contains land use and development standards, design guidelines, and circulation and streetscape design to guide development within the area in order to achieve the overall vision for South Garfield Village. The South Garfield Village Specific Plan is classified into four character areas based upon overall context, circulation, and nodes; refer to Exhibit 2-6, Character Areas. An overview of the overall vision for each area is provided below.

CHARACTER AREAS

South Garfield Corridor

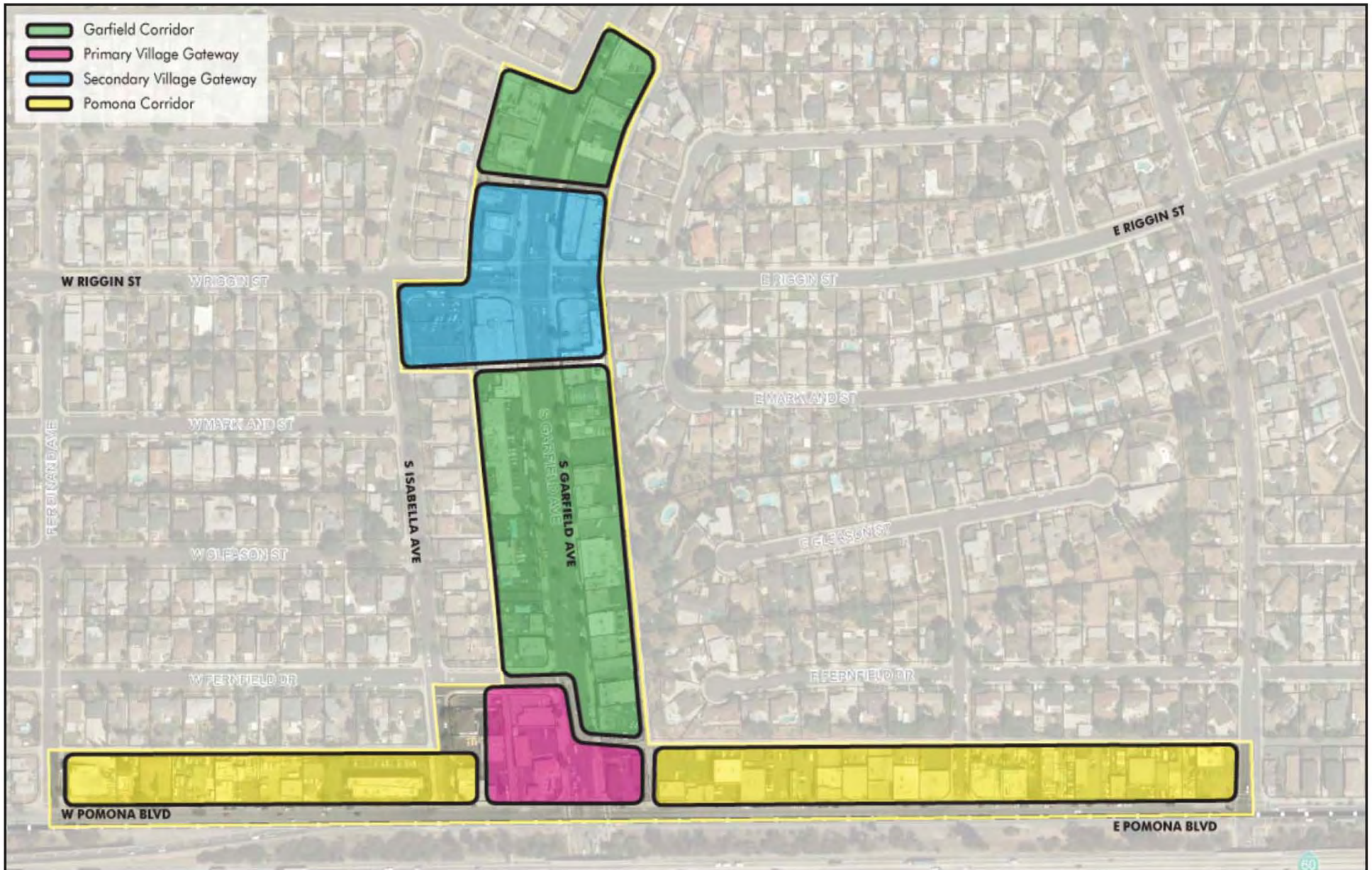
The South Garfield Corridor generally consists of one parcel depth on each side of South Garfield Avenue. Development within this character area is anticipated to be pedestrian-oriented and oriented close to the street and sidewalk. Parking would be discouraged along the building frontages and located with access to the alley or provided through on-street parking spaces. The close proximity of businesses provides a short distance of travel for customers. The use of larger windows and transparent surfaces would allow for more interaction between the retail and service spaces within and the active life of the street outside. Signage would be mainly located on the building and be pedestrian in scale. Street activity would be encouraged within the area including allowing for sidewalk sales and outdoor eating areas.

Primary Village Gateway

The Primary Village Gateway is the “node” of activity around the South Garfield Avenue and Pomona Boulevard intersection. This is a major gateway area for automobile traffic into the village. With the potential location of a future Gold Line station in proximity to this area, this gateway function could also include transit users/pedestrians. The Gateway serves as the front door to the South Garfield Village. The area is anticipated to be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and temporary sidewalk activities would emphasize the high-energy entryway of the village. Signage would transition between pedestrian scale and more automobile-oriented scale along Pomona Boulevard. This gateway would be a potential location to a parking facility integrated with retail and service uses. This structure would serve as an anchor to the corridor and accommodate parking demand from existing and future development within the South Garfield Village Specific Plan area.

Secondary Village Gateway

The Secondary Village Gateway is the “node” of activity around the South Garfield Avenue and Floral Drive intersection. This is a gateway area for automobile and residential traffic into the village. The area is envisioned to be welcoming to pedestrians and create an intimate relationship between the energy along the street and the surrounding development. Parklets, outdoor dining and temporary sidewalk activities would help implement this vision for the village entryway. Signage would maintain a pedestrian-scale character.



Source: RBF Consulting, South Garfield Village Specific Plan.

NOT TO SCALE



Pomona Corridor

The Pomona Corridor generally consists of one parcel depth on the north side of Pomona Boulevard. The Pomona Corridor character would strike a balance between the automobile orientation of Pomona Boulevard, the adjacent Pomona Highway and the need to transition to pedestrian-oriented uses along the South Garfield Corridor. Shared parking and access would reduce curb cuts to create a more friendly and safe environment for pedestrians and bicyclists. Considering the balance with automobile orientation, uses that may be more intense can better be accommodated within this corridor. Signage would be oriented towards the street although billboards and pole style signs would still be prohibited to reduce visual clutter and respect the neighborhood-oriented scale of development.

These four character areas have a slightly different context in terms of overall character. The purpose of the Conceptual Land Use Plan is to provide guidance and suggestions to use and character within these four areas.

LAND USE AND DEVELOPMENT STANDARDS

The South Garfield Village Specific Plan serves as a planning and regulatory link between the City of Monterey Park General Plan and individual, project level development within the proposed project area. The South Garfield Village Specific Plan provides area-specific land use districts unique to the project area, along with permitted uses and development standards, such as building heights, setbacks, and floor area ratios for each commercial district; refer to Exhibit 2-7, South Garfield Village Specific Plan Regulatory Districts.

- Garfield Village Neighborhood Shopping (GVN-S). The GVN-S regulatory district has a physical character that is generally comprised of shallow lots and small scale developments. This regulatory district provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This regulatory district maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:
 - (1) Limit the maximum sizes of commercial uses in this area.
 - (2) Ensure the maintenance and improvement of the existing commercial environment.
- Garfield Village Commercial Services (GVC-S). The GVC-S regulatory district has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City's boundaries. This regulatory district provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities.

Specific Plan Development

Table 2-2, Estimated Specific Plan Development Summary, identifies the maximum development potential for the land use districts. As indicated in Table 2-2, the proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain.¹ When compared to existing conditions, the proposed project would allow for a potential net

¹ Proposition 99, approved by California voters in 2008, prohibits local governments from acquiring by eminent domain an owner-occupied residence for the purpose of conveying it to a private person. This does not apply if a local government uses eminent domain to protect public health and safety; or to prevent serious and repeated criminal activity; responding to an emergency; or remedying environmental contamination that threatens public health and safety.



Source: RBF Consulting, South Garfield Village Specific Plan.

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South Garfield Village Specific Plan Regulatory Districts

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION



increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area. Although site-specific development is not currently being proposed as part of the project, for purposes of this analysis, it is assumed all sites with the opportunity for development would be developed to their full capacity (approximately 330,000 square feet) over the next 20 years (to approximately 2035).

Table 2-2
Estimated Specific Plan Development

Land Use	Existing	Specific Plan Buildout	Difference
Garfield Village Neighborhood Shopping	117,343 s.f.	200,705.30	83,362.30
Garfield Village Commercial Services	102,674 s.f.	129,259.58	26,585.58
Total	220,017	329,964.8	109,947.88

DESIGN GUIDELINES

The Specific Plan contains Design Guidelines for development of both the private realm (privately developed sites, buildings, and associated improvements, etc.) and public realm (public spaces, paseos, plazas, pedestrian linkages, walkways, etc.). The design standards and guidelines address site design, architecture, circulation, parking, lighting, and other distinguishing features. The design standards and guidelines are to be utilized during the City's design review process to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects.

CIRCULATION AND STREETSCAPE DESIGN

The Specific Plan is designated for active streetscapes, which are pedestrian in scale and accommodate multiple modes of travel. The circulation and streetscape design proposes improvements to the circulation system to help create a safe and comfortable environment for pedestrians, vehicles and multiple transit modes.

Circulation and Streetscape Concept

The Specific Plan anticipates improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new landscaping and entry enhancements, gateway signs, and bump-outs and parklets at various locations; refer to Exhibit 2-8, *Circulation and Streetscape Concept*.

A new cross section for South Garfield Avenue is proposed that would provide 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median; refer to Exhibit 2-9, *South Garfield Sharrow Cross Section*. Although the Specific Plan does not propose any roadway improvements for Pomona Boulevard, sidewalk improvements are anticipated. These would include repair or replacement of sidewalks, as necessary, as well as a comprehensive street tree planting where feasible.

Fernfield Drive would be modified to allow for one-way travel west from South Garfield Avenue to Isabella Avenue. Angled parking would be located on the north side of the street; refer to Exhibit 2-8.



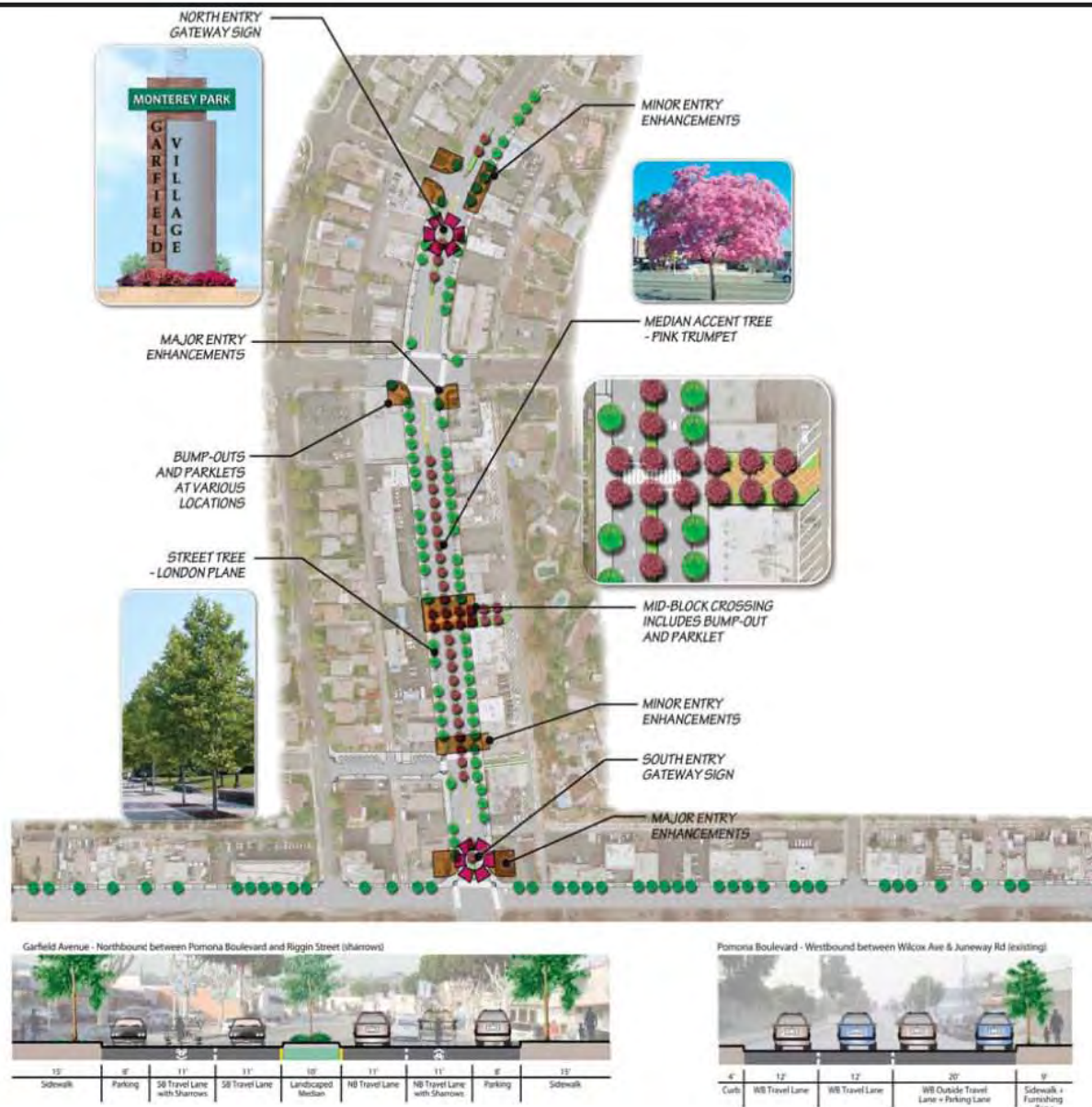
View of Garfield Avenue looking north at Fernfield.



Mid-Block Crossing concept with paseo access to Alley on east side.



Typical alley improvement concept.



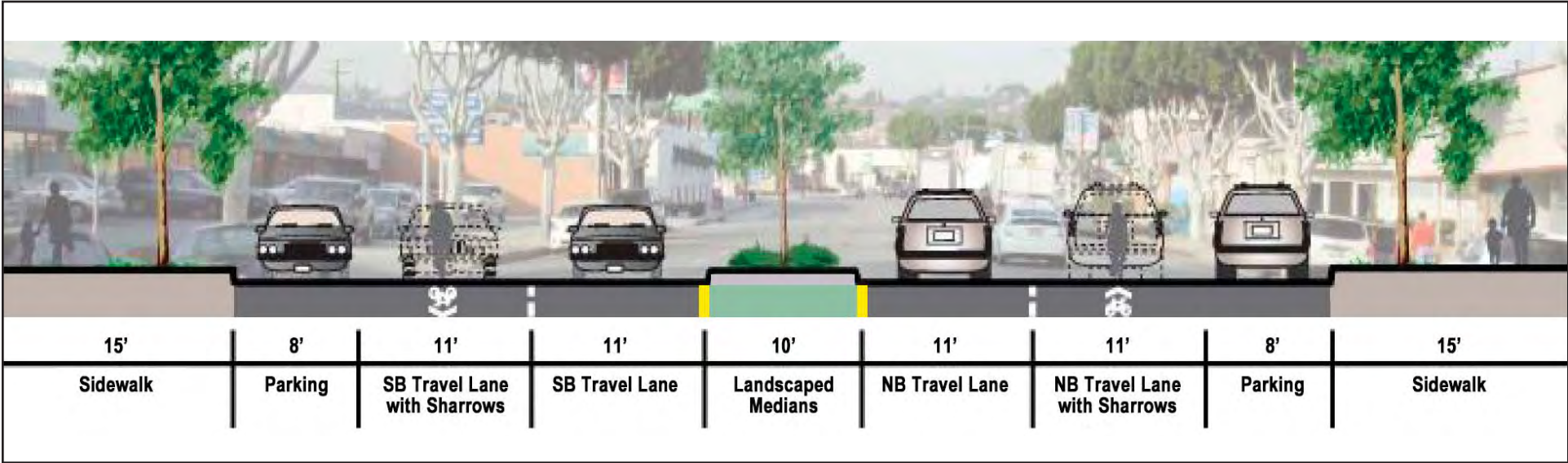
Source: RBF Consulting, South Garfield Village Specific Plan.

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CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Circulation and Streetscape Concept



Source: RBF Consulting, *South Garfield Village Specific Plan*.

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 SOUTH GARFIELD VILLAGE SPECIFIC PLAN
 INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
South Garfield Sharrow Cross Section



Alley improvements are also proposed for both sides of South Garfield Avenue and the northerly side of Pomona Boulevard. The alleys on the east side of South Garfield Avenue, from Riffin Street to the south and the north side of East Pomona Boulevard would include repaving of sections to allow for one-way traffic and the addition of striped parking spaces (parallel and angled), as shown on Exhibit 2-8.

Pedestrian and Bicycle Circulation and Transit Facilities

Implementation of the Specific Plan would focus on enhancing pedestrian access, including walkways to connect between buildings, sidewalks, parking areas, and common areas. An enhanced pedestrian experience is encouraged through building orientation, landscaping, lighting, and other pedestrian amenities.

Bicycle circulation would include sharrows along South Garfield Avenue. Sharrows (lane markings) along South Garfield Avenue would signify to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The overall bicycle circulation plan within the Specific Plan area would be compatible with the San Gabriel Valley Bike Master Plan (adopted December 2014); refer to Exhibit 2-10, *Bicycle Circulation Plan*. Bicycle facilities, such as racks and storage lockers would be encouraged on all properties.

Three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line travel through the Specific Plan area. In addition, three bus stops are located within the Specific Plan area. Existing transit service would continue to operate within the Specific Plan area. Transit amenities such as bus pullouts and shelters would be provided at bus stops at or adjacent to the Specific Plan area.

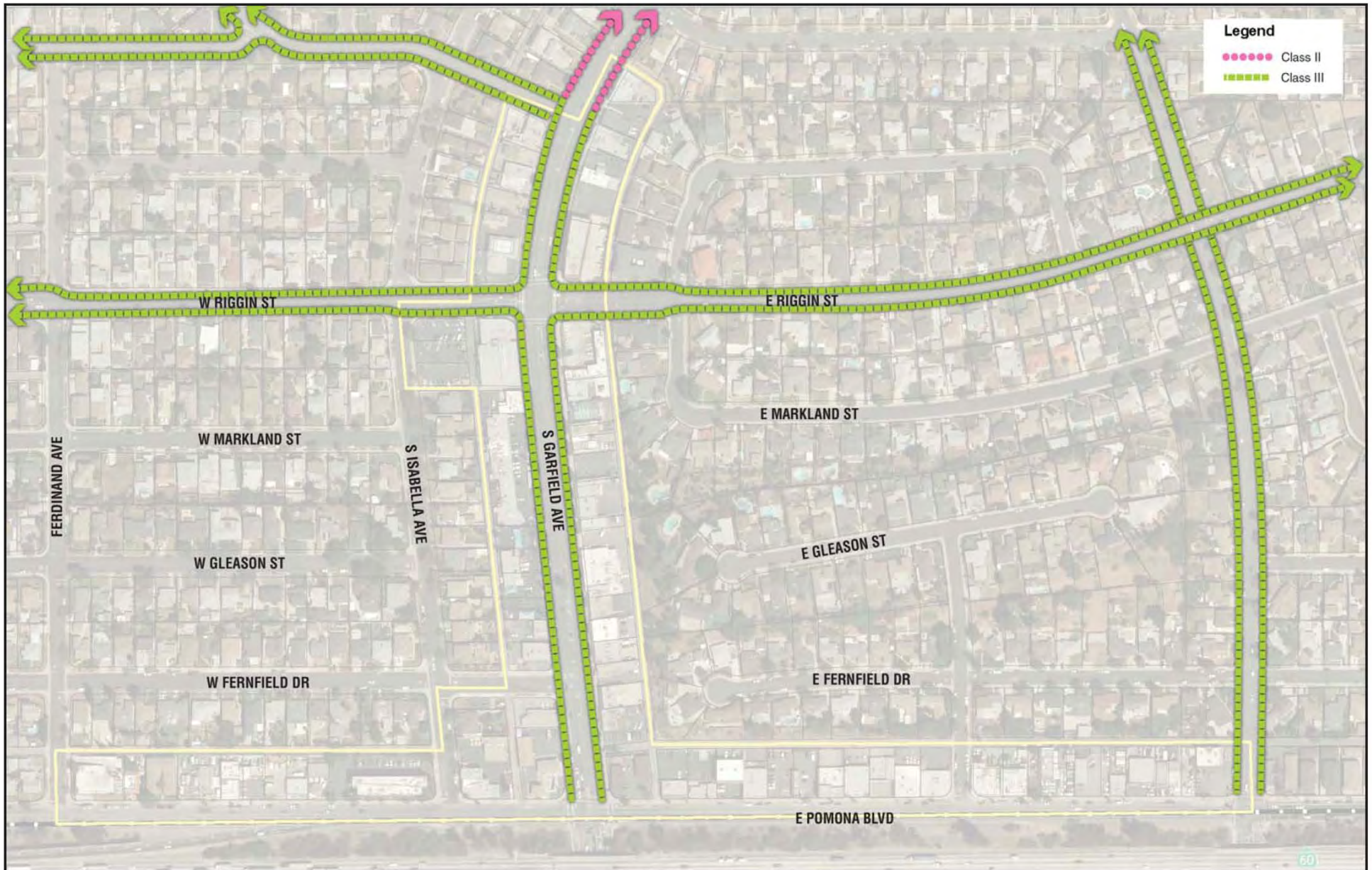
INFRASTRUCTURE AND PUBLIC SERVICES

Infrastructure improvements that are necessary to support growth or revitalize the Specific Plan area would be implemented by the City in accordance with applicable master plans for water, sewer, or storm drain facilities. These plans provide for prioritizing and constructing capital improvement projects that are necessary to ensure sufficient infrastructure capacities and sustainable growth. Individual developments would be responsible for mitigating their impacts on public facilities, including making fair-share contributions to mitigating system impacts, where applicable.

PHASING

Individual development projects would occur in incremental phases over time, based largely on economic considerations, market demand, and other planning considerations. Construction and occupancy of future development within the project area is not currently proposed according to a phasing schedule. The phasing and exact details of each project would be evaluated by the City on a case-by-case basis. For analysis purposes, a buildout year of 2035 is utilized. However, several public improvements are anticipated to be initiated and potentially implemented in the short term (within 2 years):

- Installation of a landscaped median along South Garfield Avenue from approximately Riffin Street to Pomona Boulevard. The initial median project would include curbing, drainage improvements, left-turn lane pockets, irrigation, and landscaping.
- A mid-block crossing to shorten pedestrian crossing distances. This would include curb extension, drainage improvements, landscaping, pedestrian striping, and the potential implementation of traffic signaling devices to improve pedestrian safety.



Source: RBF Consulting, South Garfield Village Specific Plan.

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CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
Bicycle Circulation Plan



Other medium term (2-3 years) and long term (greater than 3 years) improvements include, but may not be limited to, the following:

Garfield Avenue Improvements

- Garfield Village Gateways
- Sharrows and Crosswalk Striping
- Alleyways Parking Improvements/Signage
- Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)
- Pedestrian Alleyway Connection

Fernfield Improvements

- Fernfield Block Reconfigurations/On-Street Parking

Pomona Boulevard Improvements

- Roadway Striping
- Streetscape Improvements (Wayfinding, Lighting, Sidewalks, Furniture)

2.4 PERMITS AND APPROVALS

The City of Monterey Park, as the Lead Agency for future development and improvements within the Specific Plan area, has discretionary authority over the proposed project that includes, without limitation, the following:

- Environmental Review. Adoption of the Initial Study/Mitigated Negative Declaration required by CEQA, as described in Section 1.0, Introduction and Purpose. Additional environmental review for future uses is not anticipated, but will be evaluated on a case-by-case basis.
- Specific Plan Amendment. Recommendation by the Planning Commission and adoption of the proposed South Garfield Village Specific Plan by the City Council is required for the proposed project.
- General Plan Amendment. Recommendation by the Planning Commission and approval by the City Council to amend the General Plan Land Use Element to establish the South Garfield Village Specific Plan land use designation and amend the Monterey Park Land Use Policy Map to designate the proposed project area to South Garfield Village Specific Plan.
- Zone Change. Recommendation by the Planning Commission and approval by the City Council to change the zoning of the proposed project area to South Garfield Village Specific Plan on the Monterey Park Zoning Map.
- Site Plan Review. Individual site plans within the Specific Plan area would be subject to review of plans and approval by the City.
- Conditional Use Permits. Development of certain uses may require approval of a conditional use permit by the Planning Commission.
- Grading Permits. Future grading for development within the Plan area would be subject to the review of grading plans and require grading permits issued by the City.



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3.0 INITIAL STUDY CHECKLIST

3.1 BACKGROUND

1.	Project Title: South Garfield Village Specific Plan
2.	Lead Agency Name and Address: City of Monterey Park 320 West Newmark Avenue Monterey Park, California 91754
3.	Contact Person and Phone Number: Ms. Samantha Tewasart Senior Planner 626.307.1324
4.	Project Location: The proposed South Garfield Village Specific Plan (proposed project) encompasses approximately 22 acres within the southern portion of the City. The project area generally extends along South Garfield Avenue from just north of Floral Drive to State Route 60 (SR-60) and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue in the City of Monterey Park.
5.	Project Sponsor's Name and Address: City of Monterey Park (Lead Agency) 320 W. Newmark Avenue Monterey Park, California 91754
6.	General Plan Designation: Commercial (C), Mixed Use III (MU3), Low Density Residential (LDR), and Medium Density Residential (MDR).
7.	Zoning: Neighborhood Shopping (N-S), Single-Family Residential (R-1), Medium-Density Residential (R-2), Commercial Service (C-S), and Planned Development Overlay (P-D).
8.	Description of the Project: The South Garfield Village Specific Plan contains land use and development standards, design guidelines, and circulation and streetscape design to guide development within the area in order to achieve the overall vision for South Garfield Village. The project area is classified into four character areas based upon overall context, circulation, and nodes. The proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. When compared to existing conditions, the proposed project would allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area.
9.	Surrounding Land Uses and Setting: The South Garfield Village Specific Plan Area is primarily surrounded by single-family residential uses to the north, west, and east and SR-60 to the south.
10.	Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement). Refer to <u>Section 2.3, Permits and Approvals</u> .



3.2 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a “Potentially Significant Impact” or “Less Than Significant Impact With Mitigation Incorporated” as indicated by the checklist on the following pages.

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

3.3 EVALUATION OF ENVIRONMENTAL IMPACTS

This section analyzes the potential environmental impacts associated with the proposed project. The issue areas evaluated in this Initial Study include:

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

The environmental analysis in this section is patterned after the Initial Study Checklist recommended by the *CEQA Guidelines* and used by the City of Monterey Park in its environmental review process. For the preliminary environmental assessment undertaken as part of this Initial Study's preparation, a determination that there is a potential for significant effects indicates the need to more fully analyze the development's impacts and to identify mitigation.

For the evaluation of potential impacts, the questions in the Initial Study Checklist are stated and an answer is provided according to the analysis undertaken as part of the Initial Study. The analysis considers the long-term, direct, indirect, and cumulative impacts of the development. To each question, there are four possible responses:

- No Impact. The development will not have any measurable environmental impact on the environment.
- Less Than Significant Impact. The development will have the potential for impacting the environment, although this impact will be below established thresholds that are considered to be significant.



- Less Than Significant Impact With Mitigation Incorporated. The development will have the potential to generate impacts which may be considered as a significant effect on the environment, although mitigation measures or changes to the development's physical or operational characteristics can reduce these impacts to levels that are less than significant.
- Potentially Significant Impact. The development will have impacts which are considered significant, and additional analysis is required to identify mitigation measures that could reduce these impacts to less than significant levels.

Where potential impacts are anticipated to be significant, mitigation measures will be required, so that impacts may be avoided or reduced to a less than significant level.



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4.0 ENVIRONMENTAL ANALYSIS

The following is a discussion of potential project impacts as identified in the Initial Study/Environmental Checklist. Explanations are provided for each item.

4.1 AESTHETICS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect on a scenic vista?			✓	
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				✓
c. Substantially degrade the existing visual character or quality of the site and its surroundings?		✓		
d. Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?			✓	

a) *Have a substantial adverse effect on a scenic vista?*

Less Than Significant Impact. According to the General Plan EIR, the City's topography allows for scenic views from hillsides throughout the City. The project area is relatively flat and is primarily developed with lower-scale buildings (one- and two-stories) that line the corridors. There are no designated scenic vistas within the project area and long-range views of hillsides are limited due to the flat topography and development that occurs. Future development within the project area is anticipated to involve retail, service businesses, eating and drinking establishments, entertainment/cultural, office, and medical uses residential, commercial, office, public/institutional, industrial, and public open space uses, consistent with uses allowed by the proposed project. New development could result in changes in land use and intensity within the area when compared to existing conditions.¹ However, future development within the area would be consistent with the land uses anticipated for the project area and would not substantially impact views within the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) *Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?*

No Impact. There are no officially-designated State scenic highways within proximity to the project area or within the City.² The nearest State scenic highway is State Route 110 (designated as a historic parkway), which is located approximately 6.45 miles northwest of the project area. Therefore, the proposed project would not substantially damage scenic resources within a State scenic highway. No impact would occur in this regard.

¹ It should be noted that the Floor Area Ratios (FAR) that are currently allowed within the area are not proposed to change with the Garfield Village Specific Plan.

² California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/scenic_highways/, accessed December 29, 2014.



Mitigation Measures: No mitigation is required.

c) *Substantially degrade the existing visual character or quality of the site and its surroundings?*

Less Than Significant Impact With Mitigation Incorporated. As indicated in Table 2-2, future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions resulting in maximum development of approximately 330,000 square feet.

The project area includes four character areas based upon overall context, circulation, and nodes; refer to Section 2.3, Proposed Project. These four areas have a slightly different context in terms of overall character. Exhibit 2-6, Conceptual Land Use Plan, provides guidance and suggestion to use and character within these four areas.

In addition, the proposed project contains Design Guidelines for development of both the private realm (privately developed sites, buildings, and associated improvements, etc.) and public realm (public spaces, paseos, plazas, pedestrian linkages, walkways, etc.). The design standards and guidelines address site design, architecture, circulation, parking, lighting, and other distinguishing features. The design standards and guidelines are to be utilized during the City's design review process to ensure the highest level of design quality, while at the same time providing flexibility in their application to specific projects.

Short-Term Impacts

Short-term construction activities associated with future development in the project area would temporarily alter the existing visual character of the development sites and their surroundings. The visual impact associated with construction activities would likely involve graded surfaces, construction materials, equipment, and truck traffic. Soil could be stockpiled and equipment for grading activities could be staged at various locations within the area. In addition, temporary structures could be located on the respective development site during various stages of construction. These construction activities and equipment could temporarily degrade the existing visual character and quality of localized sites within the project area and their surroundings during the construction phase. The typical "window" of construction-related activities at a particular location would vary depending on the scale and nature of the proposed development.

Construction-related activities are not considered significant, because they would be short-term and temporary; construction activity would not be continuous and would proceed on a project-by-project basis. Temporary screening of a particular construction staging site would partially relieve the visual impacts typically associated with construction activities. Moreover, development sites/areas would vary such that areas of temporary construction-related visual impacts would change as future development would likely occur at various sites and at various times. Compliance with Mitigation Measure AES-1, which would be incorporated into construction documents, would further ensure that potential short-term impacts associated with future construction activities in the area would be less than significant.

Long-Term Impacts

Table 2-2, Estimated Specific Plan Development, outlines the land uses within the area under existing and buildout scenarios. As indicated in Table 2-2, the proposed project would permit future development of up to approximately 330,000 square feet of non-residential uses, which represents an increase of approximately 110,000 square feet over existing conditions. The proposed project provides an overall vision for the area, which includes small businesses that serve the surrounding residential neighborhoods and visitors to the area. The area would provide on-street parking, paseos to alley parking, and outdoor dining opportunities that encourage pedestrian activity within the area.

The project area includes four character areas that have different context, circulation, overall vision, and vary in their development potential. Each of the proposed project's four character areas plays an important role in the future vision for the South Garfield Village Specific Plan.



South Garfield Corridor

Garfield Avenue would remain pedestrian-oriented and the development within the area would further orient pedestrians close to the street and sidewalk. Businesses would be within close proximity, providing for a short distance of travel for customers. Signage would be primarily located on the building and oriented and scaled to the pedestrian. Architectural elements such as larger windows and transparent surfaces would be emphasized on buildings to enhance pedestrian interaction and street activity between retail and service uses and the street. Street activity including sidewalk sales and outdoor eating areas are encouraged.

Primary Village Gateway

The Primary Village Gateway would continue to be the primary activity node within the Garfield Avenue and Pomona Boulevard intersection. As the gateway area is in proximity to a potential location of a future Gold Line station, it could also accommodate transit users. A vertical monument with accent planting and special paving would serve as major entry way enhancements to South Garfield Village. The gateway invites pedestrians into the area as parklets, outdoor dining and temporary sidewalk activities contribute to the vibrant energy of the village. Signage would be displayed both at a pedestrian scale and a more automobile-oriented scale along Pomona Boulevard. A parking facility integrated with retail and service uses may be constructed in the gateway and serve as an anchor to the corridor and provide parking accommodations for existing and future development within the Specific Plan area.

Secondary Village Gateway

The Second Village Gateway would continue to serve as an activity node along the Garfield Avenue and Floral Drive intersection. Similar to the Primary Village Gateway, gateway elements including a vertical monument with accent landscaping and distinctive paving would contribute to the overall placemaking of the major entryways into South Garfield Village. The streetscape and circulation of the area would be enhanced to welcome pedestrians and parklets, outdoor dining, and temporary sidewalk activities would be designed to emphasize the high energy of the gateway area. Signage would be designed at a pedestrian scale.

Pomona Corridor

The Pomona Corridor would remain balanced between the automobile orientation of Pomona Boulevard, and the transition to pedestrian orientation along Garfield Corridor. Higher intensity uses would be better accommodated within this corridor. Circulation elements such as shared parking and access would minimize curb cuts and provide a friendly and safe environment for all visitors and residents along the street. Although signage would be street oriented, billboards and pole style signs are prohibited to provide clear views of the area and respect the neighborhood-oriented scale of development.

Development Standards and Design Guidelines

The proposed project, particularly as it pertains to preserving and improving the visual character of the South Garfield Village, its character areas, and its surroundings, would be implemented through compliance with the development standards and design guidelines. Additionally, compliance with the development standards and design guidelines would be in furtherance of the General Plan's Land Use Element Goals, "to balance land uses within Monterey Park in a manner that ensures that revenue generated matches the City's ability to provide a high level of urban services to create cohesive neighborhoods with compatible land uses," and, "to create opportunities for new commercial business growth in areas of the City well served by the circulation network." Specific Plan Chapter 3, *Land Use & Development Standards*, includes the standards for each land use designation that address those aspects of site development and building design that are essential to achieve the overall Specific Plan Vision, as they relate to visual character. They are precise specifications for such things as permitted uses, building height, setbacks, non-conforming uses, standards for specific land uses, and parking. Specific Plan Chapter 5, *Design Guidelines*, includes



design concepts, policies, and guidelines regarding building design, special use design, public space and amenities design, and signage design.

The proposed project establishes objectives aimed at providing residents and visitors a vibrant and intimate retail and service district with an active street life. The objectives are to encourage revitalization of the neighborhood business area; improve mobility in the area and connectivity to the surrounding neighborhoods; guide property owners and businesses to help them improve their properties and buildings; and describe public improvements that the City hopes to make in the area. In order to accomplish these objectives, the proposed project would establish guiding principles and goals that address Land Use; Circulation and Parking; and Urban Design and Streetscape.

As a generally built-out area, future development within the project area would occur primarily as redevelopment and revitalization, according to the changes envisioned for each character area. This would lead to greater urbanization within the area as the proposed project would allow for increased development of the area at a greater intensity than currently exists. Future development could change the visual character of the existing development sites. The appearance of the existing sites and its surroundings would be permanently altered, as existing land uses could be replaced with new development. Additionally, the character of the streetscape would be altered by providing a landscaped median along Garfield Avenue, mid-block crossing, new landscaping, new signage, including entry/monuments signs and other improvements associated with specific developments. However, this development would not constitute a degrading change to the character of the respective properties and their surroundings, or the project area overall. Despite potential localized changes to the visual character of the area, degradation to the character of the area or its surroundings would not occur, as implementation of the proposed project would guide consistent and compatible development within the area through the establishment of design standards and guidelines, that would ensure the area is developed consistent with the vision identified for the area. Thus, impacts would be less than significant in this regard.

Mitigation Measures:

AES-1 Before the City issues a grading permit, applicants for future development located in proximity to residentially zoned properties must submit construction documents to the Community and Economic Development Director that include language requiring all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment must be parked and staged within the project site. Staging areas must be screened from view from residential properties. Construction worker parking may be located off-site with the Economic and Community Development Director's approval. On-street parking of construction worker vehicles on residential streets, however, is prohibited. Vehicles must be kept clean and free of mud and dust before leaving the development site. Surrounding streets must be swept daily and maintained free of dirt and debris.

d) ***Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?***

Less Than Significant Impact. Glare is the sensation produced by luminance within the visual field that is significantly greater than the luminance to which the eyes are adapted. This can cause annoyance, discomfort, or loss in visual performance and visibility. Light pollution is caused by stray light from unshielded light sources and light reflecting off surfaces that enters the atmosphere where it illuminates and reflects off dust, debris, and water vapor to cause an effect known as "sky glow." Light pollution can substantially limit visual access to the night sky, compromise astronomical research, and adversely affect nocturnal environments. New development can cause such impacts through new light sources such as street lighting, exterior and interior building lighting, vehicle headlights, illuminated signage, traffic signals, sports field lighting, and new glare sources such as reflective building materials, roofing materials, and windows.



Future development of non-residential land uses could occur within the project area. Such development would have the potential to create new sources of outdoor light and glare in the form of streetlights, exterior lighting, and lighting for the purposes of safety, as well as glare effects caused by reflective surfaces. These new sources of light and glare would be most visible from development along adjacent roadways, and to receptors such as residents and traveling motorists. All lighting installed with future development within the project area would be subject to compliance with the proposed development standards, design guidelines, and circulation and streetscape design guidelines, in order to reduce potential impacts involving light and glare to less than significant. Specific Plan Chapters 3, 4 and 5 establish lighting requirements for the project area.

These standards are intended to reduce impacts from lighting. Upon implementing such standards, future development would not result in significant long-term light and glare impacts given compliance with the proposed project's development standards and design guidelines. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.2 AGRICULTURE AND FORESTRY RESOURCES

<i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				✓
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?				✓
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?				✓
d. Result in the loss of forest land or conversion of forest land to non-forest use?				✓
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?				✓

- a) **Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?**

No Impact. The project area and surrounding area are completely developed with urbanized uses. No farmland exists within the site vicinity. The project area is not located on land designated Prime Farmland, Unique Farmland, or Farmland of Statewide Importance.¹ In addition, no impact to farmland or land zoned for agricultural use or a Williamson Act contract would occur with implementation of the Specific Plan, as no agricultural lands or uses occur within Monterey Park. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ California Department of Conservation, *Farmland Mapping and Monitoring Program, California Important Farmland Finder*, <http://www.conservancy.ca.gov/dlrf/fmmp/Pages/Index.aspx>, accessed on June 25, 2015.



b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. As stated above, the project area and surrounding area are developed and urbanized, and no agricultural land exists within the site vicinity. The project area is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2). Accordingly, the project area is not zoned for agricultural use and is not part of a Williamson Act contract. Thus, the proposed project would not affect any land zoned for agricultural use and would not conflict with a Williamson Act contract. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

No Impact. The project area is completely developed and urbanized. The project area is zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2) and would not conflict with any areas zoned for forest or timberland production. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. Refer to Response 4.2(c), above.

Mitigation Measures: No mitigation is required.

e) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

No Impact. As stated above in Responses 4.2(a) through 4.2(d), the project area is developed and is void of agricultural or forest resources. Thus, there would be no potential for the conversion of these resources and no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.3 AIR QUALITY

<i>Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with or obstruct implementation of the applicable air quality plan?			✓	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?		✓		
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?		✓		
d. Expose sensitive receptors to substantial pollutant concentrations?		✓		
e. Create objectionable odors affecting a substantial number of people?			✓	

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The proposed project is located within the South Coast Air Basin (Basin), which is governed by the South Coast Air Quality Management District (SCAQMD). Consistency with the SCAQMD 2012 *Air Quality Management Plan for the South Coast Air Basin* (2012 AQMP) means that a project is consistent with the goals, objectives, and assumptions set forth in the 2012 AQMP that are designed to achieve Federal and State air quality standards. According to the SCAQMD CEQA Air Quality Handbook, in order to determine consistency with the 2012 AQMP, two main criteria must be addressed.

Criterion 1

With respect to the first criterion, SCAQMD methodologies require that an air quality analysis for a project include forecasts of project emissions in relation to contributing to air quality violations and delay of attainment.

1) Would the project result in an increase in the frequency or severity of existing air quality violations?

Since the consistency criteria identified under the first criterion pertains to pollutant concentrations, rather than to total regional emissions, an analysis of the proposed project's pollutant emissions relative to localized pollutant concentrations is used as the basis for evaluating project consistency. As discussed in Impact Statement 4.3(d), below, localized concentrations of carbon monoxide (CO), nitrogen oxides (NO_x), particulate matter less than 10 microns in diameter (PM₁₀), and particulate matter less than 2.5 microns in diameter (PM_{2.5}) would be less than significant. Therefore, the proposed project would not result in an increase in the frequency or severity of existing air quality violations. Because reactive organic gases (ROGs) are not a criteria pollutant, there is no ambient standard or localized threshold for ROGs. Due to the role ROG plays in ozone formation, it is classified as a precursor pollutant and only a regional emissions threshold has been established.



2) *Would the project cause or contribute to new air quality violations?*

As discussed in Impact Statement 4.3(b) below, the proposed project would result in emissions that are below the SCAQMD thresholds. Therefore, the proposed project would not have the potential to cause or affect a violation of the ambient air quality standards.

3) *Would the project delay timely attainment of air quality standards or the interim emissions reductions specified in the AQMP?*

The proposed project would result in less than significant impacts with regard to localized concentrations during project operations. Accordingly, the proposed project would not delay the timely attainment of air quality standards or 2012 AQMP emissions reductions.

Criterion 2

With respect to the second criterion for determining consistency with SCAQMD and Southern California Association of Governments (SCAG) air quality policies, it is important to recognize that air quality planning within the Basin focuses on attainment of ambient air quality standards at the earliest feasible date. Projections for achieving air quality goals are based on assumptions regarding population, housing, and growth trends. Thus, the SCAQMD's second criterion for determining project consistency focuses on whether or not the proposed project exceeds the assumptions utilized in preparing the forecasts presented in the 2012 AQMP. Determining whether or not a project exceeds the assumptions reflected in the 2012 AQMP involves the evaluation of the three criteria outlined below. The following discussion provides an analysis of each of these criteria.

1) *Would the project be consistent with the population, housing, and employment growth projections utilized in the preparation of the AQMP?*

In the case of the 2012 AQMP, three sources of data form the basis for the projections of air pollutant emissions: the *Monterey Park General Plan* (General Plan), SCAG's *Growth Management* Chapter of the *Regional Comprehensive Plan* (RCP), and SCAG's *2012-2035 Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The RTP/SCS also provides socioeconomic forecast projections of regional population growth. The project area is designated Commercial, Mixed Use II, Low Density Residential, and Medium Density Residential by the Monterey Park Land Use Policy Map. The proposed project requests a General Plan Amendment to change the site's General Plan designation to South Garfield Village Specific Plan with a mix of commercial and retail uses. The proposed project would allow for future development under the Specific Plan at a scale and intensity that is consistent with that allowed by the General Plan. As demonstrated in Section 4.10, Land Use and Planning, the proposed Specific Plan is determined to be consistent with the relevant General Plan Policies. Since the regional population, housing, and employment growth forecasts, which are adopted by SCAG's Regional Council are based upon the local plans, policies, and land uses specified in general plans; the future development anticipated under the City's General Plan would be consistent with SCAG's regional forecast projections. Thus, the proposed project is consistent with the types, intensity, and patterns of land use envisioned for the site vicinity in the RCP/SCS. Additionally, as the SCAQMD has incorporated these same regional forecast projections into the 2012 AQMP, it can be concluded that the proposed project would be consistent with the 2012 AQMP growth projections.

2) *Would the project implement all feasible air quality mitigation measures?*

Additional environmental review for future development under the Specific Plan would be evaluated on a project-by-project basis. Compliance with emission reduction measures identified by the SCAQMD would be required as identified in impact statements 4.3(b) and 4.3(c) below. As such, future development under the Specific Plan meets this AQMP consistency criterion.



3) *Would the project be consistent with the land use planning strategies set forth in the AQMP?*

The proposed project would serve to implement various City of Monterey Park and SCAG policies. The proposed project is located within a developed portion of the City and is considered an infill development. The project is located in the vicinity of a mix of uses including offices, commercial, and residential uses.

In conclusion, the determination of 2012 AQMP consistency is primarily concerned with the long-term influence of a project on air quality in the Basin. Future development consistent with the uses and intensities in accordance with the proposed project would not result in a long-term impact on the region's ability to meet State and Federal air quality standards. Also, the proposed project would be consistent with the goals and policies of the AQMP for control of fugitive dust. As discussed above, the proposed project's long-term influence would also be consistent with the SCAQMD and SCAG's goals and policies and is, therefore, considered consistent with the 2012 AQMP. Further, environmental review for future development under the Specific Plan would be evaluated on a project-by-project basis.

Mitigation Measures: No mitigation is required.

b) ***Violate any air quality standard or contribute substantially to an existing or projected air quality violation?***

Less Than Significant Impact With Mitigation Incorporated.

Short-Term Construction Emissions

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions, resulting in maximum development of approximately 330,000 square feet. The Specific Plan does not identify specific development proposals. Construction-related emissions are dependent on project specific duration, phasing, and earthwork details, which are not known at this time. Construction-related emissions that may occur at any time are speculative and cannot be accurately determined at this stage of the planning process. Such impacts, however, would be evaluated on a project-by-project basis under CEQA.

Construction-related air quality impacts would be short-term and temporary, lasting only as long as the construction phase of each future project developed under the Specific Plan. Nonetheless, construction impacts generally have the potential to violate Federal and State ambient air quality standards and may harm nearby sensitive receptors. The SCAQMD short-term thresholds are established for individual development projects, and it is assumed that some of the projects that would be implemented under the proposed project might individually exceed the SCAQMD thresholds. Based on the potential development and overall size of the Specific Plan area, implementation of Mitigation Measures AQ-1 and AQ-2 would reduce construction-related impacts to a less than significant level by requiring individual development project to apply measures to reduce air pollutant emissions from construction activities. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. As emissions (associated with future development and infrastructure projects facilitated by the Specific Plan) are anticipated to not exceed SCAQMD thresholds, a less than significant impact would result.

Naturally Occurring Asbestos

Asbestos is a term used for several types of naturally occurring fibrous minerals that are a human health hazard when airborne. The most common type of asbestos is chrysotile, but other types such as tremolite and actinolite are also found in California. Asbestos is classified as a known human carcinogen by State, Federal, and international agencies and was identified as a toxic air contaminant by the California Air Resources Board in 1986.



Asbestos can be released from serpentinite and ultramafic rocks when the rock is broken or crushed. At the point of release, the asbestos fibers may become airborne, causing air quality and human health hazards. These rocks have been commonly used for unpaved gravel roads, landscaping, fill projects, and other improvement projects in some localities. Asbestos may be released to the atmosphere due to vehicular traffic on unpaved roads, during grading for development projects, and at quarry operations. All of these activities may have the effect of releasing potentially harmful asbestos into the air. Natural weathering and erosion processes can act on asbestos bearing rock and make it easier for asbestos fibers to become airborne if such rock is disturbed. According to the Department of Conservation Division of Mines and Geology, *A General Location Guide for Ultramafic Rocks in California – Areas More Likely to Contain Naturally Occurring Asbestos Report* (August 2000), serpentinite and ultramafic rocks are not known to occur within the project area. Thus, there would be no impact in this regard.

Long-Term Operational Emissions

Future development associated with the proposed project could result in changes in land use and intensity within the area when compared to existing conditions. Implementation of the Specific Plan could facilitate development of an additional approximately 110,000 square feet of non-residential development. Although the exact nature and location of future land uses are not known at this time, future development projects could introduce new stationary and mobile source air emissions into the project area.

Table 4.3-1, *Estimated Emissions for the Specific Plan*, summarizes the emissions based on the maximum development potential for the project area.

**Table 4.3-1
Estimated Emissions for the Specific Plan**

Emissions Source	Pollutant (pounds/day) ¹					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Existing Emissions						
Area	2.02	0.05	4.11	0.00	0.54	0.54
Energy	0.00	0.02	0.00	0.00	0.00	0.00
Mobile	0.23	0.67	2.57	0.00	0.39	0.11
Total Existing Emissions^{2, 4}	2.25	0.74	6.68	0.01	0.93	0.65
Proposed Mitigated Emissions						
Area	2.88	0.00	0.01	0.00	0.00	0.00
Energy	0.00	0.04	0.04	0.00	0.00	0.00
Mobile	13.91	22.79	104.87	0.18	12.47	3.52
Total Proposed Mitigated Emissions^{3,4}	16.80	22.84	104.92	0.18	12.48	3.52
SCAQMD Threshold	55	55	550	150	150	55
Mitigated Net Increase Over Existing Emissions^{2, 3}	14.55	22.10	98.24	0.17	11.55	2.87
Is Threshold Exceeded? Significant Impact?)	No	No	No	No	No	No
Notes: 1. Based on CalEEMod results, worst-case seasonal emissions for area and mobile emissions have been modeled. 2. The numbers may be slightly off due to rounding. 3. Mitigated emissions are due to reductions from Mitigation Measure GHG-1; refer to Section 4.7, Greenhouse Gas Emissions . Air quality mitigation is not required. 4. Refer to Appendix A, Air Quality/Greenhouse Gas Data , for assumptions used in this analysis.						



Long-term air quality impacts would consist of mobile source emissions generated from project-related traffic and from stationary source emissions. Emissions associated with each of these sources were calculated and are discussed below.

Mobile Source

Based on the *Garfield Village Specific Plan Traffic Impact Analysis*, prepared by RBF Consulting (included in Appendix C, Traffic Impact Analysis), if fully developed, as anticipated by the proposed project, the project area could generate up to 4,336 net daily trips. Although the project is consistent with the General Plan goals and policies, as concluded in Section 5.1, *Land Use and Planning*, a General Plan Amendment would be required for the redesignation of land uses within the project area.

Mobile sources are anticipated to be the largest contributor to the estimated annual average air pollutant levels. Mobile source emissions are emissions from vehicle trips that are generated by the operation of a project. Mobile source emissions include tailpipe and evaporative emissions. Depending upon the pollutant, the potential air quality impact may be of either regional or local concern. For example, VOCs, NO_x, SO_x and PM₁₀ are all pollutants of regional concern; (NO_x and VOCs react with sunlight to form O₃ [photochemical smog], and wind currents readily transport SO_x and PM₁₀). However, CO tends to be a localized pollutant, dispersing rapidly at the source.

The destinations of motor vehicles, which are the primary contributors to air pollution, vary widely and cross many jurisdictional boundaries. Future development associated with the proposed project would allow for an increase in non-residential development within Monterey Park. The potential increase in non-residential development in the project area would promote smart growth objectives for Monterey Park by providing neighborhood-serving uses that are within walking distance from the existing uses. Additionally, the project incorporates public transit services, which provides regional access to and from the City. All of these factors would contribute towards a reduction in vehicle trips, thereby reducing emissions.

Area Source Emissions

Area source emissions would be generated due to an increased demand for consumer products, additional landscaping, and architectural coating associated with the development of the proposed project; refer to Table 4.3-1.

Energy Source Emissions

Energy source emissions would be generated as a result of electricity and natural gas usage associated with the proposed project. The primary source of electricity and natural gas emissions would be space heating and cooling, water heating, ventilation, lighting, appliances, and electronics.

Total Operational Emissions

Modeled mobile source emissions would be reduced as future development consistent with the proposed project would increase land use diversity (the project area includes commercial and retail/restaurant uses), employment density (259.31 jobs/acre), destination accessibility (the project site is located within two miles from the City's downtown area) and transit accessibility (the project site is located within 0.01 miles from LA Metro Bus Routes 68 and 84 [located north along Pomona Boulevard and Wilcox Avenue, located east along Pomona Boulevard and Garfield Avenue, and located west of Riggins Street and Garfield Avenue]). These land use attributes that are inherent in the project's location and design were incorporated into the California Emissions Estimator Model (CalEEMod) mitigation module. It is noted that although the CalEEMod results depict these emissions as "mitigated" emissions, they are considered Project Design Features.



The proposed project is required to comply with Monterey Park Municipal Code (MPMC) Chapter 6.31, *Water Efficient Landscapes*, and other City standards for sustainable development practices that would further reduce area and energy source emissions, such as using sustainable building materials, water conservation, energy efficient lighting, and installing low-flow faucets, toilets, and showers. Additionally, Mitigation Measure GHG-1 (refer to Section 4.7, Greenhouse Gases) requires the proposed project to implement transportation demand management measures, energy efficiency measures, water conservation measures, and solid waste reduction measures that would also reduce operational emissions of criteria pollutants. As shown in Table 4.3-1, with implementation of the Project Design Features and Mitigation Measure GHG-1, the overall emissions from future development consistent with the proposed project would not exceed the SCAQMD thresholds, resulting in a less than significant impact.

Mitigation Measures:

AQ-1 Before the City issues any grading permit for an individual project approved in accordance with the Specific Plan, the Director of Community and Economic Development, or designee, must confirm that the grading plan, building plans, and specifications implement SCAQMD Rule 403 including, without limitation, excessive fugitive dust emissions being controlled by regular watering or other dust prevention measures. Additionally, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, or watered twice daily, or non-toxic soil binders must be applied;
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) must be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed must be limited to 15 miles per hour;
- All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible;
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site;



- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices must be used at all construction site access points; and
- All delivery truck tires must be watered down and/or scraped down prior to departing the job site.

AQ-2 All trucks that are to haul excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways). Before the City issues grading permits, the Applicant must demonstrate to the Director of Community and Economic Development, or designee, how the proposed project operations subject to that specification during hauling activities complies with Vehicle Code § 23114.

c) ***Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?***

Less Than Significant Impact With Mitigation Incorporated. The SCAQMD neither recommends quantified analyses of cumulative construction or operational emissions, nor does it provide separate methodologies or thresholds of significance to be used to assess cumulative construction impacts. Instead, the SCAQMD recommends that a project's potential contribution to cumulative impacts should be assessed using the same significance criteria as those for project-specific impacts. Therefore, individual development projects that generate construction-related or operational emissions that exceed the SCAQMD recommended daily thresholds for project-specific impacts would also cause a cumulatively considerable increase in emissions for those pollutants for which the South Coast Air Basin (SCAB) is nonattainment.

Cumulative Construction Impacts

SCAQMD thresholds for criteria pollutants are established for individual development projects, and it is assumed that some of the projects that would be implemented under the Specific Plan could individually exceed the SCAQMD thresholds. Based on the program level construction analysis above, construction related emissions associated with future potential development projects in the project area may be "cumulatively considerable." Construction of future development and infrastructure projects under the Specific Plan would be required to implement applicable SCAQMD rules and regulations. These measures call for the maintenance of construction equipment, the use of non-polluting and non-toxic building equipment, and minimizing fugitive dust. Implementation of SCAQMD rules and regulations would ensure that the proposed project's construction-related impacts would be reduced to a less than significant level. Further, related projects in the area would also be required to implement applicable SCAQMD rules and regulations. Thus, it can be reasonably inferred that the project-related construction emissions, in combination with those from other projects in the area, would not substantially deteriorate the local air quality. Thus, a less than significant impact would occur in this regard.

Cumulative Long-Term Impacts

New development within the project area, combined with other anticipated future development in the region would contribute to a cumulative annual increase in regional air pollutant emissions. Table 4.3-1 depicts the estimated mobile and stationary source emissions associated with the potential development in the Specific Plan area. As shown in Table 4.3-1, the proposed project would not result in long-term air quality impacts, as emissions would not exceed the SCAQMD adopted operational thresholds. Additionally, adherence to SCAQMD rules and regulations and implementation of applicable mitigation measures would alleviate potential impacts related to cumulative conditions on a project-by-project basis. Emission reduction technology, strategies, and plans are constantly being developed. As a result, the proposed project would not contribute a cumulatively considerable net increase of any nonattainment criteria pollutant. Therefore, cumulative operational impacts associated with implementation of the proposed project would be less than significant.



Mitigation Measures: Refer to Mitigation Measures AQ-1 and AQ-2.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact With Mitigation Incorporated. Sensitive receptors are defined as facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly, and people with illnesses. Examples of these sensitive receptors are residences, schools, hospitals, and daycare centers. The California Air Resources Board (CARB) has identified the following groups of individuals as the most likely to be affected by air pollution: the elderly over 65, children under 14, athletes, and persons with cardiovascular and chronic respiratory diseases such as asthma, emphysema, and bronchitis.

Sensitive receptors near the project area include surrounding residences to the north, west, and east. In order to identify impacts to sensitive receptors, the SCAQMD recommends addressing localized significance thresholds for construction and operations impacts (stationary sources only).

Localized Significance Thresholds

Localized Significance Thresholds (LSTs) were developed in response to SCAQMD Governing Boards' Environmental Justice Enhancement Initiative (I-4). The SCAQMD provided the *Final Localized Significance Threshold Methodology* (dated June 2003 [revised 2008]) for guidance. The LST methodology assists lead agencies in analyzing localized air quality impacts. The SCAQMD provides the LST lookup tables for one, two, and five acre projects emitting CO, NO_x, PM_{2.5}, or PM₁₀. The LST methodology and associated mass rates are not designed to evaluate localized impacts from mobile sources traveling over the roadways. The SCAQMD recommends that any project over five acres should perform air quality dispersion modeling to assess impacts to nearby sensitive receptors. The proposed project is located within Source Receptor Area (SRA) 11, South San Gabriel Valley.

As the exact nature and location of future development within the project area are not known at this time, construction LST analysis was not conducted. The project area is approximately 22 acres. Therefore, LST thresholds for five acres were conservatively utilized for the operations LST analysis. The closest sensitive receptors to the project area are residential uses to the north, west, and east. These sensitive land uses may be potentially affected by air pollutant emissions generated during operations. LST thresholds are provided for distances to sensitive receptors of 25, 50, 100, 200, and 500 meters. As the nearest sensitive uses adjoin the project area, the lowest available LST values for 25 meters were used. Table 4.3-2, Localized Significance of Emissions, shows the unmitigated operation-related emissions for NO_x, CO, PM₁₀, and PM_{2.5} compared to the LSTs for SRA 11. As seen in Table 4.3-2, operational emissions are far below the LSTs, and a less than significant impact would occur in this regard.

**Table 4.3-2
Localized Significance of Emissions**

Source	Pollutant (pounds/day)			
	NO _x	CO	PM ₁₀	PM _{2.5}
Operational				
Area Source Emissions	2.88	0.01	0.00	0.00
Localized Significance Threshold ²	183	1,814	4	2
Thresholds Exceeded?	No	No	No	No
Note: 1. The Localized Significance Threshold was determined using Appendix C of the SCAQMD <i>Final Localized Significant Threshold Methodology</i> guidance document for pollutants NO _x , CO, PM ₁₀ , and PM _{2.5} . The Localized Significance Threshold was based on the total acreage for operational, the distance to sensitive receptors, and the source receptor area (SRA 11).				



Carbon Monoxide Hotspots

CO emissions are a function of vehicle idling time, meteorological conditions, and traffic flow. Under certain extreme meteorological conditions, CO concentrations near a congested roadway or intersection may reach unhealthful levels (i.e., adversely affecting residents, school children, hospital patients, and the elderly).

The SCAQMD requires a quantified assessment of CO hotspots when a project increases the volume-to-capacity ratio (also called the intersection capacity utilization) by 0.02 (two percent) for any intersection with an existing level of service LOS D or worse. Because traffic congestion is highest at intersections where vehicles queue and are subject to reduced speeds, these hot spots are typically produced at intersections.

The Basin is designated as an attainment/maintenance area for the Federal CO standards and an attainment area for State standards. There has been a decline in CO emissions even though vehicle miles traveled on U.S. urban and rural roads have increased. On-road mobile source CO emissions have declined 24 percent between 1989 and 1998, despite a 23 percent rise in motor vehicle miles traveled over the same 10 years. California trends have been consistent with national trends; CO emissions declined 20 percent in California from 1985 through 1997 while vehicle miles traveled increased 18 percent in the 1990s. CO emissions have continued to decline since this time. The Basin was re-designated as attainment-maintenance in 2007, and is no longer addressed in the SCAQMD's subsequent AQMPs. Three major control programs have contributed to the reduced per-vehicle CO emissions: exhaust standards, cleaner burning fuels, and motor vehicle inspection/maintenance programs.

A detailed CO analysis was conducted in the *Federal Attainment Plan for Carbon Monoxide* (CO Plan) for the SCAQMD's 2003 Air Quality Management Plan. It should be noted that the 2003 *Air Quality Management Plan* is the most recent AQMP that addresses CO concentrations as the Basin was re-designated as attainment-maintenance in 2007. The locations selected for microscale modeling in the CO Plan are worst-case intersections in the Basin, and would likely experience the highest CO concentrations. Thus, CO analysis within the CO Plan is utilized in a comparison to the proposed project, since it represents a worst-case scenario with heavy traffic volumes within the Basin.

Of these locations, the Wilshire Boulevard/Veteran Avenue intersection in Los Angeles experienced the highest CO concentration (4.6 parts per million [ppm]), which is well below the 35-ppm 1-hr CO Federal standard. The Wilshire Boulevard/Veteran Avenue intersection is one of the most congested intersections in Southern California with an average daily traffic (ADT) volume of approximately 100,000 vehicles per day. As the CO hotspots were not experienced at the Wilshire Boulevard/Veteran Avenue intersection, it can be reasonably inferred that CO hotspots would not be experienced at any intersections within the City of Monterey Park near the project site due to the relatively low volume of traffic (approximately 4,336 net daily trips) that would potentially occur as a result of implementation of the proposed project. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: Refer to Mitigation Measures AQ-1 and AQ-2.

e) **Create objectionable odors affecting a substantial number of people?**

Less Than Significant Impact. According to the SCAQMD *CEQA Air Quality Handbook*, land uses associated with odor complaints typically include agricultural uses, wastewater treatment plants, food processing plants, chemical plants, composting, refineries, landfills, dairies, and fiberglass molding. The proposed project does not include any uses identified by the SCAQMD as being associated with odors.

Construction activities associated with future development within the project area may generate detectable odors from heavy-duty equipment exhaust. However, this impact would be short-term in nature and cease upon completion of the individual development. Proposed land uses are not anticipated to create objectionable odors affecting a substantial number of people. Impacts are considered less than significant.



Mitigation Measures: No mitigation is required.



4.4 BIOLOGICAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				✓
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				✓
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				✓
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?			✓	
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				✓

- a) ***Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. The project area is located within an urbanized area. The project area is currently developed with professional offices, small retail stores, restaurants, auto services, a single-family residential use, and a multifamily residential building, and does not contain habitat supportive of special status plant or wildlife species. The project area is highly disturbed and is located in a fully developed urban area of the City. According to the General Plan Final EIR, no sensitive or special status species are known to exist in the City. Future development within the project area would not result in a substantial adverse effect, either directly or through habitat modifications, on any sensitive species. Thus, no impacts in this regard would occur.

Mitigation Measures: No mitigation is required.



- b) ***Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?***

No Impact. As stated above within Response 4.4(a), the proposed project area is developed and disturbed. The project area and surrounding area does not support riparian habitat or sensitive natural communities. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?***

No Impact. Refer to Responses 4.4(a) and 4.4(b), above. The project area has been previously disturbed and is void of sensitive plants, wildlife, and habitats (including wetlands). Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?***

No Impact. The project area is currently developed and is located within an urbanized portion of the City. Due to the lack of quality biological habitat within and immediately surrounding the area, future development within the project area would not interfere with the movement of fish or wildlife or impact wildlife corridors. The project area and surrounding properties contain minimal ornamental landscaping and do not provide opportunities for the movement of wildlife. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- e) ***Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?***

Less Than Significant Impact. As discussed in Responses 4.4(a) and 4.4(b), above, future development within the project area would not result in impacts to sensitive biological resources and it would not conflict with local policies or ordinances regarding the protection of such resources. The project area is currently developed with professional offices, small retail stores, restaurants, auto services, a single-family residential use, and a multifamily residential building. Ornamental street trees are located along Garfield Avenue and Pomona Boulevard.

Monterey Park Municipal Code (MPMC) § 9.63.030 protects City parks and street trees. But the City does not have an ordinance protecting native trees. Only ornamental trees occur on the project site. Consequently, the proposed project would not conflict with local policies or ordinances protecting trees.

Mitigation Measures: No mitigation is required.



f) ***Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?***

No Impact. According to the U.S. Fish and Wildlife Service's Habitat Conversation Plan/Natural Community Conservation Plan (HCP/NCCP) Planning Areas in Southern California Map,¹ the project area is not located within a HCP or NCCP. No other approved local, regional, or state habitat conversation plans apply to the area. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

¹ U.S. Fish and Wildlife Service's HCP/NCCP Planning Areas in Southern California Map website, http://www.fws.gov/carlsbad/HCPs/documents/CFWO_HCPMapPlanning10_08.pdf, accessed December 5, 2014.



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4.5 CULTURAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?				✓
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?		✓		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		✓		
d. Disturb any human remains, including those interred outside of formal cemeteries?		✓		

a) Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines §15064.5?

No Impact. The proposed project would not result in a substantial adverse change in the significance of a historical resource. The project area exists within a highly developed area and has been completely disturbed. These buildings or other features have not been identified as having historical significance. Further, the project area and surrounding properties are not identified as Historical Points of Interest in the City of Monterey Park,¹ or as resources identified as Listed or Eligible for Listing on the California Register of Historic Resources.² Project implementation would not cause a substantial adverse change in the significance of a historical resource.

Mitigation Measures: No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines §15064.5?

Less Than Significant Impact With Mitigation Incorporated. No known archaeological resources occur within the project area. The project area has been previously disturbed from prior development and contains artificial fill materials. Consequently, any archaeological resources, which may have existed within the project area, have likely been disturbed. Although it is not expected that archaeological resources would be encountered during construction due to previous disturbance, future development within the project area could require excavation. Accordingly, Mitigation Measure CUL-1 is provided in the unlikely event such resources are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. An archaeologist certified by the County of

¹ City of Monterey Park, *Historical Sites*, <http://www.montereypark.ca.gov/677/Historical-Sites>, accessed December 5, 2014.

² CBA, Inc., *Monterey Park General Plan Final Environmental Impact Report*, July 2001.



Los Angeles must be retained, and paid for by the developer, to evaluate the discovery before resuming grading in the immediate vicinity of the find. If warranted, the archaeologist must collect the resource and prepare a technical report describing the results of the investigation. The test-level report must evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.

c) ***Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?***

Less Than Significant Impact With Mitigation Incorporated. As noted above, the project area exists within a highly developed area and has been completely disturbed and graded. No known paleontological resources occur within the project area. Although it is not expected that paleontological resources would be encountered during construction, future development within the project area could require excavation. Thus, ground-disturbing activities could unearth undocumented subsurface paleontological resources. Accordingly, Mitigation Measure CUL-2 is provided in the unlikely event such resources are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. A paleontologist certified by the County of Los Angeles, and paid for by the developer, must evaluate the find before allowing grading to resume in the immediate vicinity of the find. If directed by the Director of Community and Economic Development, the paleontologist must prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.

d) ***Disturb any human remains, including those interred outside of formal cemeteries?***

Less Than Significant Impact With Mitigation Incorporated. No conditions exist that suggest human remains are likely to be found within the project area. Due to the level of past disturbance on-site, it is not anticipated that human remains, including those interred outside of formal cemeteries, would be encountered during future earth removal or disturbance activities. If human remains are found, those remains would require treatment in accordance with applicable laws. Health and Safety Code Section § 7050.5 states requires that disturbances and activities must cease in and nearby any area suspected to overlie remains and the County Coroner contacted. Pursuant to Public Resources Code Section § 5097.98, if the remains are thought to be Native American, then the coroner would notify the NAHC, which would then notify the Most Likely Descendent. Accordingly, Mitigation Measure CUL-3 is provided in the event such resources or human remains are discovered during the grading and excavation process. Upon implementation of the recommended mitigation measure, impacts would be less than significant.

Mitigation Measures:

CUL-3 Should previously unknown archaeological resources or human remains be encountered during construction, grading, excavation, and other construction activity, work must be stopped immediately or redirected until a City-approved archaeologist and Most Likely Descendant, if required, can evaluate the significance of the find.



4.6 GEOLOGY AND SOILS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
1) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.			✓	
2) Strong seismic ground shaking?			✓	
3) Seismic-related ground failure, including liquefaction?			✓	
4) Landslides?			✓	
b. Result in substantial soil erosion or the loss of topsoil?			✓	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			✓	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			✓	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?				✓

a) ***Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:***

1) ***Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.***

Less Than Significant Impact. The project area, like most of Southern California, is subject to the effects of seismic activity due to active faults that traverse the area. Active faults are defined as those that have experienced surface displacement within Holocene time (approximately the last 11,000 years) and/or are in a State-designated Earthquake Fault Zone. According to the General Plan EIR, although the City lies within a region with several active faults, there are no active faults at the ground surface within City limits. The project area is not located within an Alquist-Priolo Earthquake Fault Zone and no faults were identified in the area by Alquist-Priolo fault zone maps prepared by the California Geological Survey (CGS).¹ The General Plan Safety and Community Services Element contains goals and policies to minimize potential property damage and loss of life in the event of an earthquake including Policies 1.1 through 1.4, and 2.1 and 2.2. Compliance with General Plan goals and policies would reduce

¹ State of California Department of Conservation, *Regulatory Maps*, <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>, accessed December 10, 2014.



impacts from seismic hazards and existing building practices. As such, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

2) Strong seismic ground shaking?

Less Than Significant Impact. Southern California has numerous active seismic faults subjecting people to potential earthquake and seismic-related hazards. Seismic activity poses two types of potential hazards for people and structures, categorized either as primary or secondary hazards. Primary hazards include ground rupture, ground shaking, ground displacement, subsidence, and uplift from earth movement. Primary hazards can also induce secondary hazards such as ground failure (lurch cracking, lateral spreading, and slope failure), liquefaction, water waves (seiches), movement on nearby faults (sympathetic fault movement), dam failure, and fires.

The City lies within a region with several active faults and several blind thrust faults. These northwest-dipping faults include the Puente Hills thrust, the Elysian Park thrust, and the East Los Angeles thrust (shallowest to deepest). These faults are capable of producing ground shaking. However, there are no active faults known to exist in the vicinity. According to the General Plan, a major earthquake produced along any of the regional fault systems has the potential to produce strong ground shaking in the City. Future development within the project area would likely experience strong seismic ground shaking during its design life, given the proximity of major faults in the Southern California region.

All building construction associated with the project would be subject to the City's existing construction regulations including, without limitation, the California Building Code (CBC) as adopted by the Monterey Park Municipal Code (MPMC), in order to minimize hazards during a seismic event. The CBC includes standards related to soils and foundations, structural design, building materials, and structural testing and inspections. Therefore, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

3) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction is a process by which sediments below the water table temporarily lose strength and behave as a viscous liquid rather than a solid. Liquefaction typically occurs in areas where the soils below the water table are composed of poorly consolidated, fine to medium-grained, primarily sandy soil. In addition to the requisite soil conditions, the ground acceleration and duration of the earthquake must also be of a sufficient level to induce liquefaction.

A review of the State of California Seismic Hazard Zones Map, Los Angeles and El Monte Quadrangles indicates that the project area is not located within an area mapped as potentially liquefiable.² According to the General Plan, the potential for liquefaction to occur within the project area is considered low due to low groundwater levels. As noted in Response 4.6(a)(2), the CBC includes requirements for soils and foundations, structural design, building materials, and structural testing and inspections to address potential geologic hazards specific to a site. These requirements minimize the potential for hazards related to liquefiable soils. Thus, since future development projects would be designed and constructed in accordance with CBC requirements, potential impacts associated with seismic-related ground failure, including liquefaction, would be reduced to a less than significant level.

Mitigation Measures: No mitigation is required.

² State of California Department of Conservation, *Regulatory Maps*, <http://www.quake.ca.gov/gmaps/WH/regulatorymaps.htm>, accessed December 10, 2014.



4) **Landslides?**

Less Than Significant Impact. Monterey Park lies within a geologic region referred to as the Los Angeles Basin. The geology forming the basin is complex, comprised on several mountain ranges and hill formations and intervening valleys. Geologic formations underlying the City consist largely of ancient marine and river deposits characterized by sandy and clay-like soils. On the level ground in northeast Monterey Park, these soil types do not pose any significant development constraints. In hillside areas, however, the soils can be unstable and susceptible to sliding.

The project area is not located within an area mapped as potentially affected by earthquake-induced landslide, or as having the potential for slope instability by the State of California Seismic Hazard Zones Map Los Angeles and El Monte Quadrangles.³ As a result, there is no potential for landslides to occur on or near the project area as a result of future development. In addition, Goal 3 and Policies 2.1 and 3.2 in the General Plan Safety and Community Services Element supports the protection of public and private properties from geologic hazards associated with steep slopes, unstable hillsides, and liquefaction-prone areas. Compliance with the General Plan goal and policies would ensure that future development associated with implementation of the proposed project would result in less than significant impacts associated with the exposure of people or structures to potential substantial adverse effects involving landslides.

Mitigation Measures: No mitigation is required.

b) **Result in substantial soil erosion or the loss of topsoil?**

Less Than Significant Impact. Grading and earthwork activities associated with project construction activities would expose soils to potential short-term erosion by wind and water. All demolition and construction activities within the City would be subject to compliance with the CBC. Future development within the project area would be subject to compliance with the requirements set forth in the Los Angeles Regional Water Quality Control Board (LARWQCB) Stormwater Quality Management Plan (SQMP), and City of Monterey Park Standard Urban Stormwater Mitigation Plan (SUSMP) pertaining to stormwater runoff during construction activities; refer to Response 4.9(a). In compliance with the SQMP and SUSMP, future development associated with the proposed project would be required to implement Best Management Practices (BMPs) to reduce water quality impacts, including specific erosion and sediment control BMPs to be implemented during construction activities to protect stormwater runoff. In addition, construction within the project area would be required to comply with water quality, stormwater and urban runoff pollution measures included in Chapter 6.30, *Stormwater and Urban Runoff Pollution Prevention Controls*, of the Monterey Park Municipal Code. The *Stormwater and Urban Runoff Pollution Prevention Controls* chapter includes conditions and requirements established by the City's Engineering Division related to the reduction or elimination of storm water runoff pollutants.

Long-term operational impacts related to soil erosion or loss of topsoil would be required to comply with the National Pollutant Discharge Elimination System (NPDES) requirements. Substantial soil erosion or loss of topsoil is not expected to occur during long-term operations. The majority of the project area would be developed, and any pervious areas would be landscaped, which would minimize potential impacts in this regard to a less than significant level.

Compliance with applicable law would minimize effects from erosion and ensure consistency with the RWQCB Water Quality Control Plan. Future development associated with implementation of the proposed project would result in a less than significant impact regarding soil erosion.

Mitigation Measures: No mitigation is required.

³ Ibid.



- c) ***Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on-site or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?***

Less Than Significant Impact. The geologic units in Monterey Park are described in Response 4.6(a)(4), above. As stated within Response 4.6(a)(3), impacts related to liquefaction would be mitigated to a less than significant level and as demonstrated in Response 4.6(a)(4), the project area would not be subject to earthquake-induced landslides. In addition, goals and policies outlined in the General Plan would reduce the risk of landsliding or collapse to a less than significant level.

Complying with all applicable law including, without limitation, construction and design guidelines, would help prevent injury or other adverse effects potentially caused by geological hazards, including subsidence and lateral spreading. A less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?***

Less Than Significant Impact. During inclement weather and/or excessive landscape watering, moisture infiltrates the soil and causes the soil to heave (expansion). When drying occurs the soils would shrink (contraction). Repeated cycles of expansion and contraction of soils can cause pavement, concrete slabs on grade and foundations to crack. According to the General Plan EIR, the City is underlain by sandy and clay-like soils. On level ground, these soil types do not pose any significant development constraints while in hillside areas, the soils can be unstable and susceptible to sliding. As stated, future development within the project area would be designed and constructed in accordance with applicable law which would minimize any impacts related to expansive soils. Therefore, the proposed project would not create a substantial risk to life or property from expansive soil, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- e) ***Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?***

No Impact. No septic tanks or alternative wastewater systems would be constructed as part of the proposed project, and therefore, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.7 GREENHOUSE GASES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?		✓		
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			✓	

- a) ***Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?***

Less Than Significant Impact With Mitigation Incorporated.

Global Climate Change

Global climate change involves alterations to long-term average weather trends that can be measured by changes in temperature, wind patterns, and precipitation (U.S. Climate Change Science Program 2009). Certain gases in the earth's atmosphere, classified as greenhouse gases (GHGs), play a critical role in determining the Earth's surface temperature. Solar radiation enters the Earth's atmosphere and a portion of the radiation is absorbed by the Earth's surface. This absorbed radiation is then emitted from the Earth as low-frequency infrared radiation; is absorbed and re-emitted by GHGs; and then absorbed and emitted radiation in the infrared spectrum. As a result, infrared radiation that otherwise would have escaped back into space is trapped, resulting in a warming of the atmosphere. This phenomenon, known as the greenhouse effect, is responsible for maintaining a habitable climate on Earth. The vast majority of scientific consensus agrees that human-related emission of GHGs above naturally occurring levels is a significant contributor to global climate change (U.S. Climate Change Science Program 2009). GHGs include water vapor, carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), ground-level ozone (O₃), and fluorinated gases such as chlorofluorocarbons and hydrochlorofluorocarbons (USEPA 2013).

In *Massachusetts v. Environmental Protection Agency* (2007) 549 U.S. 497, the United States Supreme Court determined that the USEPA has the authority to regulate GHGs as pollutants under the Clean Air Act (42 U.S. Code [USC] § 7401, et seq.) (Center for Climate and Energy Solutions 2013). Unlike criteria pollutants and toxic air contaminants (TACs) (which are pollutants of regional and local concern), however, GHGs are pollutants of global concern. While criteria pollutants and TACs with localized air quality effects have relatively short atmospheric lifetimes, GHGs have long atmospheric lifetimes. GHGs persist in the atmosphere for long enough time periods to be dispersed around the world. Although the exact lifetime of any particular GHG molecule is dependent on multiple variables, it is understood that currently more CO₂ is emitted into the atmosphere than is sequestered by ocean uptake, vegetation, and other forms of sequestration (Seinfeld and Pandis 1998).

Emissions of GHGs contributing to global climate change are attributable in large part to human activities associated with the transportation, industrial/manufacturing, electric utility, residential, commercial, and agricultural sectors (CARB 2009). In California, the transportation sector is the largest emitter of GHGs, followed by electricity generation (CARB 2009). California experienced a statewide GHG reduction from 464 million metric tons (MMT) of CO₂ equivalent (CO₂e) in 2000 to 457 MMT of CO₂e in 2009, resulting in a decrease of 1.5 percent between 2000 and 2009. The 2009 levels are the lowest in the ten-year period while the highest level of 489 MMT of CO₂e was experienced in 2007. Since 1990 GHG emissions have increased approximately 5.5 percent through 2009. A 5.8 percent decrease in emissions from 2008 through 2009 did occur. This, however, is attributed to the slower



economy. This decreasing trend is also reflected in the national emissions decrease of 6.1 percent for the same period (CARB 2011). For comparison, the national total GHG emissions in 2009 were 6,633 MMT of CO₂e (USEPA 2011), of which California's emissions represent 6.9 percent.

Regulations and Significance Criteria

Currently, neither the State of California nor the City of Monterey Park have established CEQA significance thresholds for GHG emissions. Indeed, many regulatory agencies are sorting through suggested thresholds and/or making project-by-project analyses. This approach is consistent with that suggested by CAPCOA in its technical advisory entitled *CEQA and Climate Change: Addressing Climate Change through the California Environmental Quality Act Review* (California Air Pollution Control Officers Association [CAPCOA] 2008):

"In the absence of regulatory standards for GHG emissions or other specific data to clearly define what constitutes a 'significant project', individual lead agencies may undertake a project- by-project analysis, consistent with available guidance and current CEQA practice."

The Intergovernmental Panel on Climate Change (IPCC) constructed several emission trajectories of GHGs needed to stabilize global temperatures and climate change impacts. It concluded that a stabilization of GHGs at 400 to 450 ppm carbon dioxide equivalent (CO₂eq)¹ concentration is required to keep global mean warming below 2 degrees Celsius (°C), which in turn is assumed to be necessary to avoid dangerous climate change.

Executive Order S-3-05 was issued in June 2005, which established the following GHG emission reduction targets:

- 2010: Reduce GHG emissions to 2000 levels;
- 2020: Reduce GHG emissions to 1990 levels; and
- 2050: Reduce GHG emissions to 80 percent below 1990 levels.

Executive Orders are binding on State agencies. Accordingly, S-3-05 guides State agencies' efforts to control and regulate GHG emissions, but has no direct binding effect on local efforts.

Assembly Bill (AB) 32, the California Global Warming Solutions Act of 2006 (Health and Safety Code §§ 38500, *et seq.*), requires that the California Air Resources Board (CARB) determine what the statewide GHG emissions level was in 1990, and approve a statewide GHG emissions limit that is equivalent to that level, to be achieved by 2020. CARB has approved a 2020 emissions limit of 427 million metric tons (MMT) of CO₂eq.

Due to the nature of global climate change, it is not anticipated that any single development project would have a substantial effect on global climate change. In actuality, GHG emissions from the proposed project would combine with emissions emitted across California, the United States, and the world to cumulatively contribute to global climate change.

In June 2008, the California Governor's Office of Planning and Research (OPR) published a Technical Advisory, which provides informal guidance for public agencies as they address the issue of climate change in CEQA documents.² This is assessed by determining whether a proposed project is consistent with or obstructs the 39 Recommended Actions identified by CARB in its Climate Change Scoping Plan which includes nine Early Action Measures (qualitative approach). The Attorney General's Mitigation Measures identify areas where GHG emissions reductions can be achieved in order to achieve the goals of AB 32. As set forth in the OPR Technical Advisory and in the proposed amendments to the *CEQA Guidelines* Section 15064.4, this analysis examines whether the proposed

¹ Carbon Dioxide Equivalent (CO₂eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

² Governor's Office of Planning and Research, *CEQA and Climate Change: Addressing Climate Change Through California Environmental Quality Act (CEQA) Review*, 2008.



project's GHG emissions are significant based on a qualitative and performance based standard (*CEQA Guidelines* Section 15064.4(a)(1) and (2)).

City of Monterey Park Thresholds

The City has prepared the *City of Monterey Park Climate Action Plan* (January 2012) that outlines a roadmap to reducing community GHG emissions and promoting economic growth based on clean technology and sustainable practices. The primary purpose of the *Climate Action Plan* (CAP) is to set forth a comprehensive strategy to address GHG emissions related to land use, transportation, building design, energy use, water demand, and waste generation. The CAP focuses GHG-reducing efforts to areas that will have the greatest environmental benefit, have the least financial cost (or even savings), and preserve the character of the community. The CAP provides strategies and programs for government facilities, businesses, and residents that can lead to a reduction of GHG emissions from daily activities.

The CAP was developed to serve as the City's qualified GHG-reduction plan and programmatic tiering document for the purposes of CEQA for analysis of impacts of GHG emissions and climate change. The City determined that the reduction target under the CAP would result in GHG emissions from activities covered by the CAP that are less than cumulatively considerable under CEQA. As the CAP has undergone CEQA environmental review (Initial Study/Mitigated Negative Declaration dated June 29, 2012) and was publicly adopted by City Council on 2012, and because it is intended to reduce GHG emissions in the City to a less-than-cumulatively-considerable level, it may be relied upon to address the impacts for future projects that are consistent with the CAP. Based on guidance at the state level, the City set an emissions target of 15 percent below 2009 levels by 2020 and 49 percent below 2009 levels by 2035. Currently, as a numerical threshold for determining the significance of GHG emissions, the SCAQMD thresholds is used and explained in further detail below.

SCAQMD Thresholds

The SCAQMD has formed a GHG CEQA Significance Threshold Working Group (Working Group) to provide guidance to local lead agencies on determining significance for GHG emissions in their CEQA documents. As of the last Working Group meeting (Meeting No. 15) held in September 2010, the SCAQMD is proposing to adopt a tiered approach for evaluating GHG emissions for development projects where SCAQMD is not the lead agency.³

With the tiered approach, the project is compared with the requirements of each tier sequentially and would not result in a significant impact if it complies with any tier. Tier 1 excludes projects that are specifically exempt from SB 97 from resulting in a significant impact. Tier 2 excludes projects that are consistent with a GHG reduction plan that has a certified final CEQA document and complies with AB 32 GHG reduction goals. Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD is proposing a screening threshold of 3,000 MTCO₂eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact.

Tier 4 consists of three decision tree options. Under the Tier 4 first option, the project would be excluded if design features and/or mitigation measures resulted in emissions 30 percent lower than business as usual emissions. Under the Tier 4 second option the project would be excluded if it had early compliance with AB 32 through early implementation of CARB's Scoping Plan measures. Under the Tier 4 third option, the project would be excluded if it was below an efficiency-based threshold of 4.8 MTCO₂eq per service population (SP) per year.⁴ Tier 5 would

³ The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

⁴ The project-level efficiency-based threshold of 4.8 MTCO₂eq per SP per year is relative to the 2020 target date. The SCAQMD has also proposed efficiency-based thresholds relative to the 2035 target date to be consistent with the GHG reduction target date of SB 375. GHG reductions by the SB 375 target date of 2035 would be approximately 40 percent. Applying this 40 percent reduction to the 2020 targets results in an efficiency threshold for plans of 4.1 MTCO₂eq per SP per year and an efficiency threshold at the project level of 3.0 MTCO₂eq/year.



exclude projects that implement offsite mitigation (GHG reduction projects) or purchase offsets to reduce GHG emission impacts to less than the proposed screening level.

GHG efficiency metrics are utilized as thresholds to assess the GHG efficiency of a project on a per capita basis or on a "service population" basis (the sum of the number of jobs and the number of residents provided by a project) such that the project would allow for consistency with the goals of AB 32 (i.e., 1990 GHG emissions levels by 2020 and 2035). GHG efficiency thresholds can be determined by dividing the GHG emissions inventory goal of the State, by the estimated 2035 population and employment. This method allows highly efficient projects with higher mass emissions to meet the overall reduction goals of AB 32, and is appropriate, because the threshold can be applied evenly to all project types (residential or commercial/retail only and mixed use).

Tier 3 excludes projects with annual emissions lower than a screening threshold. For all non-industrial projects, the SCAQMD proposes a screening threshold of 3,000 MTCO₂eq per year. SCAQMD concluded that projects with emissions less than the screening threshold would not result in a significant cumulative impact. In accordance with discussions with City staff and since the project involves the infill development of mixed land uses within a Specific Plan area, the 3,000 MTCO₂eq per year non-industrial screening threshold has been selected as the significance threshold, as it is most applicable to the proposed project.⁵ The 3,000 MTCO₂eq per year threshold is used in addition to the qualitative thresholds of significance set forth below from Section VII of Appendix G to the CEQA Guidelines.

Project-Related Sources of Greenhouse Gases

Project-related GHG emissions would include emissions from direct and indirect sources. If implemented, the proposed project would allow various developments to be constructed up to a maximum development potential, consistent with the Specific Plan. Future development could result in direct and indirect emissions of CO₂, N₂O, and CH₄, and would not result in other GHGs that would facilitate a meaningful analysis. Therefore, this analysis focuses on these three forms of GHG emissions. Direct project-related GHG emissions from future development within the project area include emissions from construction activities, area sources, and mobile sources, while indirect sources include emissions from electricity consumption, water demand, and solid waste generation. Table 4.7-1, Estimated Greenhouse Gas Emissions, estimates the CO₂, N₂O, and CH₄ emissions associated with future development consistent with the proposed project. Construction emissions would be speculative and have not been quantified at this time, as no specific development proposals have been formulated at the Specific Plan level. Operational GHG estimations are based on energy emissions from natural gas usage and automobile emissions. CalEEMod relies upon trip generation rates from the ITE Trip Generation Manual, 9th Edition, and the proposed project specific land use data to calculate emissions. Accordingly, if fully developed consistent with the proposed project, the future development projects could generate up to 4,336 net daily trips based on current ITE trip generation rates. Table 4.7-1, Estimated Greenhouse Gas Emissions, presents the estimated CO₂, N₂O, and CH₄ emissions of the proposed project. The CalEEMod outputs are contained within the Appendix A, Air Quality/Greenhouse Gas Data.

Direct Project-Related Sources of Greenhouse Gases

- Area Source. The proposed project would directly result in a nominal amount of area source emissions.
- Mobile Source. CalEEMod relies upon trip generation rates from the ITE Trip Generation Manual, 9th Edition, and the proposed project specific land use data to calculate mobile source emissions. The proposed project could directly result in 3,708.63 MTCO₂eq/yr of mobile source-generated GHG emissions; refer to Table 4.7-1.

⁵ Written Communication, Ms. Samantha Tewasart, Senior Planner, Planning Division, City of Monterey Park, March 19, 2015.



**Table 4.7-1
Estimated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq ³
	MT/yr ¹	MT/yr ¹	MTCO ₂ eq ²	MT/yr ¹	MTCO ₂ eq ²	
Direct Emissions						
Area Source	0.00	0.00	0.00	0.00	0.000	0.00
Mobile Source	3,704.83	0.15	3.80	0.00	0.00	3,708.63
Total Unmitigated Direct Emissions ³		3,708.63 MTCO ₂ eq				
Indirect Emissions						
Energy	487.28	0.02	0.53	0.00	1.40	489.21
Water Demand	48.80	0.27	6.70	0.00	2.00	57.50
Waste	23.44	1.39	34.60	0.00	0.00	58.04
Total Unmitigated Indirect Emissions ³		604.75 MTCO ₂ eq				
Total Unmitigated Project-Related Emissions		4,313.38 MTCO ₂ eq				
Notes:						
1. Emissions calculated using the California Emissions Estimator Model.						
2. CO ₂ Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed March 2015.						
3. Totals may be slightly off due to rounding.						
Refer to Appendix A, <i>Air Quality/Greenhouse Gas Data</i> , for detailed model input/output data.						

Indirect Project-Related Sources of Greenhouse Gases

- **Energy Consumption.** Energy consumption emissions were calculated using CalEEMod and project-specific land use data. Electricity would be provided to the project site via Southern California Edison (SCE). Future development associated with the proposed project, could indirectly result in 489.21 MTCO₂eq/year due to energy consumption; refer to Table 4.7-1.
- **Water Demand.** The proposed project operations that could occur with the maximum development allowed by the South Garfield Village Specific Plan would result in a demand of approximately 8.14 million gallons of water per year. Emissions from indirect energy impacts due to water supply would result in 57.50 MTCO₂eq/year.
- **Solid Waste.** Solid waste associated with future development consistent with the proposed project could result in 58.04 MTCO₂eq/year; refer to Table 4.7-1.

Total Project-Related Sources of Greenhouse Gases

As shown in Table 4.7-1, the total amount of project-related “business as usual” GHG emissions from direct and indirect sources combined would total 4,313.38 MTCO₂eq/yr.

Project Design Features

As depicted in Table 4.7-1, the proposed project’s “business as usual” GHG emissions assuming the maximum development allowed by the proposed project would be 4,313.38 MTCO₂eq/yr, which would exceed the 3,000 MTCO₂eq/yr GHG threshold. The proposed project includes project design features that would reduce project-related GHG emissions. Future development associated with the proposed project would increase land use diversity (the project area includes commercial and retail/restaurant uses) and employment density (259.31 jobs/acre). The proposed project would allow for infill development that would place residential and retail uses less than 0.01-mile from local bus lines. The project area is also within two miles of shopping, entertainment, dining, and the downtown



area of Monterey Park. The project design features would further reduce operational GHG emissions within the project area.

Mitigated Greenhouse Gas Emissions

With implementation of Mitigation Measure GHG-1, future development within the project area would be required to incorporate sustainable practices which include water, energy, solid waste, and transportation efficiency measures (sustainable building materials, water efficient irrigation systems, energy efficient lighting, installing low-flow faucets, toilets, and showers, and a transportation demand management plan). Implementation of Mitigation Measure GHG-1 would result in reduced project-related GHG emissions. GHG reductions were applied using CalEEMod. Table 4.7-2, Mitigated Greenhouse Gas Emissions, shows the reduced GHG emissions resulting from implementation of Mitigation Measure GHG-1 associated with water, energy, solid waste, and transportation efficiency measures.

**Table 4.7-2
Mitigated Greenhouse Gas Emissions**

Source	CO ₂	CH ₄		N ₂ O		Total MTCO ₂ eq ³
	MT/yr ¹	MT/yr ¹	MTCO ₂ eq ²	MT/yr ¹	MTCO ₂ eq ²	
Existing Greenhouse Gas Emissions						
Area Source	2.29	0.00	0.06	0.00	0.015	2.37
Energy	12.60	0.00	0.01	0.00	0.05	12.66
Mobile Source	76.08	0.00	0.08	0.00	0.00	76.16
Waste	0.81	0.05	1.20	0.00	0.00	2.01
Water Demand	2.76	0.02	0.38	0.00	0.11	3.25
Total Existing Emissions ³		96.45 MTCO ₂ eq				
Proposed Project-Related Mitigated Greenhouse Gas Emissions						
Area Source	0.00	0.00	0.00	0.00	0.00	0.00
Energy	463.08	0.02	0.53	0.00	1.30	464.91
Mobile Source	2,358.97	0.10	2.50	0.00	0.00	2,361.47
Waste	11.72	0.69	17.30	0.00	0.00	29.02
Water Demand	41.25	0.21	5.40	0.00	1.60	48.25
Total Proposed Project-Related Mitigated Emissions ³		2,903.65 MTCO ₂ eq				
TOTAL NET GREENHOUSE GAS EMISSIONS		2,807.21 MTCO ₂ eq				
Notes:						
1. Emissions calculated using the California Emissions Estimator Model.						
2. CO ₂ Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , http://www.epa.gov/cleanenergy/energy-resources/calculator.html , accessed March 2015.						
3. Totals may be slightly off due to rounding.						
Refer to Appendix A. <i>Air Quality/Greenhouse Gas Data</i> , for detailed model input/output data.						

Reduction measures accounted for in Table 4.7-2 (project design features and required by Mitigation Measure GHG-1) include the following:

Project Design Features:

- Increased diversity of land uses;
- Increased density of 259.31 jobs per acre;
- Improved destination accessibility, as the project area is located within two miles to downtown; and
- Transit accessibility, as the project area is located within 0.01 miles of LA Metro bus transit stops.



Required in Mitigation Measure GHG-1:

- Pedestrian connections to the off-site circulation network;
- Energy efficient buildings, 15 percent above California Code of Regulations Title 24 requirements;
- Water conservation programs in compliance with Monterey Park Municipal Code (MPMC) Chapter 6.31;
- Water-efficient irrigation systems in compliance with MPMC Chapter 6.31;
- Low-flow faucets, toilets, and showers;
- No gas hearths;
- Institute recycling and composting services to reduce solid waste by at least 50 percent; and
- Implementation of a Transportation Demand Management (TDM) Plan including a trip reduction program, subsidized or discounted transit program, vanpool/shuttle services, ride sharing program, for which all employees shall be eligible to participate.

Conclusion

As depicted in Table 4.7-2, future development consistent with the proposed project would result in project-related GHG emissions of 2,807.21 MTCO₂eq/yr. Therefore, the proposed project would not exceed the 3,000 MTCO₂eq/yr significance threshold. As described above, the project design features would further reduce operational GHG emissions due to the Specific Plan's design, location, and implementation of various energy and water use efficiency, waste reduction, and transportation demand management measures. Impacts in this regard would be less than significant.

Mitigation Measures:

GHG-1 The following is a list of potential design features that should be incorporated into the Specific Plan and future projects to ensure consistency with adopted statewide plans and programs. Before the City issues building permits or certificates of occupancy for an individual project, the Community and Economic Development Director, or designee, should review and approve the incorporation of project design features noted below.

Transportation

- Provide pedestrian connections to the off-site circulation network.
- Implementation of a Transportation Demand Management (TDM) Plan including the following measures:
 - Provide pedestrian connections to the off-site circulation network. All uses must be internally linked to all existing or planned external streets and pedestrian facilities contiguous with the project site. This includes eliminating barriers (e.g., walls, landscaping) that impede pedestrian circulation, access, and interconnectivity.
 - Implement a trip reduction program, for which all employees are eligible to participate. Under a voluntary trip reduction program, monitoring and reporting is not required, and at least a one (1) percent reduction in commute trips must be achieved.
 - Implement a subsidized or discounted transit program, for which all employees are eligible to participate. The transit subsidies should reduce commute trips by at least 0.3 percent;
 - Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle services should reduce commute trips by at least 0.3 percent;
 - Provide a ride sharing program, for which all employees are eligible to participate. The ridesharing program should reduce commute trips by at least 1.0 percent (Occupancy Permit).



Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements.
- Install high efficiency lighting, and energy efficient heating and cooling systems.
- Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
- Reduce unnecessary outdoor lighting.

Water Conservation and Efficiency

- Compliance with MPMC Chapter 6.31, Water Efficient Landscapes.
- Install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings that reduce outdoor irrigation water use by at least 6.1 percent.

Solid Waste

- Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas;
- Institute recycling services and composting services to reduce solid waste by at least 50 percent.

b) *Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?*

Less Than Significant Impact. The City adopted a CAP in January 2012 as a comprehensive strategy to address GHG emissions related to land use patterns, transportation, building design, energy use, water demand, and waste generation. The CAP evaluates current GHG emissions and forecasts “business-as-usual” emissions in Monterey Park. In addition, the GHG emission reduction strategies, actions, and quantified measures presented in the CAP that include building energy, transportation, land use, and consumption and solid waste are designed to advance the General Plan’s mission to enhance quality of life and economic well-being in the community.

The GHG strategy recommends measures and actions that translate the CAP’s vision into tangible actions. Actions define the specific steps that the City will take to implement the CAP and achieve the reduction targets. GHG reductions result from implementation of each strategy (i.e., measures and actions). Project consistency with the recommended GHG measures is discussed in Table 4.7-3, Consistency with the City’s Climate Action Plan.

As depicted in Table 4.7-3, the proposed project would be consistent with the City of Monterey Park’s CAP, which is the applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. In addition, the proposed project would include project design features that would reduce GHG emissions. As the proposed project would be consistent with the City’s CAP, impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.



**Table 4.7-3
Consistency with the City's Climate Action Plan**

Climate Action Plan Measure	Project Consistency
Building Efficiency	
<u>E1. Efficiency Requirements for New Development.</u> The City, in coordination with the California Building Standards Commission and the California Energy Commission, will adopt energy efficiency regulations for new construction projects to meet Tier 1 energy efficiency standards (contained in Section 503.1.2 of the 2008 California Green Building Code [CGBC]).	Consistent. The Specific Plan proposes increases in additional non-residential development for an increase in commercial and retail uses. Future projects under the Specific Plan would be designed in compliance with Title 24 Tier 1 of the California Code of Regulations (e.g., exceed current efficiency standards by 15 percent).
<u>E2. Building Retrofits.</u> The City can focus programming in and renovations in neighborhoods where these upgrades are most needed and maximize participation in the Los Angeles County Energy Upgrade California Program.	Consistent. Guiding Principle 2.3.1 of the Specific Plan promotes the use of vacant and underutilized properties to encourage revitalization of the neighborhood commercial business area.
<u>E3. Appliance Upgrades.</u> The City will partner with SCE, the Southern California Gas Company (SoCal Gas), and the Metropolitan Water District (MWD), and provide additional outreach to the community to increase awareness.	Consistent. Future projects under the Specific Plan would be required to install high efficiency lighting, and energy efficient heating and cooling systems and energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
Land Use	
<u>LU2. Service Nodes.</u> The City will revise the zoning regulations to allow for commercial and retail services in employment centers.	Consistent. Guiding Principle 2.3.1 of the Specific Plan is to create a highly desirable neighborhood commercial district that complements the surrounding neighborhood and takes advantage of nearby retail draws.
Transportation	
<u>T1. Increase Transit Use.</u>	
<u>T1.1. Lower Cost of Riding Transit.</u> The City will expand the program to provide either discounts to other resident groups, such as students, or increase the subsidy in order to lower the barrier to transit ridership.	Consistent. Future projects under the Specific Plan would be required to provide a subsidized or discounted transit program, for which all employees shall be eligible to participate. In addition, a Specific Plan objective is to improve mobility in the area and connectivity to the surrounding neighborhoods. With the anticipation for the future Gold Line transit station and the current access to local bus transit routes, the Specific Plan would better serve the area and surrounding neighborhoods.
<u>T1.2. Promote Use of Transit Network.</u> The City will develop marketing or outreach programs to promote the use of the Spirit Bus and other transit options.	Consistent. Guiding Principle 2.3.2 of the Specific Plan is to provide citywide flow on Garfield Avenue and enhance safety. As the Specific Plan area is served by three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line, the proposed project would enhance existing transit services by improving circulation and access to the project area.
<u>T2. Increase Walking and Biking.</u>	
<u>T2.1. Expand Pedestrian Network and Increase Bicycle Parking</u> The City will focus on implementation of traffic-calming projects and other necessary pedestrian amenities and safety improvements to enable walking as an attractive travel mode.	Consistent. Guiding Principle 2.3.2 of the Specific Plan is to enhance walkability within South Garfield Village and to create a safe and attractive street for all users. The Specific Plan would focus on enhancing pedestrian walkways to connect between buildings, sidewalks, parking areas, and common areas. Pedestrian crossing areas would be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of pedestrian activities. Additionally, when parking is provided behind buildings, pedestrian plazas, or walkways would connect to rear parking areas.



Table 4.7-3 [continued]
Consistency with the City's Climate Action Plan

Climate Action Plan Measure	Project Consistency
The City will also identify opportunities to install bicycle parking in public spaces or to modify existing parking requirements for bicycles, with the aim of increasing the supply of bicycle parking and work with local employers to facilitate the expansion or provision of these facilities.	Consistent. Guiding Principle 2.3.2 of the Specific Plan is to create a safe and attractive street for all users. The Specific Plan would support the use of bicycle facilities by encouraging bicycle racks and storage lockers on all properties and providing adequate spacing between multiple bicycle racks to allow users to easy access and security.
<u>T2.2. Provide End-Of-Trip Facilities</u> The City will work with local employers to facilitate the expansion or provision of these facilities.	Consistent. Refer to Response to T2.1.
<u>T3. Transportation Demand Management</u> The City will designate a TDM Coordinator who will promote these programs at local businesses, showcase the current municipal program as an example, and encourage additional TDM at existing and future businesses.	Consistent. Future projects under the Specific Plan would be required to implement a Transportation Demand Management (TDM) Plan including a trip reduction program, subsidized or discounted transit program, vanpool/shuttle services, ride sharing program, for which all employees are eligible to participate. In addition, Specific Plan objectives are to improve mobility in the area and connectivity to the surrounding neighborhoods as well as enhance the public right of way to create a village atmosphere. With implementation of design standards and guidelines to create these opportunities, the Specific Plan provides enhanced mobility and connectivity to the City.
Waste Conservation and Waste Reduction	
<u>W1. Conserving Water.</u> The City will continue to work with the San Gabriel Valley Water District to complete re-irrigation and re-vegetation of medians throughout the City with water-efficient irrigation equipment and native vegetation, and to expand the California native plant palette concept to other City facilities and large, private employers. The City will implement programs and actions in the UWMP with the goal of reducing water consumption by 20% per capita by 2020 (in compliance with SB 7X and the 2010/2011 UWMP). The City will also work with MWD to increase participation in these programs and raise awareness of water conservation practices.	Consistent. Future projects under the Specific Plan would comply with MPMC Chapter 6.31, Water Efficient Landscapes, install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings.
<u>W2. Reducing Waste.</u> The City will conduct a variety of outreach programs to increase participation in waste reduction, recycling, and composting programs	Consistent. Future projects under the Specific Plan would be required to reuse and recycle construction and demolition waste, institute recycling services and composting services to reduce solid waste by at least 50 percent, and provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas.
Source: City of Monterey Park, <i>Climate Action Plan</i> , January 2012.	



4.8 HAZARDS AND HAZARDOUS MATERIALS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			✓	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			✓	
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			✓	
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?			✓	
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				✓
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				✓
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			✓	
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				✓

- a) **Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?**

Less Than Significant Impact. Future development within the project area would involve construction activities associated with site preparation, grading, and construction, as well as operation of additional non-residential development. Generally, the exposure of persons to hazardous materials could occur in the following manners: 1) improper handling or use of hazardous materials or hazardous wastes during construction or operation of future development, particularly by untrained personnel; 2) an accident during transport; 3) environmentally unsound disposal methods; or 4) fire, explosion or other emergencies. The severity of potential effects varies with the activity conducted, the concentration and type of hazardous material or wastes present, and the proximity of sensitive receptors.



Construction activities associated with future development may involve the routine transport, use, or disposal of hazardous materials, such as petroleum-based fuels or hydraulic fluid used for construction equipment. The construction contractor would be required to use standard construction controls and safety procedures that would avoid and minimize the potential for hazards associated with the transport and use of hazardous materials. Standard construction practices would be observed such that any materials released are appropriately contained and remediated as required by local, State, and Federal law.

Cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping would likely be utilized by future development. The materials would be similar to those found in common household products, such as cleaning products or pesticides. While the risk of exposure to hazardous materials cannot be eliminated, measures can be implemented to reduce risk to acceptable levels. Adherence to existing regulations would ensure compliance with safety standards related to the use and storage of hazardous materials, and the safety procedures mandated by applicable Federal, State, and local laws and regulations, which would ensure that risks resulting from the routine transportation, use, storage, or disposal of hazardous materials or hazardous wastes associated with future development in the project area would be less than significant.

Mitigation Measures: No mitigation is required.

b) *Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?*

Less Than Significant Impact. Operations of future land uses within the project area in accordance with the proposed project could create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment. The proposed project would allow for the future development of approximately 110,000 square feet of non-residential uses within the project area. Thus, the proposed project could increase the potential for a significant hazard to the public or the environment through accidental conditions involving hazardous materials. Typical incidents that could result in accidental release of hazardous materials may include leaking storage tanks or spills during storage, use, or transport.

Leaking Storage Tanks

Chemicals and wastes stored in aboveground storage tanks (ASTs) or underground storage tanks (USTs) would be required to follow regulations from the Los Angeles County Fire Department (LACFD) Health Hazardous Materials Division (HHMD). The LACFD HHMD is the Certified Unified Program Agency (CUPA) under the City's jurisdiction.¹ Aboveground tanks storing hazardous chemicals would have secondary containment to collect fluids that are accidentally released. Underground storage tanks and connecting piping would be double-walled and would have monitoring devices with alarms installed to constantly monitor for unauthorized releases in accordance with Federal and State standards. Therefore, with adherence to Federal, State, and local laws and regulation, impacts in this regard would be less than significant.

Storage and Handling

Per the existing LACFD standards and regulations, hazardous materials are required to be stored in designated areas designed to prevent accidental release to the environment. California Building Code (CBC) requirements, as adopted by the Monterey Park Municipal Code (MPMC), prescribe safe accommodations for materials that present a

¹ City of Monterey Park, *Hazardous Materials*, <http://www.montereypark.ca.gov/371/Hazardous-Materials>, accessed December 15, 2014.



moderate explosion hazard, high fire or physical hazard, or health hazards. Compliance with all applicable Federal, State, and local laws related to the storage of hazardous materials would be required to maximize containment and provide for prompt and effective clean-up, if an accidental release occurs, thereby ensuring that a less than significant impact would occur.

Specific activities related to the use of hazardous materials would be required to comply with Federal, State, and local laws to eliminate or reduce the consequence of hazardous materials accidents. Occupational safety standards ensure worker safety in the handling and use of hazardous materials and minimize worker safety risks from both physical and chemical hazards in the workplace. The Division of Occupational Safety and Health (Cal/OSHA) requires many businesses to prepare Injury and Illness Prevention Plans and Chemical Hygiene Plans. The Hazard Communication Standard requires that workers be informed of the hazards associated with the materials they handle. Thus, with implementation of the existing regulations pertaining to the use of hazardous materials, impacts in this regard are less than significant.

Any California business that stores hazardous substances in underground storage tanks are required to follow the Health and Safety Code for underground storage of hazardous substances,² and the underground tank regulations.³ In the event that a hazardous materials spill or unauthorized release of a hazardous material or hazardous waste related incident occurs, the LACFD HHMD provides 24-hour emergency services in response to hazardous materials spills or releases and abandonment that occur in areas of HHMD CUPA jurisdiction. Any spill or unauthorized release of a hazardous material or hazardous waste that poses a threat to life, health, property or the environment must be reported to the following agencies: the local emergency response agency, LACFD HHMD, the California Emergency Management Agency, California State Warning Center, and if applicable, the National Response Center, and may require the State certified clean-up contractors services to ensure the proper removal, handling, transportation, and disposal of the released material.

The Hazardous Materials Release Response Plans and Inventory Law of 1985 (or the Business Plan Act) requires that a business that uses, handles, or stores hazardous materials above a certain quantity prepare a plan which must include an inventory of hazardous substances on the premises. Commercial businesses in the City that use hazardous materials could include dry cleaners, film processors, auto service providers, landscape contractors, and computer component manufacturers, among others. Hazardous waste generators and users in the City are required to comply with regulations enforced by several federal, state, and county agencies, aimed toward reducing risk associated with human exposure to hazardous materials and minimizing adverse environmental effects. The Monterey Park Fire Department (MPFD) coordinates with the LACFD HHMD to ensure appropriate reporting and compliance. The proposed project would allow non-residential development with permitted uses such as retail, service businesses, eating and drinking establishments, entertainment/cultural, office, medical uses, educational institutions, and accessory uses. Major hazardous materials accidents associated with neighborhood shopping and commercial services uses are infrequent and additional emergency response capabilities are not anticipated to be necessary to respond to the potential incremental increase in the number of incidents that could result from future development within the Plan area. Further, adherence to applicable regulations would be required to reduce any potential consequences of a hazardous materials incident during operations. Thus, impacts in this regard would be less than significant.

Off-Site Transport

Transportation of hazardous materials can result in accidental spills, leaks, toxic releases, fire, or explosion. The potential exists for licensed vendors to transport hazardous materials to and from new commercial sites within the Plan area, as a result of the subsequent projects constructed pursuant to the proposed project. Accidental releases would most likely occur in the commercial areas and along transport routes leading to and from these areas. The

² California's Health and Safety Code, Division 20, Chapter 6.7.

³ California Code of Regulations, Title 23, Division 3, Chapter 16.



City's street setback requirements minimize the direct damage that may occur from transportation-related hazardous waste spills. Additionally, the Department of Transportation Office of Hazardous Materials Safety prescribes strict regulations for the safe transportation of hazardous materials, as described in Title 49 of the Code of Federal Regulations, and implemented by Title 13 of the California Code of Regulations (CCR). Appropriate documentation would be provided for all hazardous waste that is transported in connection with project-specific activities, as required for compliance with existing hazardous materials regulations. Compliance with all applicable Federal and State laws related to the transportation of hazardous materials would reduce the likelihood and severity of accidents during transit, thereby ensuring that a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?***

Less Than Significant Impact. The proposed project would allow for future development of neighborhood shopping and commercial service uses. The closest school, Bella Vista Elementary School, is located approximately 0.4-mile to the west of the project area. The development and operation of neighborhood shopping and commercial services uses could involve the use of minimal amounts of hazardous materials such as cleaning and degreasing solvents, fertilizers, pesticides, and other materials used in the regular maintenance of buildings and landscaping. Hazardous emissions or the handling of hazardous materials, substances and waste are not anticipated to be part of the proposed project, therefore impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?***

Less Than Significant Impact. Government Code Section 65962.5 refers specifically to a list of hazardous waste facilities compiled by the Department of Toxic Substances Control (DTSC). The project area is not included on the DTSC's hazardous waste facilities list.⁴ Therefore, the Plan area has not been included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. Potential hazards to construction workers and the public may occur from construction activities on existing sites that may potentially be contaminated, although not listed. Also, redevelopment of these sites could expose the public to hazardous materials in the future. Since the proposed project does not include any specific development projects, future development would be evaluated on a project-by-project basis to determine if such sites are listed on a current regulatory hazardous materials site list or contain hazardous materials or conditions. If it is determined that hazardous materials or conditions occur within the area, compliance with all applicable Federal and State laws related to hazardous materials sites would reduce impacts to less than significant. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

⁴ Department of Toxic Substances Control, *Hazardous Waste and Substance Site List (CORTESE)*, <http://www.calepa.ca.gov/SiteCleanup/CorteseList/default.htm>, accessed on December 15, 2014.



No Impact. The project area is not located within an airport land use plan or within two miles of a public airport or public use airport. The nearest airport to the project area is the El Monte Airport, located 11 miles to the northeast. The project area is not located within El Monte Airport Layout Plan. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Refer to Response 4.8(e).

Mitigation Measures: No mitigation is required.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less Than Significant Impact. The City participates in the Standardized Emergency Management System (SEMS), which provides a framework for coordinating multi-agency emergency responses in case of a hazardous material emergency. The City's SEMS incorporates mutual aid agreements, establishes lines of communication during emergencies, and standardizes incident command structures. The City's SEMS prepares City employees to react quickly and specifically to any hazardous materials accident, with the MPFD leading the response team. The SEMS also includes provisions for the MPFD to maintain records of all hazardous materials stored and used at businesses in the community, thus ensuring appropriate response to any individual incident.

The proposed project involves improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new entry enhancements, bump-outs and parklets at various locations. The project area can be accessed from various points including major entryways from South Garfield Avenue, Pomona Boulevard and East Riggins Street. Additionally, roadways within and around the project area may be subject to temporary closures during construction within the project area. However, construction activities, which may result in temporary road closures, would not significantly impair implementation of, or physically interfere with an emergency response plan or emergency evacuation plan, as additional roadways would be available for emergency response and evacuation. Fire department access and/or fire lanes would be identified on the approved site plan for new developments. Under California Fire Code Section 503, as adopted by the MPMC, the proposed project would be reviewed by the MPFD to require that adequate access is provided and maintained.⁵ The proposed project would not affect the existing emergency service operations. As such, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- h) ***Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The project area and surrounding areas are urbanized. The project area is not located within or adjacent to a potential wildland fire area as identified by the General Plan EIR. Future development within the project area would likely introduce additional ornamental landscaping, which is not anticipated to create hazardous fire conditions. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

⁵ Monterey Park Fire Department, *Guidelines for Fire Department Access*, November 7, 2013.



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4.9 HYDROLOGY AND WATER QUALITY

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Violate any water quality standards or waste discharge requirements?			✓	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?			✓	
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?			✓	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?			✓	
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?			✓	
f. Otherwise substantially degrade water quality?			✓	
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				✓
h. Place within a 100-year flood hazard area structures which would impede or redirect flood flows?				✓
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?			✓	
j. Inundation by seiche, tsunami, or mudflow?				✓

a) *Violate any water quality standards or waste discharge requirements?*

Less Than Significant Impact. Urban runoff (both dry and wet weather) discharges into storm drains and, in most cases, flows directly to creeks, rivers, lakes, and the ocean. Polluted runoff can have harmful effects on drinking water, recreational water, and wildlife. Urban runoff pollution includes a wide array of environmental, chemical, and biological compounds from both point and non-point sources. In the urban environment, stormwater characteristics depend on site conditions (e.g., land use; impervious cover; pollution prevention; types and amounts of Best Management Practices [BMPs]); rain events [duration; amount of rainfall; intensity; and time between events;]; soil type and particle sizes; multiple chemical conditions; the amount of vehicular traffic; and atmospheric deposition). Major pollutants typically found in runoff from urban areas include sediments; nutrients; oxygen-demanding substances; heavy metals; petroleum hydrocarbons; pathogenic; and bacteria.



Urban runoff can be divided into two categories: dry and wet weather urban runoff.

- Dry weather urban runoff occurs when there is no precipitation-generated runoff. Typical sources include landscape irrigation runoff; driveway and sidewalk washing; noncommercial vehicle washing; groundwater seepage; fire flow; potable water line operations and maintenance discharges; and permitted or illegal non stormwater discharges.
- Wet weather urban runoff refers collectively to non-point source discharges that result from precipitation events. Wet weather runoff includes stormwater runoff. Stormwater discharges are generated by runoff from land and impervious areas such as paved streets and parking lots, building rooftops.

Wet- and dry-weather runoff typically contains similar pollutants of concern. However, except for the first flush concentrations following a long period between rainfall, the concentrations levels found in wet weather flows are typically lower than levels found in dry weather flows because the larger wet weather flows dilute the amount of pollution in runoff waters. Most urban stormwater discharges are considered non-point sources and are regulated by a National Pollutant Discharge Elimination System (NPDES) Municipal General Permit or Construction General Permit.

As part of Clean Water Act § 402, the U.S. Environmental Protection Agency (EPA) established regulations under the NPDES program to control direct storm water discharges for construction activities disturbing one acre or more of land. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The NPDES program regulates industrial pollutant discharges, which include construction activities. The SWRCB works in coordination with the California Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality. The City is within the jurisdiction of the Los Angeles Regional Water Quality Control Board (LARWQCB).

The proposed project's water quality impacts would be short-term during the earthwork and construction phase, and following construction, and long-term associated with future development projects.

Short-Term Construction

Construction controls are separated from other water quality management because the measures are temporary and specific to the type of construction. Construction activities associated with future development projects have the potential to produce typical pollutants. Generally, standard safety precautions for handling and storing construction materials can adequately reduce the potential pollution of stormwater by these pollutants. These types of standard procedures can be extended to non-hazardous stormwater pollutants such as sawdust, concrete washout, and other wastes.

Grading activities can greatly increase erosion processes, leading to impacts on storm drains and sediment loading to storm runoff flows. Two general strategies are recommended to prevent soil materials from entering local storm drains. First, erosion control procedures should be implemented for those areas that must be exposed; and second, any development site should be secured to control off-site transport of pollutants.

Future development within the project area must comply with various stormwater regulations including, without limitation, Monterey Park Municipal Code (MPMC) Chapter 6.30 (*Stormwater and Urban Runoff Pollution Prevention Controls*). The NPDES permit program controls water pollution by regulating point sources that discharge pollutants into waters of the United States. Dischargers whose projects disturb one or more acres of soil or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the General Permit for Discharges of Storm Water Associated with



Construction Activity Construction General Permit Order 2009-0009-DWQ.¹ Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation, but does not include regular maintenance activities performed to restore the original line, grade, or capacity of the facility. To obtain coverage for discharges under the General Construction Permit, dischargers are required to electronically file the Permit Registration Documents (PRDs), which include a Notice of Intent (NOI), Storm Water Pollution Prevention Plan (SWPPP), and other compliance related documents required by the General Permit and mail the appropriate permit fee to the State Water Board. Construction activity subject to this permit includes clearing, grading, and disturbances to the ground such as stockpiling, or excavation. The Construction General Permit requires project proponents to:

- Prepare a SWPPP before construction begins;
- File a NOI with the State Board before construction begins; and
- File a Notice of Termination with the State Board once construction is complete.

The SWPPP should contain a site map(s), which shows the construction site perimeter, existing and proposed buildings, lots, roadways, storm water collection and discharge points, general topography both before and after construction, and drainage patterns across the proposed project. The SWPPP must list BMPs the discharger would use to protect storm water runoff and the placement of those BMPs. Additionally, the SWPPP must contain:

- A visual monitoring program;
- A chemical monitoring program for “non-visible” pollutants to be implemented if there is a failure of BMPs; and
- A sediment monitoring plan if the site discharges directly to a water body listed on the 303(d) list for sediment.

A copy of the SWPPP must be available and implemented at the construction site at all times. The SWPPP would outline the source control and/or treatment control BMPs that would avoid or mitigate runoff pollutants at the construction site to the “maximum extent practicable.”

Individual development projects would be required to comply with the MPMC and include implementation of appropriate BMPs to control stormwater runoff so as to prevent any deterioration of water quality. Following compliance with the requirements of the NPDES and the MPMC, future development within the project area would not violate any water quality standards or waste discharge requirements associated with short-term construction activities. Impacts would be less than significant in this regard.

Long-Term Operation

Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. The proposed project would potentially involve non-residential development with permitted uses such as retail, service businesses, eating and drinking establishments, entertainment/cultural, office, medical uses, educational institutions, and accessory uses. Anticipated pollutants associated with these uses include oil and grease from automobile use, trash, nutrients, and bacteria.

Future development within the project area is subject to the Los Angeles County Department of Public Works (LACDPW) requirement for the Standard Urban Stormwater Mitigation Plan (SUSMP) under the “Redevelopment” category. As detailed in the SUSMP, future development projects would include a range of permanent BMPs to control the off-site discharge of pollutants in accordance with NPDES requirements. The following materials are

¹ State of California Water Quality Control Board Website, http://www.waterboards.ca.gov/water_issues/programs/stormwater/constpermits.shtml, accessed June 24, 2015.



anticipated to be used in activities within the project area, which would potentially contribute to pollutants to stormwater runoff:

- Vehicle fluids, including oil, grease, petroleum, and coolants from personal vehicles;
- Landscaping materials and wastes (topsoil, plant materials, herbicides, fertilizers, mulch, pesticides); and
- General trash debris and litter.

Following compliance with NPDES requirements, long-term water quality impacts would be less than significant.

Mitigation Measures: No mitigation is required.

- b) ***Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?***

Less Than Significant Impact. Future development associated with implementation of the proposed Specific Plan would primarily occur in existing impervious areas. Therefore, it is not anticipated that future development would interfere with natural groundwater recharge.

Although impacts to natural groundwater recharge are not anticipated, impacts to groundwater supplies as a result of increased development could occur. According to the *City of Monterey Park 2005 Urban Water Management Plan* (UWMP), the City of Monterey Park extracts its groundwater from the Main Basin. The City's water supply consists entirely from groundwater sources. The Main San Gabriel Basin has determined and assigned an annual safe yield, which is the amount of groundwater that can be withdrawn from the Basin without depleting groundwater supplies. If the City withdraws additional groundwater, it is purchased from San Gabriel Valley Water Company (SGVWC) and fed back into the basin.² However, the City projects that its groundwater production wells would return to their full service and there would not be a need to purchase water from SGVWC in the next 20 years.³ The City entered into a Cyclic Storage agreement to store imported water in the Main Basin for a period of up to five years to be used to offset a future Replacement Water requirement. Given water is often in Cyclic storage for many years before being required as Replacement Water, it may be considered an exchange or transfer program as it takes advantage of surplus water, when available, and stores it in the Main Basin for future use.⁴ Additionally, refer to Response 4.17(d) for water impacts to the City's water supply, including groundwater. Thus, sufficient water supply exists to serve future development associated with the proposed project and impacts to groundwater would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?***

Less Than Significant Impact. Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. Therefore, there would be no appreciable change in runoff generation or volume of stormwater runoff associated with implementation of the proposed Specific Plan. The current stormwater system, managed by the City, has adequate capacity to support existing and future development.⁵ Future

² All of the City's water demands have been met through groundwater production, except between fiscal years 2002-03 to 2004-05 when the City's wells were taken out of service due to groundwater contamination.

³ City of Monterey Park, *2005 Urban Water Management Plan*, June 21, 2006.

⁴ Ibid.

⁵ Ibid.



development within the project area would not substantially alter the existing drainage pattern of the site, resulting in substantial erosion or siltation on- or off-site and would not alter the course of a stream or river.

New development within the project area would be required to comply with the stormwater regulations set forth by the LARWQCB. Compliance with applicable laws, which requires the implementation of operational BMPs and compliance with the County's SUSMP, would reduce the volume of sediment-laden runoff discharging from the project area. Therefore, the proposed project would not substantially alter the existing drainage pattern of the area such that substantial erosion or siltation would occur.

Mitigation Measures: No mitigation is required.

- d) ***Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?***

Less Than Significant Impact. Stormwater is managed by the City through a storm water sewer system. Stormwater from the project area flows via sheet flow across the project area onto the street at several locations. Stormwater catch basins are located within the adjacent public right-of-ways. Future development associated with implementation of the proposed project would primarily occur in existing impervious areas. It is determined that the current storm water sewer system has adequate capacity to support existing and future development within the project area. Thus, the proposed project would not substantially alter the existing drainage pattern of the site, resulting in flooding on- or off-site.

Mitigation Measures: No mitigation is required.

- e) ***Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?***

Less Than Significant Impact. Refer to Responses 4.8(a) and 4.8(c).

Mitigation Measures: No mitigation is required.

- f) ***Otherwise substantially degrade water quality?***

Less Than Significant Impact. New development within the project area would be required to comply with the stormwater regulations set forth by the LARWQCB. Compliance with existing regulations would minimize potential impacts to water quality. The proposed project is not anticipated to result in water quality impacts other than the potential short-term construction and long-term operational impacts identified above in Responses 4.9(a), 4.9(c), and 4.9(e).

Mitigation Measures: No mitigation is required.

- g) ***Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?***

No Impact. According to the Federal Emergency Management Agency (FEMA) Map number 06037C1645F, the project area is situated within Zone X, which is outside of the 100-year flood hazard area.⁶ Thus, no impact would occur in this regard.

⁶ Federal Emergency Management Agency, Flood Insurance Rate Map # 06037C1645F, effective September 26, 2008; see <http://fema.maps.arcgis.com/home/webmap/viewer.html?webmap=cbe088e7c8704464aa0fc34eb99e7f30&extent=-118.15863939709469,34.030013344744994,-118.09890123791507,34.06557174650101>, accessed June 24, 2015.



Mitigation Measures: No mitigation is required.

- h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?***

No Impact. As stated above in Response 4.9(g), the project area is not located within a 100-year flood hazard area. The proposed project would not impede or redirect flood flows. Thus, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?***

Less Than Significant Impact. As stated above, the project area is not located within a 100-year flood hazard area. According to the General Plan EIR, there are two flood hazards of concern: Garvey Reservoir and the Laguna Basin (see General Plan Figure SCS-3). Garvey Reservoir, owned by the Metropolitan Water District of Southern California (MWD), stores municipal water supplies for MWD customers. The Laguna Basin is a flood control facility integral to the regional system maintained by the LACDPW. A major seismic event has the potential result in dam failure or seiche conditions at these facilities. A seiche can occur as a result of ground vibrations initiating water wave motion. If wave amplitude is high enough, the water may slosh over the shore or barrier containing the water body and flow onto surrounding properties. Failure of the Laguna Basin would result in flooding to the interchange of the I-710 and I-10 freeways. However, the project area is located outside of potential flood hazard areas. Therefore, the proposed project is not anticipated to expose people or structures to flooding impacts as a result of the failure of a levee or dam. Less than significant impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

- j) Inundation by seiche, tsunami, or mudflow?***

No Impact. A seiche is an oscillation of a body of water in an enclosed or semi-enclosed basin, such as a reservoir, harbor, lake, or storage tank. A tsunami is a great sea wave, commonly referred to as a tidal wave, produced by a significant undersea disturbance such as tectonic displacement of a sea floor associated with large, shallow earthquakes. Mudflows result from the downslope movement of soil and/or rock under the influence of gravity.

According to the General Plan EIR, the City is not subject to tsunamis due to its elevation and distance from the ocean. The possibility of a seiche at either Garvey Reservoir or Laguna Basin is considered extremely low. The project area is relatively flat. Although there are some hillsides associated with residential uses located to the northeast of Garfield Avenue and Pomona Boulevard, these slopes are primarily protected by retaining walls and structures associated with the residential developments. As stated, the project area is not located within an inundation area associated with a reservoir. Impacts were concluded to be less than significant.

Mitigation Measures: No mitigation is required.



4.10 LAND USE AND PLANNING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Physically divide an established community?			✓	
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?			✓	
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				✓

a) Physically divide an established community?

Less Than Significant Impact. The project area is currently located within the South Garfield area of the City. This area primarily serves the local neighborhood and is visible from the freeway and serves as a gateway into Monterey Park. Uses within the project area primarily include professional offices, small retail stores, restaurants, and auto services, as well as a motel. There is also a single-family residential use and a multifamily residential building along Pomona Boulevard within the project area. The proposed project encompasses the area generally extending along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. The proposed project would guide future development within the area. The project establishes a vision that focuses on the neighborhood-serving and desired village character of the area. Proposed uses and development standards and guidelines, as well as proposed roadway and streetscape improvements would provide for compatible uses that serve the surrounding residential neighborhoods and encourage connectivity and activity between uses within the project area and the surrounding community. Proposed uses and improvements would not physically divide an established community, but rather provide improved opportunities for interaction of uses and people within the area. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

Less Than Significant Impact. Table 2-2, Estimated Specific Plan Development, identifies the maximum development potential for the land use districts. As indicated in Table 2-2, the proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. The following analysis evaluates the proposed project for consistency with applicable land use plan, policies, and regulations.



MONTEREY PARK GENERAL PLAN

Land Use Element Goals and Policies

The Land Use Element includes goals and policies specific to Focus Areas and FAR Subdistricts (Land Use Element Figure LU-3) of the City. The Land Use Element also includes the Urban Design Plan, which addresses landscaping, streetscape and physical improvements that affect the visual character of the area. Although there are no goals and policies specific to the South Garfield area, there are several urban design considerations that directly pertain to South Garfield, as described below.

Residential Neighborhoods

The General Plan Land Use Element identifies the following consideration for residential neighborhoods:

Focus on Maintaining Patterns and Densities. Land use policy provides for long-established single-family residential neighborhoods to retain their densities and character, and for neighborhoods historically zoned for higher densities also to maintain the Medium Density Residential and High Density Residential designations, with the following exception:

- Pomona Boulevard Frontage. Properties fronting Pomona Boulevard between Bella Vista Park and Fulton Avenue are designated Mixed Use II. This designation provides for existing residential units to remain but encourages their gradual replacement with commercial businesses. Traffic noise from Pomona Boulevard and the Pomona Freeway, together with the constant flow of traffic along Pomona Boulevard, create a less than optimal environment for residential uses at this location.

There is an existing multi-family residential use consisting of six units located on the Pomona Boulevard frontage. Implementation of the project would encourage transition of this residential use to a commercial service use, consistent with the proposed regulatory districts (GVC-S Garfield Village Neighborhood Shopping and GVN-S Garfield Village Neighborhood Shopping) that have been identified for the area. Implementation of the project would be consistent with the intent of the General Plan for the Pomona Boulevard frontage.

Gateways and Arterial Corridors

The Urban Design Plan of the Land Use Element identifies South Garfield Avenue as a gateway and arterial corridor. Gateways mark the major entrances into the City and welcome visitors, shoppers, and citizens to Monterey Park. Gateways should have distinctive design features that clearly communicate the community's commitment to high-quality design and development. The Land Use Element includes the following specific language addressing the South Garfield Avenue Gateway:

The South Garfield Avenue gateway provides an entrance to Monterey Park's largest shopping center, as well as to the South Garfield/Pomona neighborhood commercial area. This area can be enhanced with an evergreen corridor by planting trees in intermittent clusters. Enhanced crosswalks with covered paving complete the gateway intersection.

Arterial corridors form the visual frame of the City. Along these key arterials community image can be readily enhanced and reinforced by the repetition of distinctive streetscape elements, including: street trees, underground utilities, street furniture, enhanced paving, graphics and signage, and lighting.

The project would support and encourage implementation of gateway and arterial corridor improvements consistent with the General Plan. The proposed project would provide additional guidelines regarding signs, landscaping, planting, graphics, and accent lighting to further enhance the visual character of the area. Implementation of the



project would include design treatments and entry monuments at key gateways and entries into the village, including the gateway into the City at South Garfield Avenue and East Pomona Boulevard. Improvements along South Garfield would include a landscaped median with bump outs and parklets at various locations, as well as a mid-block crossing. Improvements along Pomona Boulevard could potentially include sidewalks, as well as a comprehensive street tree planting within curb adjacent tree wells, where feasible.

Key Commercial Districts

The General Plan identifies the South Garfield/Pomona Commercial District and a key commercial district within the City. Design guidelines have been developed for the commercial district and the following goal and policies have been identified:

Land Use Element Goal 14.0: Create a sense of community and identify for the residents and business of Monterey Park.

Policy 14.1: Implement the design improvements and changes outlined in the Urban Design Plan

Policy 14.2: Continue to apply design guidelines for new construction and redevelopment within the City's commercial areas.

Implementation of the project would be consistent with the General Plan commercial district goals and policies. The project includes design guidelines which describe and illustrate building designs, concepts, and features to promote high-quality development within the area. The guidelines are intended to create a highly desirable commercial area that encourages new development and redevelopment and increased pedestrian activity, and provides for a cohesive village that is compatible with the surrounding residential community. The Design guidelines includes standards that are required to be met, as well as guidance and guidelines that allow some flexibility.

Consistency with Existing General Plan Land Use

The Monterey Park General Plan designates the project area as Commercial (C), Mixed Use II (MU2), Low Density Residential (LDR), and Medium Density Residential (MDR). The General Plan Land Use map would be amended to designate the project area as South Garfield Village Specific Plan. The South Garfield Village Specific Plan would establish the following two regulatory districts, which would guide future development within the project area:

- **GVN-S Garfield Village Neighborhood Shopping.** The GVN-S regulatory district has a physical character that is generally comprised of shallow lots and small scale developments. This regulatory district provides for the development of commercial areas to serve nearby residential neighborhoods and to maintain the integrity of such existing areas within the City. This regulatory district maintains a small-scale pedestrian oriented commercial character available to serve neighborhood residents through the implementation of the following practices:
 - (1) Limit the maximum sizes of commercial uses in this area.
 - (2) Ensure the maintenance and improvement of the existing commercial environment.
- **GVC-S Garfield Village Commercial Service.** The GVC-S regulatory district has a physical character commonly comprised of primarily narrow and shallow lots generally located along the City's boundaries. This regulatory district provides for the development of commercial areas that promote retail and provide transition areas between the City and neighboring communities.

Implementation of the project assumes development would occur up to its existing non-residential buildout potential, which is consistent with the General Plan. Three parcels currently designated Medium Density Residential (MDR)



and two parcels currently designated Low Density Residential (LDR) are anticipated to be developed with non-residential uses, consistent with the proposed regulatory districts. One of these parcels is developed with a single-family use and the other four parcels are surface parking lots. These parcels are currently located adjacent to neighborhood serving commercial uses and provide a transition from residential uses located to the west. Future development consistent with the regulatory district would allow for additional neighborhood shopping and commercial service uses at a scale and intensity that is consistent with that allowed by the General Plan and compatible with the character of the area and surrounding residential neighborhood.

The Pomona Boulevard frontage, with the exception of the parcels located at the corner of South Garfield Avenue and Pomona Boulevard, are currently designated Mixed Use II (MU2). There is currently one multi-family use consisting of six dwelling units located along the Pomona Boulevard frontage. According to the General Plan, residential uses located on parcels designated MU2 within the Pomona Boulevard frontage are intended to gradually transition and be replaced with commercial uses, as traffic noise and the location adjacent to Pomona Boulevard and the Pomona Freeway create a less than optimal environment for residential uses at this location. Thus, implementation of the project would be consistent with the intent of the General Plan for the Pomona Boulevard frontage.

To ensure consistency between the proposed Specific Plan and the Monterey Park General Plan, the General Plan Land Use Element must be amended to adopt the proposed Specific Plan. More specifically, the proposed General Plan Land Use Amendment would establish a South Garfield Village Specific Plan land use designation and replace the Specific Plan area's existing General Plan land use designations (Commercial (C), MU2, LDR, and MDR) with the South Garfield Village Specific Plan land use designation. The proposed Specific Plan would also establish a link with the General Plan's implementing policies and the individual development proposals in a defined area.

The proposed project would be consistent with the General Plan given that its implementation would be in furtherance of the General Plan's goal, policies, and additional considerations specific to the South Garfield area. The proposed project provides for development consistent with type and scale anticipated by the General Plan and establishes a vision and framework to further enhance the character of the area, including the South Garfield arterial, gateway, and commercial district, as identified in the General Plan. Thus, impacts would be less than significant in this regard.

MONTEREY PARK MUNICIPAL CODE (MPMC) ZONING REGULATIONS

The project area is currently zoned Neighborhood Shopping (N-S), Commercial Services (C-S) with a Planned Development Overlay (P-D), Single-Family Residential (R-1), and Medium-Multiple Residential (R-2). A portion of the project area is located within the existing South Garfield Specific Plan. The proposed project would update and amend the existing South Garfield Specific Plan, incorporating a portion of Pomona Boulevard and establishing two regulatory districts unique to the project area. In order to ensure consistency between the proposed South Garfield Village Specific Plan and the MPMC, the project would require an amendment to the City's Zoning Map and the MPMC's zoning regulations to include the South Garfield Village Specific Plan zoning designation. The South Garfield Village Specific Plan Regulatory Districts ([Exhibit 2-7](#)) would serve as the Zoning Map for the project area. It designates the applicable district for each parcel within the project area.

Additionally, the existing zoning district standards would be replaced with the Specific Plan's land use and development standards and design guidelines/standards. Specific Plan Chapter 3, Land Use & Development Standards, includes the permitted uses, development standards, and standards for specific land uses, which would guide and regulate development within the area. They are precise specifications for such things as permitted uses, building height, setbacks, and parking. Specific Plan Chapter 4, Design Guidelines, establishes design guidelines/standards for site design, architecture, circulation, parking, lighting, and other distinguishing features. Specific Plan Chapter 2, Specific Plan Policy Framework, establishes guiding principles and goals that the City would



enforce in order to implement the Specific Plan. These goals pertain to land use, circulation and parking, and urban design and streetscape.

The Specific Plan's guiding principles and goals, as well as the land use and development standards and design guidelines/standards, would take precedence over existing more general policies. All future development proposals within the project area would be evaluated by the City, in order to ensure consistency with the Specific Plan's policies and actions, as well as the land use and development standards and design guidelines/standards. These requirements would also apply to existing developments when owners or occupants intend to alter an existing structure or change an existing use.

Implementation of the project assumes development would occur up to its existing non-residential development potential. The intent of the project is to maintain the overall context, character, and feel of the Village. Despite new development/redevelopment, the South Garfield Village area would be characterized by the same type of character it currently possesses, but with improved physical characteristics that enhance pedestrian connectivity and activity within the area, provide higher quality development, and improved streetscape and circulation.

Upon amending the General Plan and MPMC to incorporate the South Garfield Village Specific Plan, the proposed project would be consistent with the City's zoning regulations. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

c) *Conflict with any applicable habitat conservation plan or natural community conservation plan?*

No Impact. As stated in Response 4.4(f), the project site is not located within an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved habitat conservation plan. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.11 MINERAL RESOURCES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				✓
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?				✓

a) *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?*

No Impact. No known mineral resources occur in the City and the project area.¹ The project area has been previously disturbed as a result of former commercial activities and is located within an urbanized area. No known mineral recovery activities have occurred within the project area, and the project would not involve mineral recovery during long-term operations. Thus, no impacts would occur in this regard.

Mitigation Measures: No mitigation is required.

b) *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

No Impact. Refer to Response 4.11(a), above.

Mitigation Measures: No mitigation is required.

¹ U.S. Geological Survey, *California State Minerals Information website, 2009 Minerals Yearbook*, <http://minerals.usgs.gov/minerals/pubs/state/ca.html>, accessed December 5, 2014.



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4.12 NOISE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?		✓		
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			✓	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			✓	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?		✓		
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				✓
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				✓

Sound is mechanical energy transmitted by pressure waves in a compressible medium such as air, and is characterized by both its amplitude and frequency (or pitch). The human ear does not hear all frequencies equally. In particular, the ear deemphasizes low and very high frequencies. To better approximate the sensitivity of human hearing, the A-weighted decibel scale (dBA) has been developed. On this scale, the human range of hearing extends from approximately three dBA to around 140 dBA.

Noise is generally defined as unwanted or excessive sound, which can vary in intensity by over one million times within the range of human hearing. A logarithmic scale, known as the decibel scale (dB), is used to quantify sound intensity. Noise can be generated by a number of sources, including mobile sources such as automobiles, trucks, and airplanes, and stationary sources such as construction sites, machinery, and industrial operations. Noise generated by mobile sources typically attenuates (is reduced) at a rate between three dBA and 4.5 dBA per doubling of distance. The rate depends on the ground surface and the number or type of objects between the noise source and the receiver. Hard and flat surfaces, such as concrete or asphalt, have an attenuation rate of three dBA per doubling of distance. Soft surfaces, such as uneven or vegetated terrain, have an attenuation rate of about 4.5 dBA per doubling of distance. Noise generated by stationary sources typically attenuates at a rate between 6 dBA and about 7.5 dBA per doubling of distance.

There are a number of metrics used to characterize community noise exposure, which fluctuate constantly over time. One such metric, the equivalent sound level (L_{eq}), represents a constant sound that, over the specified period, has the same sound energy as the time-varying sound. Noise exposure over a longer period of time is often evaluated based on the Day-Night Sound Level (L_{dn}). This is a measure of 24-hour noise levels that incorporates a 10-dBA penalty for sounds occurring between 10:00 p.m. and 7:00 a.m. The penalty is intended to reflect the increased human sensitivity to noises occurring during nighttime hours, particularly at times when people are sleeping and there are lower ambient noise conditions. Typical L_{dn} noise levels for light and medium density residential areas range from 55 dBA to 65 dBA.



Two of the primary factors that reduce levels of environmental sounds are increasing the distance between the sound source to the receiver and having intervening obstacles such as walls, buildings, or terrain features between the sound source and the receiver. Factors that act to increase the loudness of environmental sounds include moving the sound source closer to the receiver, sound enhancements caused by reflections, and focusing caused by various meteorological conditions.

STATE OF CALIFORNIA

The State Office of Planning and Research Noise Element Guidelines include recommended exterior and interior noise level standards for local jurisdictions to identify and prevent the creation of incompatible land uses due to noise. The Noise Element Guidelines contain a land use compatibility table that describes the compatibility of various land uses with a range of environmental noise levels in terms of the Community Noise Equivalent Level (CNEL).

CITY OF MONTEREY PARK

General Plan

The Safety and Community Services Element of the Monterey Park General Plan (General Plan) establishes guidelines for noise compatibility for land uses. These guidelines are based upon cumulative noise criteria for outdoor noise. For existing residential development along Minor Arterials and Collectors experiencing high noise exposure, the City can implement the Neighborhood Traffic Control Program process outlined in the Circulation Element of this General Plan. Devices such as turn restrictions, traffic circles, and speed humps can relieve traffic and reduce traffic noise through residential neighborhoods. Because land use patterns in Monterey Park are well established, little opportunity exists to relocate noise-sensitive uses to areas with lower ambient noise levels. Table 4.12-1, *Noise/Land Use Compatibility Guidelines*, presents the City's land use compatibility criteria, which respond to baseline noise conditions and City objectives to create a vibrant, mixed-use area.

Table 4.12-1
Noise/Land Use Compatibility Guidelines

Land Use Category	Community Noise Exposure (L _{dn} or CNEL, dBA)			
	Normally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Low Density, Single-Family, Duplex, Mobile Homes	50 - 60	60 - 65	65 - 75	75 - 85
Residential - Multiple Family	50 - 60	60 - 65	65 - 75	75 - 85
Commercial – Motels, Hotels, Transient Lodging	50 - 60	60 - 70	70 - 80	80 - 85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50 - 60	60 - 70	70 - 80	80 - 85
Amphitheaters, Concert Hall, Auditorium, Meeting Hall	NA	50 - 65	NA	65 - 85
Sports Arenas, Outdoor Spectator Sports	NA	50 - 70	NA	75 - 85
Playgrounds, Neighborhood Parks	50 - 70	NA	70 - 75	75 - 85
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50 - 70	NA	70 - 80	80 - 85
Office Buildings, Business, Commercial, Professional, and Mixed-Use Developments	50 - 65	65 - 75	75 - 85	NA
Industrial, Manufacturing, Utilities, Agriculture	50 - 70	70 - 80	80 - 85	NA
NA: Not Applicable				
Normally Acceptable – Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.				
Conditionally Acceptable – New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.				
Normally Unacceptable – New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.				
Clearly Unacceptable – New construction or development should generally not be undertaken.				
Source: City of Monterey Park, <i>Monterey Park General Plan Safety and Community Service Element</i> , July 2001.				



Municipal Code

The Monterey Park Municipal Code (MPMC) noise regulations are located in Chapter 9.53. Chapter 9.53, *Noise* establishes (see MPMC § 9.53.040) certain noise standards for various zones within the City's jurisdiction. Generally, MPMC Chapter 9.53 provides that particular noise levels and vibration are detrimental to the public health, welfare and safety, and are contrary to public interest.

EXISTING NOISE ENVIRONMENT

The primary noise sources in the vicinity of the project area include commercial, office, retail, restaurant, residential, and motel uses, car and truck traffic, and noise from major arterial roadways. Such roadways include Garfield Avenue and Pomona Boulevard as well as State Route 60 (SR-60). Traffic along these arterial roadways and SR-60 generates substantial noise levels at roadside receptors. Both stationary and mobile noise sources contribute to the existing noise levels within the project area.

Existing Stationary Sources

The project area is highly urbanized, consisting of primarily commercial, office, restaurant, residential, and motel uses. The primary sources of stationary noise in the project vicinity are urban-related activities (e.g., mechanical equipment, parking areas, and pedestrians). These uses create a greater amount of noise than the suburban residential uses located adjacent to the project area to the north, west, and east. These types of sources have the potential to affect noise-sensitive receptors such as single-family residences.

Existing Mobile Sources

In order to assess the potential for mobile source noise impacts, it is necessary to determine the noise currently generated by vehicles traveling through the project area. The existing roadway noise levels in the vicinity of the project area were modeled. Noise models were run using the Federal Highway Administration's Highway Noise Prediction Model (FHWA-RD-77-108) together with several roadway and site parameters (refer to Appendix B, Noise Data). These parameters determine the projected impact of vehicular traffic noise and include the roadway cross-section (e.g., number of lanes), roadway width, average daily traffic (ADT), vehicle travel speed, percentages of auto and truck traffic, roadway grade, angle-of-view, and site conditions ("hard" or "soft"). The model does not account for ambient noise levels (i.e., noise from adjacent land uses) or topographical differences between the roadway and adjacent land uses. A 25 to 40 mile per hour average vehicle speed was assumed for existing conditions based on empirical observations and posted maximum speeds along the adjacent roadways. ADT estimates were obtained from the *South Garfield Village Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis). Existing mobile noise sources in the vicinity of the project area site range from 56.5 to 68.1 dBA; refer to Table 4.12-2, Existing Traffic Noise Levels.

NOISE MEASUREMENTS

In order to quantify existing ambient noise levels in the project area, RBF Consulting conducted three short-term noise measurements on January 7, 2015 (refer to Table 4.12-3 Noise Measurements and Exhibit 4.12-1, Noise Measurement Locations). The noise measurement sites were representative of typical existing noise exposure within and immediately adjacent to the project area. The ten-minute measurements were taken between 12:00 p.m. and 1:15 p.m. Short-term (L_{eq}) measurements are considered representative of the noise levels throughout the day and relate closely with the City's noise standards which are expressed in L_{dn} . L_{dn} values are calculated from hourly L_{eq} values with penalties for the nighttime period (10:00 p.m. to 7:00 a.m.) to reflect the greater disturbance potential from nighttime noise. Noise sources in the project area (i.e., traffic and mechanical equipment) become less active and generate less noise in the project area during the nighttime period. As a result, the variance between L_{eq} and L_{dn} is typically less than one dBA in areas such as the project area.



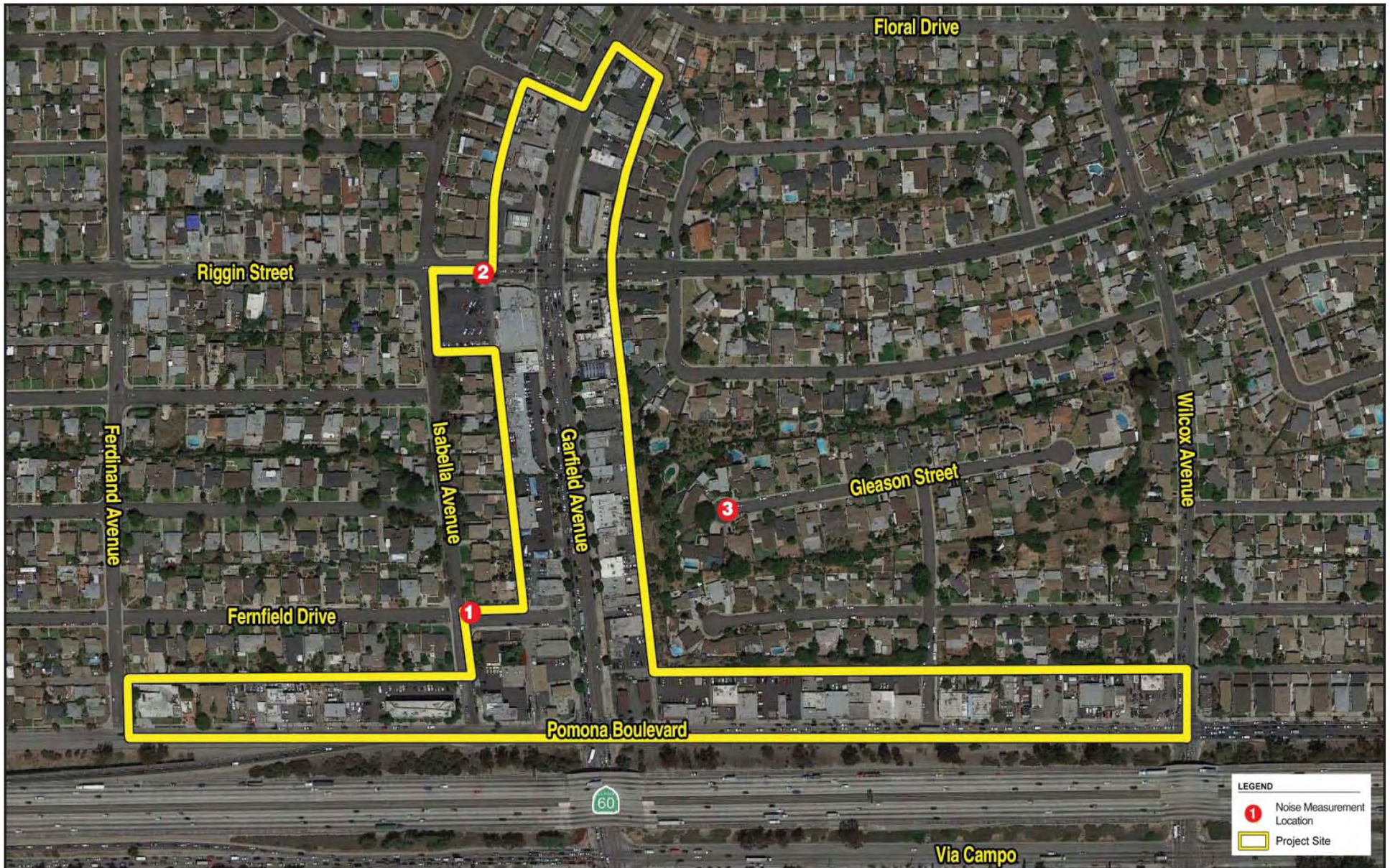
**Table 4.12-2
Existing Traffic Noise Levels**

Roadway Segment	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)		
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour
Garfield Avenue					
North of Floral Drive	23,500	66.8	550	174	55
Floral Drive to Riggin Street	25,100	67.1	588	186	59
Riggin Street to Pomona Boulevard	22,900	65.3	394	125	39
Pomona Boulevard to Via Campo	26,900	67.3	630	199	63
South of Via Campo	32,800	68.1	768	243	77
Riggin Street					
West of Isabella Avenue	11700	59.8	100	32	10
Isabella Avenue to Garfield Avenue	11900	61.2	147	46	15
Garfield Avenue to Wilcox Avenue	9900	60.4	122	39	12
East of Wilcox Avenue	5500	56.5	47	15	5
Pomona Boulevard					
West of Garfield Avenue	18600	66.1	436	138	44
Garfield Avenue to Wilcox Avenue	17700	65.9	415	131	41
East of Wilcox Avenue	17700	65.9	415	131	41
Via Campo					
West of Garfield Avenue	23800	67.0	557	176	56
Garfield Avenue to Wilcox Avenue	22800	65.5	394	124	39
East of Wilcox Avenue	20000	64.9	345	109	35
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level					
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.					

**Table 4.12-3
Noise Measurements**

Site No.	Location	L _{eq} (dBA)	L _{min} (dBA)	L _{max} (dBA)	Peak (dBA)	Time
1	Along West Fernfield Drive, in the center portion of the project site.	61.8	57.5	71.9	91.3	12:05 p.m.
2	Along East Riggins Street, in the northern portion of the project site.	64.4	50.6	78.9	100.7	12:29 p.m.
3	Cul-de-sac of East Gleason Street.	56.2	48.5	73.8	95.2	12:51 p.m.
Source: RBF Consulting, January 7, 2015.						

Meteorological conditions were clear skies, warm temperatures, with moderately light wind speeds (less than 5 miles per hour), and low humidity. Measured noise levels during the daytime measurements ranged from 56.2 to 64.4 dBA L_{eq}. Noise monitoring equipment used for the ambient noise survey consisted of a Brüel & Kjær Hand-held Analyzer Type 2250 equipped with a Type 4189 pre-polarized microphone. The monitoring equipment complies with applicable requirements of the American National Standards Institute (ANSI) for Type I (precision) sound level meters. The results of the field measurements are included in [Appendix B, Noise Data](#).



Source: Google Earth, 2015.

NOT TO SCALE



07/15 • JN 138142

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Noise Measurement Locations

Exhibit 4.12-1
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- a) **Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?**

Less Than Significant Impact With Mitigation Incorporated. It is difficult to specify noise levels that are generally acceptable to everyone; what is annoying to one person may be unnoticed by another. Standards may be based on documented complaints in response to documented noise levels, or based on studies of the ability of people to sleep, talk, or work under various noise conditions. However, all such studies recognize that individual responses vary considerably. Standards usually address the needs of the majority of the general population.

Short-Term Noise Impacts

Construction activities have a short and temporary duration, lasting from a few days to a period of several months. Groundborne noise and other types of construction-related noise impacts would typically occur during the initial site preparation for individual projects constructed within the project area. These can create the highest levels of noise. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High groundborne noise levels can occur during this phase due to haul trucks, backhoes, and other heavy-duty construction equipment. It should be noted that the majority of the project area is developed, and future projects would not require excessive earthwork or grading activities.

Typical noise levels generated by construction equipment are shown in Table 4.12-4, Maximum Noise Levels Generated by Construction Equipment. Operating cycles for these types of construction equipment may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be due to random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts).

**Table 4.12-4
Maximum Noise Levels Generated by Construction Equipment**

Type of Equipment	Acoustical Use Factor ¹	L _{max} at 50 Feet (dBA)
Concrete Saw	20	90
Crane	16	81
Concrete Mixer Truck	40	79
Backhoe	40	78
Dozer	40	82
Excavator	40	81
Forklift	40	78
Paver	50	77
Roller	20	80
Tractor	40	84
Water Truck	40	80
Grader	40	85
General Industrial Equipment	50	85
Note: 1. Acoustical Use Factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation. Source: Federal Highway Administration, <i>Roadway Construction Noise Model (FHWA-HEP-05-054)</i> , January 2006.		



During future development of projects facilitated by the Specific Plan, adjacent sensitive receptors (single-family residential uses adjoining the project site to the north, west, and east) would be exposed to sporadic high noise and vibration levels associated with construction activities (as a result of power tools, jack-hammers, truck noise, etc.). It is anticipated that construction traffic would access the potential construction sites within the project area from several major roadways, including Garfield Avenue, Pomona Boulevard, Riggins Street, and Via Campo. Since many residential land uses are within close proximity to potential construction activities, residential land uses could be exposed to high noise levels.

Future development within the project area must comply with the MPMC. Regulations within the MPMC provide that construction activities may occur between 7:00 a.m. and 7:00 p.m. on weekdays; 9:00 a.m. and 6:00 p.m. on Saturdays, Sundays, and holidays). Implementation of Mitigation Measure NOI-1 would reduce construction noise associated with future development through the use of a site-specific noise reduction features. Specifically, NOI-1 would require the use of the best available noise control techniques as well as requiring alternatives to pneumatic power tools. Additionally, implementation of Mitigation Measure NOI-2 includes a list of measures to respond to and track complaints related to construction noise. With implementation of Mitigation Measure NOI-1 and NOI-2, as well as compliance with the MPMC, short-term construction noise impacts would be reduced to less than significant levels.

Long-Term Operational Impacts

Off-Site Mobile Noise

Future development generated by the proposed project would result in additional traffic on adjacent roadways, thereby increasing vehicular noise in the vicinity of existing and proposed land uses. According to the Traffic Impact Analysis, the proposed project would result in a net increase of 4,336 daily trips based on the Institute of Transportation Engineers (ITE) trip generation rates (9th Edition, 2012) for the allowed land uses.

Existing With Project Conditions

Project area roadway segment noise levels for the "Existing" and "Existing With Project" scenarios were compared. According to [Table 4.12-5, *Existing With Project Traffic Noise Levels*](#), under the "Existing" scenario, noise levels at a distance of 100 feet from the centerline would range from approximately 59.8 to 68.1 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. The "Existing With Project" scenario noise levels at a distance of 100 feet from the centerline would range from approximately 60.9 to 68.2 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "Existing With Project" scenario, the highest noise level increase would occur along Riggins Street (0.5 dBA increase between Garfield Avenue and Wilcox Avenue). However, as this noise level increase is below 3.0 dBA¹, a less than significant impact would occur in this regard.

Future Condition

The "General Plan Buildout Without Project" and "General Plan Buildout With Project" scenarios were compared. According to [Table 4.12-6, *Future Traffic Noise Levels*](#), under the "General Plan Buildout Without Project" scenario, noise levels would range from 56.9 to 68.5 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "General Plan Buildout With Project" scenario, noise levels would range from 57.0 to 68.6 dBA, with the highest noise levels occurring along Garfield Avenue, south of Via Campo. Under the "General Plan Buildout With Project" scenario, the highest noise level increase would occur along Riggins Street (0.4 dBA increase between Garfield Avenue and Wilcox Avenue). However, as this noise level increase is below 3.0 dBA, a less than significant impact would occur in this regard.

¹ According to the California Department of Transportation's *Traffic Noise Analysis Protocol*, dated May 2011, a 3.0 dB difference in noise level is generally the point at which the human ear will perceive a difference in noise level.



**Table 4.12-5
Existing With Project Traffic Noise Levels**

Roadway Segment	Existing					Existing With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Garfield Avenue											
North of Floral Drive	23,500	66.8	550	174	55	24,000	66.9	563	178	56	0.1
Floral Drive to Riggin Street	25,100	67.1	588	186	59	25,600	67.2	600	190	60	0.1
Riggin Street to Pomona Boulevard	22,900	65.3	394	125	39	23,900	65.5	412	130	41	0.2
Pomona Boulevard to Via Campo	26,900	67.3	630	199	63	28,000	67.5	657	208	66	0.2
South of Via Campo	32,800	68.1	768	243	77	33,200	68.2	777	246	78	0.1
Riggin Street											
West of Isabella Avenue	11,700	59.8	100	32	10	12,300	60.2	392	124	39	0.4
Isabella Avenue to Garfield Avenue	11,900	61.2	147	46	15	12,900	61.6	159	50	16	0.4
Garfield Avenue to Wilcox Avenue	9,900	60.4	122	39	12	11,000	60.9	136	43	14	0.5
East of Wilcox Avenue	5,500	56.5	47	15	5	5,700	56.7	49	15	5	0.2
Pomona Boulevard											
West of Garfield Avenue	18,600	66.1	436	138	44	19,400	66.3	455	144	45	0.2
Garfield Avenue to Wilcox Avenue	17,700	65.9	415	131	41	18,500	66.1	434	137	43	0.2
East of Wilcox Avenue	17,700	65.9	415	131	41	18,000	66.0	422	134	42	0.1
Via Campo											
West of Garfield Avenue	23,800	67.0	557	176	56	24,300	67.1	569	180	57	0.1
Garfield Avenue to Wilcox Avenue	22,800	65.5	394	124	39	23,300	65.6	402	127	40	0.1
East of Wilcox Avenue	20,000	64.9	345	109	35	20,300	64.9	350	111	35	0.0
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level											
Source: RBF Consulting. <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> . March 18, 2015.											



**Table 4.12-6
Future Traffic Noise Levels**

Roadway Segment	General Plan Buildout Without Project					General Plan Buildout With Project					Difference In dBA @ 100 Feet from Roadway
	ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			ADT	dBA @ 100 Feet from Roadway Centerline	Distance from Roadway Centerline to: (Feet)			
			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour			60 CNEL Noise Contour	65 CNEL Noise Contour	70 CNEL Noise Contour	
Garfield Avenue											
North of Floral Drive	26,300	67.3	616	195	62	26,800	67.3	627	198	63	0.0
Floral Drive to Riggin Street	28,000	67.6	657	208	66	28,500	67.6	667	211	67	0.0
Riggin Street to Pomona Boulevard	25,600	65.8	442	140	44	26,600	66.0	459	145	46	0.2
Pomona Boulevard to Via Campo	29,800	67.7	699	221	70	30,900	67.9	724	229	72	0.2
South of Via Campo	36,100	68.5	847	268	85	36,500	68.6	856	271	86	0.1
Riggin Street											
West of Isabella Avenue	12,700	60.1	109	34	11	13,300	60.3	114	36	11	0.2
Isabella Avenue to Garfield Avenue	12,900	61.6	159	50	16	13,900	61.9	172	54	17	0.3
Garfield Avenue to Wilcox Avenue	10,800	60.8	133	42	13	11,900	61.2	147	46	15	0.4
East of Wilcox Avenue	6,000	56.9	51	16	5	6,200	57.0	53	17	5	0.1
Pomona Boulevard											
West of Garfield Avenue	20,500	66.6	480	152	48	21,300	66.7	500	158	50	0.1
Garfield Avenue to Wilcox Avenue	20,000	66.4	468	148	47	20,800	66.6	487	154	49	0.2
East of Wilcox Avenue	20,400	66.5	478	151	48	20,700	66.6	485	153	48	0.1
Via Campo											
West of Garfield Avenue	26,200	67.5	614	194	61	26,700	67.5	625	198	63	0.0
Garfield Avenue to Wilcox Avenue	25,500	66.0	440	139	44	26,000	66.1	449	142	45	0.1
East of Wilcox Avenue	22,900	65.5	395	125	40	23,200	65.5	400	126	40	0.0
ADT = average daily trips; dBA = A-weighted decibels; CNEL = community noise equivalent level											
Source: RBF Consulting. South Garfield Village Specific Plan Traffic Impact Analysis. March 18, 2015.											



Cumulative Mobile Source Impacts

A project's contribution to a cumulative traffic noise increase would be considered significant when the project exceeds both a combined effect and incremental effects thresholds. The following discusses the combined and incremental effects criteria:

Combined Effect. The cumulative with project noise level ("General Plan Buildout With Project") would cause a significant cumulative impact if a 3.0 dB increase over existing conditions occurs and the resulting noise level exceeds the applicable exterior standard at a sensitive use.

Although there may be a significant noise increase due to future development associated with the project in combination with other related projects (combined effects), it must also be demonstrated that the project has an incremental effect. In other words, a significant portion of the noise increase must be due to the proposed project. The following criteria have been utilized to evaluate the incremental effect of the cumulative noise increase.

Incremental Effects. The "General Plan Buildout With Project" causes a 1.0 dBA increase in noise over the "General Plan Buildout Without Project" noise level.

A significant impact would result only if both the combined and incremental effects criteria have been exceeded. Noise by definition is a localized phenomenon, and reduces as distance from the source increases. Consequently, only the proposed project and growth due to occur in the project area's general vicinity would contribute to cumulative noise impacts. Table 4.12-7, *Cumulative Noise Scenario*, lists the traffic noise effects along the affected roadway segment for "Existing," "General Plan Buildout Without Project," and "General Plan Buildout With Project," conditions, including incremental and net cumulative impacts.

As indicated in Table 4.12-7, noise levels under the *Combined Effects* criterion would not exceed 3.0 dBA, and/or 1.0 dBA under the *Incremental Effects* criterion along any roadway segments. Accordingly, a cumulative noise impact would not occur. Therefore, there would not be any roadway segments that would result in significant impacts, as they would not exceed both the combined and incremental effects criteria. Therefore, the proposed project, in combination with cumulative background traffic noise levels, would result in less than significant impacts.

Stationary Sources

Land uses within the project area would include a variety of commercial land uses that promote retail, serve nearby residential neighborhoods, and provide a transition area between the City and neighboring communities. Primary noise sources associated with these facilities are due to customer trips, slow moving trucks, parking activities, air compressors, generators, and pedestrian activity.

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions resulting in maximum development of approximately 330,000 square feet. The new commercial and retail uses could increase noise levels in their proximity due to increased slow moving truck deliveries, additional parking uses, and landscape maintenance, etc. However, the project includes Land Use and Development Standards that would prohibit noise or vibrations which are or may be detrimental to safety, welfare, health, and peace of the City and its residents. In addition, the Specific Plan Design Guidelines would reduce noise by encouraging location and hours of loading and unloading areas be designed to minimize the noise impacts on surrounding residential neighborhoods (Design Guideline 4.2.10), providing separation from residential and entertainment uses that may conflict with higher levels of noise and pedestrian traffic (Design Guideline 4.3.4) and mitigating noise nuisances in plazas, paseos, parklets, and courtyards through use of walls and fences for security and functional purposes (Design Guideline 4.4.1).



**Table 4.12-7
Cumulative Noise Scenario**

Roadway Segment	Existing	General Plan Buildout Without Project	General Plan Buildout With Project	Combined Effects	Incremental Effects	Cumulatively Significant Impact?
	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	dBA @ 100 Feet from Roadway Centerline	Difference In dBA Between Existing and General Plan Buildout With Project	Difference In dBA Between General Plan Buildout Without Project and General Plan Buildout With Project	
Garfield Avenue						
North of Floral Drive	66.8	67.3	67.3	0.5	0.0	No
Floral Drive to Riggin Street	67.1	67.6	67.6	0.5	0.0	No
Riggin Street to Pomona Boulevard	65.3	65.8	66.0	0.7	0.2	No
Pomona Boulevard to Via Campo	67.3	67.7	67.9	0.6	0.2	No
South of Via Campo	68.1	68.5	68.6	0.5	0.1	No
Riggin Street						
West of Isabella Avenue	59.8	60.1	60.3	0.5	0.2	No
Isabella Avenue to Garfield Avenue	61.2	61.6	61.9	0.7	0.3	No
Garfield Avenue to Wilcox Avenue	60.4	60.8	61.2	0.8	0.4	No
East of Wilcox Avenue	56.5	56.9	57.0	0.5	0.1	No
Pomona Boulevard						
West of Garfield Avenue	66.1	66.6	66.7	0.6	0.1	No
Garfield Avenue to Wilcox Avenue	65.9	66.4	66.6	0.7	0.2	No
East of Wilcox Avenue	65.9	66.5	66.6	0.7	0.1	No
Via Campo						
West of Garfield Avenue	67.0	67.5	67.5	0.5	0.0	No
Garfield Avenue to Wilcox Avenue	65.5	66.0	66.1	0.6	0.1	No
East of Wilcox Avenue	64.9	65.5	65.5	0.6	0.0	No
Notes: ADT = average daily traffic; dBA = A-weighted decibels						
Source: RBF Consulting. South Garfield Village Specific Plan Traffic Impact Analysis. March 18, 2015.						



The project would allow for the future development of non-residential uses (e.g., commercial, retail, restaurant, service businesses, and office uses) in an area that is currently developed with similar uses. As a result, the increase in ambient noise levels is anticipated to generate noise levels similar to the surrounding developments. Where new development would abut sensitive uses such as residences, the project includes design guidelines and development standards that are intended to reduce impacts, including building orientation, wall placement, maximum building heights, setbacks, floor area ratios, buffers, loading/unloading areas location and hours, and landscaping. By providing the necessary regulatory and design guidance, the proposed project ensures that future development within the project area would not result in significant impacts. Any new stationary noise source would be required to provide adequate sound attenuation such that City noise standards are achieved. Compliance with the City's standards and the project development standards would reduce potential stationary source noise impacts to less than significant levels.

Mitigation Measures:

NOI-1 Project applicants must submit a site-specific noise reduction program to the Community and Economic Development Director, or designee, for approval. Such programs must include the following measures which will be applicable throughout the construction project:

- Equipment and trucks used for project construction must utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction must be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler must be used. External jackets on the tools themselves must be used where feasible. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.
- Stationary noise sources must be located as far from adjacent receptors as possible and be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.
- If feasible, the noisiest phases of construction are limited to less than 10 days at a time.

NOI-2 Before the City issues grading permits, project applicants must submit a list of measures to the Community and Economic Development Director, or designee, for approval that are tailored to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures must include the following:

- A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction hours and off-hours), regarding complaints;
- A sign posted on-site identifying the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign must also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);



- The designation of an on-site construction complaint and enforcement manager for the project. The manager will act as a liaison between the project and its neighbors. The manager's responsibilities and authority include the following:
 - An active role in monitoring project compliance with respect to noise;
 - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
 - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
 - Intervening or discussing mitigation options with contractors.
- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- A preconstruction meeting must be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

b) *Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?*

Less Than Significant Impact. Construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and the construction equipment used. Operation of construction equipment generates vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located in the vicinity of a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Groundborne vibrations from construction activities rarely reach levels that damage structures.

The types of construction vibration impacts include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment.

The Federal Transit Administration (FTA) published standard vibration velocities for construction equipment operations. In general, the FTA architectural damage criterion for continuous vibrations (i.e., 0.20 inch/second) appears to be conservative. The types of construction vibration impact include human annoyance and building damage. Human annoyance occurs when construction vibration rises significantly above the threshold of human perception for extended periods of time. Building damage can be cosmetic or structural. Table 4.12-8, Typical Vibration Levels for Construction Equipment, identifies various vibration velocity levels for types of construction equipment that would operate during construction.



Table 4.12-8
Typical Vibration Levels for Construction Equipment

Equipment	Approximate peak particle velocity at 25 feet (inches/second) ¹	Approximate peak particle velocity at 20 feet (inches/second) ²
Large bulldozer	0.089	0.124
Loaded trucks	0.076	0.106
Small bulldozer	0.003	0.004
Jackhammer	0.035	0.049
Notes: 1. Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006. Table 12-2. 2. Calculated using the following formula: $PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$ where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance PPV (ref) = the reference vibration level in in/sec from Table 12-2 of the FTA <i>Transit Noise and Vibration Impact Assessment Guidelines</i> D = the distance from the equipment to the receiver		

Ground-borne vibration decreases rapidly with distance. As indicated in Table 4.12-8, based on the FTA data, vibration velocities from typical heavy construction equipment operations that would be used during project construction range from 0.003 to 0.644 inch-per-second peak particle velocity (PPV) at 25 feet from the source of activity. The nearest sensitive receptors (residential uses to the north, west, and east) are located approximately 20 feet from the project boundary. Therefore, vibration from construction activities experienced at the nearest sensitive receptors (residences to the west) would be below the 0.20 inch-per-second PPV significance threshold. Thus, a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- c) ***A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?***

Less Than Significant Impact. Refer to Response 4.12(a), “Long-Term Operational Impacts.”

Mitigation Measures: No mitigation is required.

- d) ***Result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above the levels existing without the project?***

Less Than Significant Impact With Mitigation Incorporated. Refer to Responses 4.12(a) and 4.12(b), above.

Mitigation Measures: Refer to Mitigation Measures NOI-1 and NOI-2. No additional mitigation is required.

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. The project is not located within an airport land use plan and there are no public or private airports or airstrips within two mile of the project site. The El Monte Airport is the closest airport to the project area and is located more than two miles to the northeast of the project area. Therefore, no impact would occur.



Mitigation Measures: No mitigation is required.

- f) *For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?*

No Impact. Refer to Response 4.12(e).

Mitigation Measures: No mitigation is required.



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4.13 POPULATION AND HOUSING

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?			✓	
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?			✓	
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?			✓	

- a) ***Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?***

Less Than Significant Impact. A project could induce population growth in an area, either directly (for example, by proposing new residential and employment-generating land uses) or indirectly (for example, through extension of roads or other infrastructure). The project is not anticipated to induce substantial population growth in the area, either directly or indirectly. The project could result in changes in land use and intensity within the area when compared to existing conditions. The project does not propose new residential land uses and, accordingly, would not induce population growth directly through housing. Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions. As a result, new development associated with implementation of the project could result in new employment-generating land uses, which could induce direct population growth. As indicated in Table 4.13-1, Project Employment Forecast, the additional non-residential land uses that could be development within the project area are forecast to create approximately 260 new jobs within the project area.

**Table 4.13-1
Project Employment Forecast**

Land Use	Employment Factor (SF per Employee) ¹	Square Feet	Employment Estimate
Existing Conditions²			
Garfield Village Neighborhood Shopping	424	117,343	276.75
Garfield Village Commercial Services	424	102,674	242.16
Proposed Project			
Garfield Village Neighborhood Shopping	424	200,705.30	473.36
Garfield Village Commercial Services	424	129,259.58	304.86
Total Proposed Project		329,964.88	778.22
Difference		109,947.88	+259.31
Notes:			
1. Southern California Association of Governments Website, <i>Employment Density Study Summary Report</i> , October 31, 2001, Page 4, http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf , accessed December 15, 2014.			
2. Although, the Project would remove approximately 1 single family residential and 6 multiple family residential, the existing residential uses would transition to non-residential uses allowed by the proposed Specific Plan area and Zoning Districts.			



As indicated in Table 4.13-2, Project Compared to Existing Conditions, future development up to the maximum development potential established by the project, could increase the City's employment by approximately 0.9 percent (260 jobs) over existing conditions (28,500 jobs). This employment growth could result in population growth within the City, as the potential exists that future employees (and their families) would choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City, however, would be speculative since many factors influence personal housing location decisions. Based on the City's vacancy rate of 4.3 percent, 897 dwelling units are available (vacant), as of January 1, 2014.¹ As future development within the project area could increase employment by 260 jobs, future project employees could occupy up to 260 of the City's available dwelling units. Therefore, future development within the project area could potentially increase the City's population by approximately 793 persons, or approximately 1.3 percent over existing conditions; refer to Table 4.13-2.

Table 4.13-2
Project Compared to Existing Conditions

Description	Housing (Dwelling Units)	Households (Occupied Dwelling Units)	Population (Persons)	Employment (Jobs)
Project				
Employment Generating Land Uses	0	0	0	259.31
Total Project	0	260¹	793²	259.31
Existing + Project Conditions				
2014 Existing Conditions	21,075	20,178	61,777	28,500
2014 / Project Implemented Total	21,075	20,438	62,570	28,760
2014 / Project Implemented % Change	+0%	+1.3%	+1.3%	+0.9%
Notes: 1. As project implementation would increase the City's employment by 260 jobs, future project employees could occupy up to 260 of the City's available dwelling units. 2. Assumes 3.05 persons per household (State of California Department of Finance, <i>E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011 - 2014, With 2010 Benchmark</i> . Sacramento, California, May 2014).				

The project's potential population growth is considered less than significant, since it is anticipated that fewer than 260 of the project's future employees would chose to relocate to Monterey Park as some may already reside within the City or within neighboring cities. Additionally, vacant housing units are available to accommodate new residents in the City. Moreover, the potential population growth assumes future development would occur up to the maximum development potential established by the project over an approximately 11-year period, allowing for development of necessary services and infrastructure commensurate with the anticipated growth. Finally, as concluded in Sections 4.14 and 4.17, the substantial development of unplanned or unforeseen public services and utility/service systems would not be required.

The proposed project anticipates infill development in a fully urbanized area served by existing roads and infrastructure. Implementation of the project would not require extension of public infrastructure (i.e., any transportation facility or public utility), or provision of new public services. The project provides circulation and streetscape improvements to South Garfield Avenue and Pomona Boulevard with implementation of a landscaped median and mid-block crossing along South Garfield Avenue, new landscaping and entry enhancements, gateway signs, and bump-outs and parklets at various locations. The improvements would be designed to provide better movement, shared roadway uses, safe access to businesses, access to convenient parking and provide a more

¹ State of California Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties, and the State – January 1, 2011 - 2014, With 2010 Benchmark*. Sacramento, California, May 2014.



walkable pedestrian environment. Public utilities would be extended to specific development sites from existing facilities located adjacent to the sites without the need for significant expansion of capacity. Additionally, public services are provided throughout the City and the establishment of new sources of service would not be required. Therefore, future development within the project area would not induce indirect population growth in the City through extension of roads or other infrastructure, or provision of new services. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

b) *Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. The project assumes existing residential uses (seven dwelling units) would transition to uses permitted within the proposed Zoning Districts. However, that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. The transition of these residences would not displace a substantial number of housing necessitating the construction of replacement housing elsewhere. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

c) *Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?*

Less Than Significant Impact. Refer to Response 4.13(b).

Mitigation Measures: No mitigation is required.



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4.14 PUBLIC SERVICES

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
1) Fire protection?			✓	
2) Police protection?			✓	
3) Schools?			✓	
4) Parks?			✓	
5) Other public facilities?				✓

a) ***Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:***

1) ***Fire protection?***

Less Than Significant Impact. The Monterey Park Fire Department (MPFD) provides fire protection and emergency medical services to the City. The MPFD operates and maintains three engine companies located at strategic points in the City. Fire services would be provided primarily by MPFD Fire Station 62. The fire station is located at 2001 South Garfield Avenue, approximately 0.28 miles north from the Specific Plan area. The fire station is equipped with an engine and rescue ambulance.¹

Future development within the project area would occur in phases over several years, based on market demand. Accordingly, any increase in demand for fire protection services would occur gradually as additional development is added to the area. Individual site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed. Adherence to conditions of approval identified by the City and payment of applicable fees and taxes would ensure impacts are reduced to a less than significant level.

Mitigation Measures: No mitigation is required.

¹ City of Monterey Park, *Stations & Apparatus*, <http://www.montereypark.ca.gov/140/Stations-Apparatus>, accessed December 12, 2014.



2) Police protection?

Less Than Significant Impact. The Monterey Park Police Department (MPPD) provides police services within the City. The MPPD operates out of a central police station located at City Hall, 320 West Newmark Avenue, approximately 1.56 miles north of the Specific Plan area. The MPPD is a full service police agency with 72 sworn police officers and 46 civilian personnel. Police services are supported by over 100 community volunteers through the police reserves, emergency communications, citizen patrol, explorer programs, and other civilian volunteers. Emergency response times are dependent on where the patrol vehicles are in relation to a call, as well as the nature of the call.

Future development within the project area could potentially result in an increase of approximately 110,000 square feet of non-residential development over existing conditions. The development is expected to result in similar service calls typical of neighborhood shopping and commercial services zones. It is not expected that implementation of the project would require new or physically altered police facilities, the construction of which could cause significant environmental impacts. Individual site development would be reviewed by the Community and Economic Development Department to ensure that public safety is considered and addressed. Adherence to conditions of approval identified by the City and payment of applicable fees would ensure impacts are reduced to a less than significant level. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

3) Schools?

Less Than Significant Impact. The City of Monterey Park receives school services from Alhambra Unified School District and Garvey Elementary School District. The project could potentially result in increased development of non-residential uses within the area, and would not result in an increase in population on-site, or indirectly result in the increase in the number of students within the project area. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

4) Parks?

Less Than Significant Impact. The closest park facilities to the project site are Bella Vista Park, located approximately 0.13-mile to the west, and George Elder Park, located approximately 0.30-mile to the northeast. Implementation of the project would not result in the development of new residential uses to the area, thereby not creating increased demand on park facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

5) Other public facilities?

No Impact. Other public services that could potentially be impacted by the proposed project include public libraries. The project area is served by the Monterey Park Bruggemeyer Library, located at 318 South Ramona Avenue. Implementation of the proposed Specific Plan would result in the development of non-residential uses, which would not result in a significant increase in the use of the City's public library services. Additionally, as indicated in Responses 4.14(a)(1) through 4.14(a)(4), above, the proposed project would not result in significant impacts on public services or facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



4.15 RECREATION

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				✓
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?				✓

- a) *Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?*

No Impact. Refer to Response 4.14(a)(4).

Mitigation Measures: No mitigation is required.

- b) *Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?*

No Impact. The proposed project does not include recreational facilities or require the construction or expansion of recreational facilities. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



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4.16 TRANSPORTATION/TRAFFIC

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			✓	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			✓	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				✓
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?			✓	
e. Result in inadequate emergency access?			✓	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			✓	

This section is based upon the *South Garfield Village Specific Plan Traffic Impact Analysis* (Traffic Impact Analysis) prepared by RBF Consulting (dated March 18, 2015) (refer to [Appendix C, Traffic Impact Analysis](#)). The purpose of the Traffic Impact Analysis is to evaluate potential project impacts related to traffic and circulation in the vicinity of the project site. The evaluation considers impacts on local intersections and regional transportation facilities. The following analysis scenarios are evaluated in this section:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.

The Traffic Impact Analysis assumes future development in the project area would occur up to the maximum development potential allowed by the project.



STUDY AREA

Based on discussions with City of Monterey Park staff¹, the Traffic Impact Analysis considered intersections and roadway segments as identified within Table 4.16-1, Study Intersections, and Exhibit 4.16-1, Study Intersection Locations. As shown in Table 4.16-1, the study intersections along Pomona Boulevard are located on the boundary line between the City of Monterey Park and the City of Montebello; the study intersections along Via Campo are located in the City of Montebello. All other study intersections are located in the City of Monterey Park. Table 4.16-1 identifies the applicable jurisdictions and corresponding thresholds of significance under which each of the study intersections are evaluated.

**Table 4.16-1
Study Intersections**

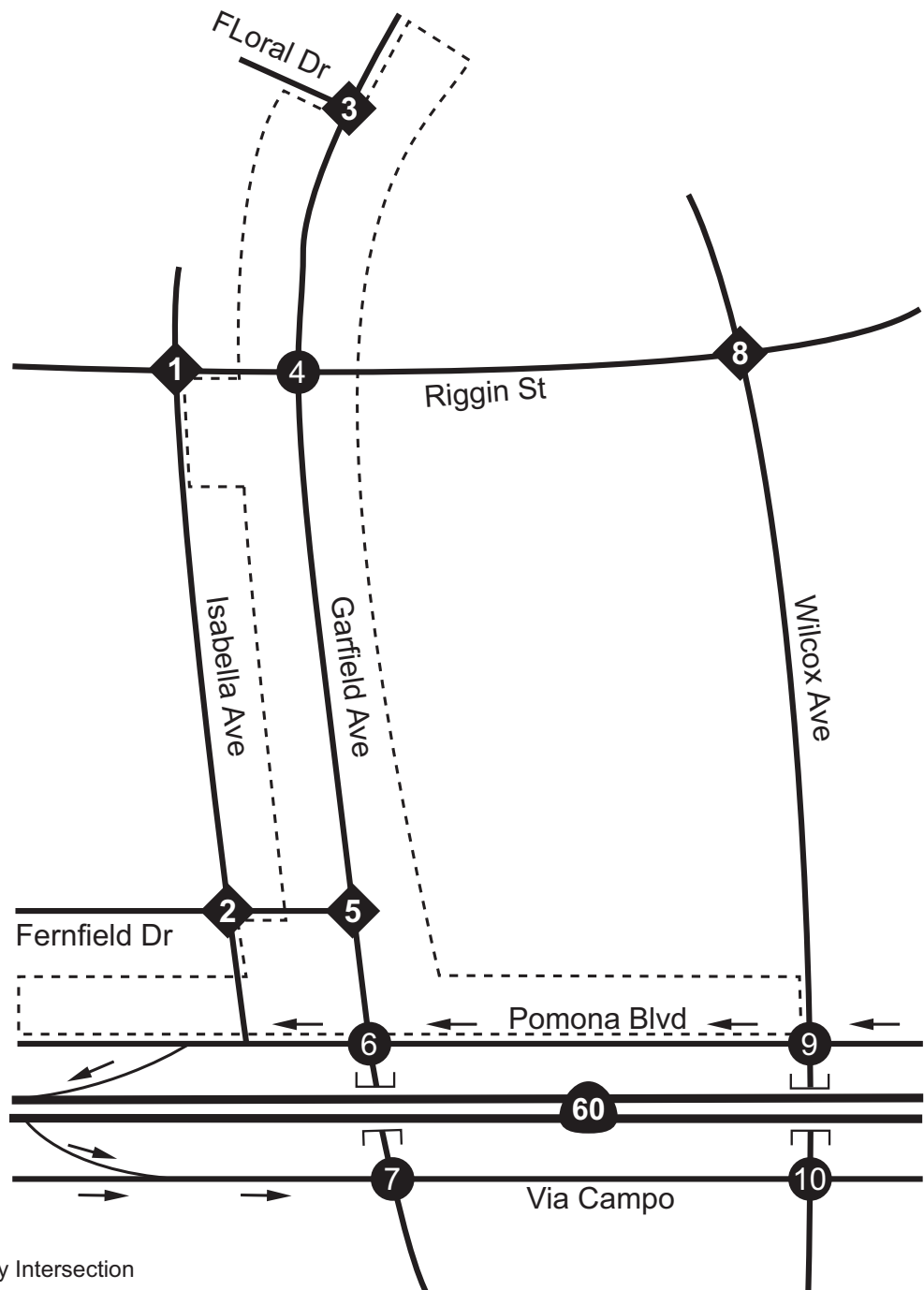
Intersection #	Study Intersection	Cross-Street Stop (CSS) or All-Way Stop (AWS) or Traffic Signal (TS) Intersection?	Jurisdiction ¹	
			Monterey Park	Montebello
1	Isabella Avenue/Riggin Street	CSS	XX	
2	Isabella Avenue/Fernfield Drive	AWS	XX	
3	Garfield Avenue/Floral Drive	CSS	XX	
4	Garfield Avenue/Riggin Street	TS	XX	
5	Garfield Avenue/Fernfield Drive	CSS	XX	
6	Garfield Avenue/Pomona Boulevard	TS	XX	X
7	Garfield Avenue/Via Campo	TS		XX
8	Wilcox Avenue/Riggin Street	AWS	XX	
9	Wilcox Avenue/Pomona Boulevard	TS	XX	X
10	Wilcox Avenue/Via Campo	TS		XX
Notes: 1. XX = Jurisdiction and corresponding thresholds of significance under which the study intersection is analyzed. X = Study intersections along Pomona Boulevard are located on the boundary line between the City of Monterey Park and the City of Montebello.				
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.				

CITY ANALYSIS METHODOLOGY

Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. This study utilizes the Intersection Capacity Utilization (ICU) analysis methodology to determine the operating LOS of the signalized study intersections. For stop-controlled study intersections, the Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating LOS.

¹ Samantha Tewasart, Senior Planner, City of Monterey Park.



Legend:



Signalized Study Intersection



Stop-Controlled Study Intersection



Project Site Boundary



One-Way

NOT TO SCALE

Michael Baker
INTERNATIONAL



07/15 • JN 138142

CITY OF MONTEREY PARK
SOUTH GARFIELD VILLAGE SPECIFIC PLAN
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Study Intersection Locations



Intersection Capacity Utilization Methodology for Signalized Intersections

The ICU analysis methodology is used by the City of Monterey Park to determine the operating LOS of signalized intersections. The ICU methodology calculates the volume-to-capacity (V/C) ratio for an intersection based on the sum of V/C ratios for the critical movements plus any applicable lost time adjustments. As shown in Table 4.16-2, Study Intersection LOS Definition, the intersection V/C ratio correlates to a LOS ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions).

**Table 4.16-2
Study Intersection LOS Definition**

LOS	Signalized Intersection: ICU Methodology ¹	Stop-Controlled Intersection: HCM Methodology ²
	V/C Ratio	Control Delay (seconds/vehicle)
A	≤ 0.60	≤ 10.0
B	$0.61 \text{ to } \leq 0.70$	$> 10.0 \text{ to } \leq 15.0$
C	$0.71 \text{ to } \leq 0.80$	$> 15.0 \text{ to } \leq 25.0$
D	$0.81 \text{ to } \leq 0.90$	$> 25.0 \text{ to } \leq 35.0$
E	$0.91 \text{ to } \leq 1.00$	$> 35.0 \text{ to } \leq 50.0$
F	> 1.00	> 50.0
Note: V/C Ratio = Volume to Capacity Ratio.		
Source:		
1. 1990 Transportation Research Board.		
2. 2000 Highway Capacity Manual.		

In accordance with City of Monterey Park *Traffic Impact Study Guidelines*², the ICU calculations in this analysis utilize a lane type capacity of 1,600 vehicles per hour for left-turn lanes and shared lanes and 1,700 vehicles per hour for right-turn lanes and through lanes. Additionally, a yellow clearance/lost time adjustment of 0.100 is utilized.

Highway Capacity Manual Methodology for Unsignalized Intersections

The HCM intersection analysis methodology is used by the City of Monterey Park to analyze the operation of stop-controlled study intersections. The HCM analysis methodology describes the operation of a stop-controlled intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay as shown in Table 4.16-2.

Control delay quantifies the increase in travel time associated with the intersection traffic control. For all-way stop-controlled intersections, control delay and corresponding LOS is based on the average stopped delay per vehicle for all movements; for one-way or two-way stop-controlled intersections (cross-street stop), LOS is based on the worst stop-controlled approach.

Performance Criteria and Thresholds of Significance

The Traffic Impact Analysis considered intersections and roadway segments located in the City of Monterey Park and the City of Montebello. Therefore, the City of Monterey Park and Montebello performance criteria and thresholds of significance are discussed below.

² City of Monterey Park, *Traffic Impact Study Guidelines*, Prepared by the City of Monterey Park Engineering Division, February 2006.



City of Monterey Park and Montebello Performance Criteria

The cities of Monterey Park and Montebello not identify a target LOS for peak hour intersection operation.

City of Monterey Park Thresholds of Significance

The City of Monterey Park has established the following thresholds of significance to determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation:

<u>Existing ICU</u>	<u>Project-Related Increase in ICU</u>
0.00 – 0.69	0.06
0.70 – 0.79	0.04
0.80 – 0.89	0.02
0.90+	0.01

For study intersections along Pomona Boulevard, which are on the boundary line between the City of Monterey Park and Montebello, the City of Monterey Park thresholds of significance have been utilized to evaluate the potential significance of an impact.

Many local jurisdictions, including the City of Monterey Park, have not established thresholds of significance for stop-controlled intersections. The operation of stop-controlled study intersections is reported in this analysis for informational purposes.

City of Montebello Thresholds of Significance

The City of Montebello has established the following thresholds of significance established by the County of Los Angeles *Traffic Impact Analysis Report Guidelines*³ to determine whether the addition of project-generated trips results in a significant impact, and thus requires mitigation:

<u>LOS</u>	<u>Pre-Project V/C</u>	<u>Project-Related V/C Increase</u>
C	0.71 – 0.80	0.04
D	0.81 – 0.90	0.02
E/F	0.91 or more	0.01

EXISTING ROADWAY SYSTEM

The characteristics of the roadway system in the vicinity of the project site are described below:

- Isabella Avenue is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Isabella Avenue within the project vicinity;⁴ on-street parking is permitted.
- Garfield Avenue is generally a four-lane divided roadway with a painted median trending in a north-south direction within the project vicinity. Garfield Avenue has a two-way left-turn lane with intermittent raised medians between Riggin Street and Pomona Boulevard. The posted speed limit on Garfield Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.

³ Los Angeles County Department of Public Works, *Traffic Impact Analysis Report Guidelines*, January 1, 1997.

⁴ Vehicle Code § 22352(1) provides that unposted residential streets have a speed limit of 25 miles per hour.



- Wilcox Avenue is a two-lane undivided roadway trending in a north-south direction between Riggin Street and Pomona Boulevard. Wilcox Avenue transitions to a four-lane divided roadway immediately north of Pomona Boulevard to Via Campo, then transitions to a five-lane roadway (three lanes northbound, two lanes southbound) south of Via Campo. The posted speed limit on Wilcox Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.
- Floral Drive is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Floral Drive within the project vicinity;⁵ on-street parking is permitted.
- Riggin Street is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Riggin Street is 30 miles per hour within the project vicinity; on-street parking is generally permitted.
- Fernfield Drive is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Fernfield Drive within the project vicinity;⁶ on-street parking is permitted.
- Pomona Boulevard is a one-way three-lane roadway trending in a westbound direction. The posted speed limit on Pomona Boulevard is 40 miles per hour within the project vicinity; on-street parking is prohibited.
- Via Campo is a one-way two- to three-lane roadway trending in an eastbound direction west of Garfield Avenue. East of Garfield Avenue, Via Campo is two-way five-lane undivided roadway trending one-way in an east-west direction. The posted speed limit on Via Campo is generally 35 miles per hour within the project vicinity; on-street parking is prohibited.

EXISTING TRAFFIC CONDITIONS

In order to determine the existing operation of the study intersections during the a.m. and p.m. peak periods, traffic movement counts were collected in November 2014 during typical weekday conditions. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in [Appendix C](#).

Exhibit 5, *Existing Conditions AM & PM Peak Hour Intersection Volumes*, of the Traffic Impact Analysis (provided as [Appendix C](#)), shows existing conditions a.m. and p.m. peak hour traffic volumes at the study intersections.

Existing Conditions Peak Hour Intersection Level of Service

Table 4.16-3, *Existing Conditions AM and PM Peak Hour Intersection LOS*, summarizes existing conditions a.m. and p.m. peak hour LOS of the study intersections.

As shown in [Table 4.16-3](#), the study intersections are currently operating at LOS D or better.

⁵ Ibid.

⁶ Ibid.



Table 4.16-3
Existing Conditions AM and PM Peak Hour Intersection LOS

Study Intersection		Signalized Intersections: V/C – LOS Controlled Intersections: Delay – LOS	
		AM Peak Hour	PM Peak Hour
Signalized Intersections			
4	Garfield Avenue/Riggin Street	0.799 – C	0.724 – C
6	Garfield Avenue/Pomona Boulevard	0.890 – D	0.812 – D
7	Garfield Avenue/Via Campo	0.587 – A	0.774 – C
9	Wilcox Avenue/Pomona Boulevard	0.642 – B	0.633 – B
10	Wilcox Avenue/Via Campo	0.736 – C	0.733 – C
Stop-Controlled Intersections			
1	Isabella Avenue/Riggin Street	18.3 – C	16.7 – C
2	Isabella Avenue/Fernfield Drive	7.5 – A	7.1 – A
3	Garfield Avenue/Floral Drive	30.0 – D	26.1 – D
5	Garfield Avenue/Fernfield Drive	14.6 – B	15.8 – C
8	Wilcox Avenue/Riggin Street	14.6 – B	15.8 – C
Notes: V/C = volume to capacity ratio. Delay shown in seconds.			
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.			

- a) ***Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less Than Significant Impact. Project-related impacts on the surrounding roadway system assuming future development would occur up to the maximum development potential allowed by the project, are analyzed below.

Project Trip Generation

To determine project trip generation of the proposed project, the current Institute of Transportation Engineers (ITE) Trip Generation (9th Edition, 2012) published trip generation rates were used. Table 4.16-4, ITE Trip Generation Rates Utilized, summarizes ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

In accordance with the ITE Trip Generation Manual, a pass-by trip reduction is applicable to commercial retail land uses located along busy arterial highways to account for the proposed land uses attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Garfield Avenue on the way home from work may decide to visit one of the proposed uses within the Specific Plan area. A pass-by trip reduction under this example would eliminate both the inbound trip and the outbound trip from the forecast project trip generation since the vehicle was already traveling on the roadway.



Table 4.16-4
ITE Trip Generation Rates Utilized

Land Use (ITE Code)	Units ¹	AM Peak Hour Trip Rates			PM Peak Hour Trip Rates			Daily Trip Rate
		In	Out	Total	In	Out	Total	
Specialty Retail (826/820) ²	tsf	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Single-Family Detached Residential (210)	du	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Apartment (220)	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65
Notes:								
1. tsf = thousand square feet; du = dwelling units.								
2. Specialty retail trip generation rates were supplemented with shopping center trip generation rates for the a.m. peak hour to provide a conservative analysis.								
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.								

Table 4.16-5, *Forecast Project Trip Generation* summarizes the forecast project trip generation based on the applicable pass-by trip reduction, trip generation rates shown in Table 4.16-4, and displaced existing land uses.

Table 4.16-5
Forecast Project Trip Generation

Land Use ¹	AM Peak Hour Trip Generation ²			PM Peak Hour Trip Generation ²			Daily Trip Generation ²
	In	Out	Total	In	Out	Total	
<i>Additional Non-Residential Development</i> 109,948-tsf Specialty Retail	66	40	106	131	167	298	4,873
Pass-By Trip Reduction (10% AM, 34% PM, 10% Daily) ³	-7	-4	-11	-45	-57	-102	-487
Gross Project Trip Generation	59	36	95	86	110	196	4,386
<i>Displaced Existing Land Uses</i> 1-du Single-Family Detached Residential	0	-1	-1	-1	0	-1	-10
6-du Multi-Family Residential (Apartment)	-1	-2	-3	-2	-1	-3	-40
Net Project Trip Generation	58	33	91	83	109	192	4,336
Notes:							
1. tsf = thousand square feet; DU = dwelling units							
2. Based on ITE trip generation rates shown in Table 4.16-4.							
3. ITE Trip Generation Manual (9th Edition, 2012), land use code 820.							
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.							

As shown in Table 4.16-5, the project is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions.



Forecast Existing Plus Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project on the existing roadway network.

Forecast Existing Plus Project Conditions Traffic Volumes

Forecast existing plus project conditions traffic volumes were derived by adding forecast project generated trips to existing conditions traffic volumes. Exhibit 9, *Forecast Existing Plus Project Conditions AM & PM Peak Hour Study Intersection Volumes*, of the Traffic Impact Analysis (provided as [Appendix C](#)) shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast Existing Plus Project Study Intersection Level of Service

Table 4.16-6, *Forecast Existing Plus Project Conditions Study Intersection LOS*, summarizes forecast existing and existing plus project conditions a.m. and p.m. peak hour LOS of the study intersections.

Table 4.16-6
Forecast Existing Plus Project Conditions Study Intersection LOS

Study Intersection		Existing Conditions		Existing Plus Project		Change		Significant Impact?
		Signalized (V/C – LOS) ¹ Stop-Controlled (Delay – LOS) ²		Signalized (V/C – LOS) ¹ Stop-Controlled (Delay – LOS) ²				
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Signalized Intersections								
4	Garfield Avenue/Riggin Street	0.799 – C	0.724 - C	0.809 – D	0.745 – C	0.010	0.021	No
6	Garfield Avenue/Pomona Boulevard	0.890 – D	0.812 – D	0.899 – D	0.829 – D	0.009	0.017	No
7	Garfield Avenue/Via Campo	0.587 – A	0.774 – C	0.588 – A	0.776 - B	0.001	0.002	No
9	Wilcox Avenue/Pomona Boulevard	0.642 – B	0.633 – B	0.646 – B	0.646 – B	0.004	0.013	No
10	Wilcox Avenue/Via Campo	0.736 – C	0.733 – C	0.739 – C	0.740 – C	0.003	0.007	No
Stop-Controlled Intersections								
1	Isabella Avenue/Riggin Street	18.3 – C	16.7 - C	19.7 – C	20.0 - C	1.4	3.3	
2	Isabella Avenue/Fernfield Drive	7.5 – A	7.1 – A	7.6 – A	7.4 – A	0.1	0.3	
3	Garfield Avenue/Floral Drive	30.0 – D	26.1 – D	31.4 – D	29.0 – D	1.4	2.9	
5	Garfield Avenue/Fernfield Drive	14.6 – B	15.8 – C	N/A ³	N/A	N/A	N/A	
8	Wilcox Avenue/Riggin Street	16.3 – C	19.3 – C	16.8 – C	21.0 – C	0.5	1.7	
Notes: 1. V/C = volume to capacity ratio. 2. Delay shown in seconds. 3. N/A = Not applicable; intersection converted to one-way, southbound right-turn only. Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> . March 18, 2015.								

As shown in [Table 4.16-6](#), based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for existing plus project conditions.

Forecast General Plan Buildout Without Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast at the time the City is expected to be fully built out as designated in the General Plan, with exception of the proposed project. For purposes of the analysis, it is assumed the City would be built out over the next 20 years (to approximately 2035).



Forecast General Plan Buildout Without Project Conditions Traffic Volumes

Forecast General Plan buildout without project traffic volumes were derived by applying an annual growth rate of 0.42-percent per year to existing traffic volumes over a 20-year period to account for background/ambient growth. The annual growth rate of 0.42-percent was derived from the traffic volume growth factors contained in the Los Angeles County 2010 Congestion Management Program for the San Gabriel Valley area (Regional Statistical Area 25). It should be noted that this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Additionally, forecast General Plan buildout without project traffic volumes include the addition of trips associated with the following nine cumulative projects identified by City of Monterey Park staff⁷ and City of Montebello staff⁸ that are assumed to be constructed and generating trips by General Plan buildout:

1. Atlantic Gateway Marriot Courtyard project, 303-room hotel (521-633 North Atlantic Boulevard, Monterey Park);
2. Atlantic Garvey Hotel project, 148-room hotel and 98 apartment dwelling units (808 West Garvey Avenue, Monterey Park);
3. Double Tree Hotel project, 187-room hotel (220 North Atlantic Boulevard, Monterey Park);
4. Monterey Park Town Centre project, 109 condominium dwelling units and 71,366 square foot shopping center (100 South Garfield Avenue, Monterey Park);
5. Monterey Park Market Place project, 600,000 square foot shopping center (2550 Greenwood Avenue, Monterey Park);
6. Home of Christian Church project, 22,378 square foot church, (400 North Garfield Avenue, Monterey Park);
7. Able Storage project, 123,062 square foot storage facility, (500 East Markland Drive, Monterey Park);
8. Olson Company Residential project, 80 single-family detached residential dwelling units, (2015 Potrero Grande Drive, Monterey Park); and
9. Montebello Hills Specific Plan project, 1,200 residential dwelling units (Generally bounded by Montebello Boulevard/Lincoln Avenue/Los Amigos Avenue, City of Montebello).

Table 4.16-7, Forecast Cumulative Projects Trip Generation summarizes the identified cumulative projects and corresponding trips forecast to be generated.

As shown in Table 4.16-7, the cumulative projects are forecast to generate approximately 38,622 daily trips, which include approximately 1,946 a.m. peak hour trips and approximately 2,973 p.m. peak hour trips. Exhibit 10, *Forecast General Plan Buildout Without Project Conditions AM & PM Peak Hour Study Intersection Volumes* of the Traffic Impact Analysis (provided in Appendix C) shows forecast General Plan buildout without project conditions a.m. and p.m. peak hour volumes at the study intersections.

⁷ Based on written communication with Ms. Samantha Tewart, Planning Division, City of Monterey Park, on December 3, 2014. The cumulative projects include major projects currently known and anticipated to occur in the City.

⁸ Based on written communication with Mr. Matthew Feske, Planning and Community Development, City of Montebello, on December 10, 2014. According to the City, the Montebello Hills Specific Plan project is an active application that should be considered for future conditions analysis, as it could potentially interact with trips generated within the project area. No other known or anticipated projects were identified by the City of Montebello.



**Table 4.16-7
Forecast Cumulative Projects Trip Generation**

Cumulative Project (City)	AM Peak Hour Trip Generation ¹			PM Peak Hour Trip Generation ¹			Daily Trip Generation ²
	In	Out	Total	In	Out	Total	
1. Atlantic Gateway Marriot Courtyard (Monterey Park)	94	67	161	94	88	182	2,476
2. Atlantic Garvey Hotel (Monterey Park)	56	73	129	85	65	150	1,861
3. Double Tree Hotel (Monterey Park)	58	41	99	58	54	112	1,528
4. Monterey Park Towne Centre (Monterey Park) ²	51	66	117	103	93	196	3,089
5. Monterey Park Market Place (Monterey Park)	383	301	684	674	680	1,354	19,719
6. Home of Christian Church (Monterey Park)	8	5	13	6	6	12	204
7. Able Storage (Monterey Park)	10	7	17	16	16	32	308
8. Olson Company Residential (Monterey Park)	15	45	60	50	30	80	762
9. Montebello Hills Specific Plan (Montebello)	139	527	666	558	297	855	8,675
Total Forecast Cumulative Project Trip Generation	814	1,132	1,946	1,644	1,329	2,973	38,622

Notes:

1. Source: ITE Trip Generation Manual (9th Edition, 2012) land use codes 151, 210, 220, 230, 310, 560, 820.

2. Trip generation includes applicable internal capture trip reduction (16 percent PM, 14 percent daily) and pass-by trip reduction (34 percent PM, shopping center trips only).

Source: RBF Consulting, *South Garfield Village Specific Plan Traffic Impact Analysis*, March 18, 2015.

Forecast General Plan Buildout With Project Conditions

This section analyzes traffic conditions associated with the addition of trips forecast to be generated by the proposed project to forecast General Plan buildout with project conditions.

Forecast General Plan Buildout With Project Traffic Volumes

Forecast General Plan buildout with project conditions traffic volumes were derived by adding forecast project-generated trips to forecast General Plan buildout without project conditions traffic volumes. Exhibit 11, *Forecast General Plan Buildout With Project Conditions AM & PM Peak Hour Study Intersection Volumes* of the Traffic Impact Analysis (provided in [Appendix C](#)) shows forecast General Plan buildout with project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout With Project Conditions Intersection Peak Hour Level of Service

Table 4.16-8, *Forecast General Plan Buildout With Project Conditions Study Intersection LOS*, summarizes forecast year General Plan buildout without and with project conditions a.m. and p.m. peak hour LOS of the study intersections.

As shown in [Table 4.16-8](#), based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for forecast General Plan buildout with project conditions.



Table 4.16-8
Forecast General Plan Buildout With Project Conditions Study Intersection LOS

Study Intersection		General Plan Buildout Without Project Conditions Signalized (V/C – LOS) ¹ Stop-Controlled (Delay – LOS) ²		General Plan Buildout With Project Conditions Signalized (V/C – LOS) ¹ Stop-Controlled (Delay – LOS) ²		Change		Significant Impact?
		AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour	
Signalized Intersections								
4	Garfield Avenue/Riggin Street	0.864 – D	0.787 – C	0.874 – D	0.808 – D	0.010	0.021	No
6	Garfield Avenue/Pomona Boulevard	0.965 – E	0.890 – D	0.974 – E	0.907 – E	0.009	0.017	No
7	Garfield Avenue/Via Campo	0.633 – B	0.836 – D	0.634 – B	0.839 – D	0.001	0.003	No
9	Wilcox Avenue/Pomona Boulevard	0.707 – C	0.704 – C	0.711 – C	0.717 – C	0.004	0.013	No
10	Wilcox Avenue/Via Campo	0.805 – D	0.819 – D	0.808 – D	0.826 – D	0.003	0.007	No
Stop-Controlled Intersections								
1	Isabella Avenue/Riggin Street	20.5 – C	18.4 – C	22.4 – C	22.8 – C	1.9	4.4	
2	Isabella Avenue/Fernfield Drive	7.6 – A	7.1 – A	7.6 – A	7.4 – A	0.0	0.3	
3	Garfield Avenue/Floral Drive	43.5 – E	38.5 – E	46.3 – E	44.7 – E	2.8	6.2	
5	Garfield Avenue/Fernfield Drive	15.9 – C	18.1 – C	N/A ³	N/A	N/A	N/A	
8	Wilcox Avenue/Riggin Street	21.7 – C	31.4 – D	22.8 – C	35.8 – E	1.1	4.4	
Notes: 1. V/C = volume to capacity ratio. 2. Delay shown in seconds. 3. N/A = Not applicable; intersection converted to one-way, southbound right-turn only.								
Source: RBF Consulting, <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> , March 18, 2015.								

Conclusions

In addition to the changes in land use and intensity resulting from implementation of the proposed project, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

The proposed project is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions. Based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios; hence, no traffic mitigation measures are required for the proposed project. A less than significant impact would occur.

Mitigation Measures: No mitigation is required.

b) *Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?*

Less Than Significant Impact. The purpose of the Congestion Management Program (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The program is consistent with that of the Southern California Association of Governments (SCAG). The CMP program requires review of significant individual projects, which might on their own impact the CMP transportation system.



According to the CMP (*Los Angeles County Metropolitan Transportation Authority, 2010*), those proposed projects, which meet the following criteria, are evaluated:

- All CMP arterial monitoring intersections, including monitored freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. weekday peak hours (of adjacent street traffic).
- Mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

Based on these criteria, no regional facilities have been identified for further CMP analysis. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. The nearest major airport, El Monte Airport, is located approximately 6.5 miles northeast of the project area. The project area is located outside of the airport's Airport Influence Area.⁹ Due to the distance and nature of the proposed project, implementation of the proposed project would not result in any change in air traffic patterns or traffic levels. Therefore, no impact would occur in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

Less Than Significant Impact. Future development associated with the proposed project could result in changes in land use and intensity within the area when compared to existing conditions. However, the estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the Specific Plan. Hazards resulting from incompatible uses would not occur. The project would not involve alteration of the overall street network. However, some improvements to roadways, alleyways, bicycle circulation, and transit amenities could substantially increase hazards due to a design feature or incompatible uses.

Mid-Block Crossing, Roadways, and Alleyways

The project would not result in alterations to existing roadways, intersections, and alleyways within the project area that could introduce incompatible uses. Direct vehicular access would be provided from a number of key entries into the project area. Major entries would occur at Riggins Street/South Garfield Avenue and Pomona Boulevard/South Garfield Avenue while minor entries would occur at West Ferndale/South Garfield Avenue and West Floral Drive/South Garfield Avenue. Additionally a mid-block crosswalk provided between Riggins Street and Pomona Boulevard, provides a shorter crossing distance as well as an opportunity for a parklet or space for enhanced pedestrian amenities. These entries would support and complement gateway elements in design and materials and contribute to the overall safety and placemaking of the project area as compared to existing conditions. Impacts would be less than significant in this regard.

⁹ Los Angeles County Airport Land Use Commission, *El Monte Airport Influence Area*, May 13, 2003.



Improvements to South Garfield Avenue would be comprised of 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median. As roadway improvements would improve mobility, circulation, and access to the project area compared to existing conditions, impacts would be less than significant in this regard.

As discussed in South Garfield Village Specific Plan Section 5.2.3., *Alleys*, the project provides alleys as a separation between commercial and residential land uses. Alleys are provided on both sides of South Garfield Avenue, north of Pomona Boulevard and are provided north of Riggan Street where direct driveway access is not provided for residential properties fronting Garfield Avenue. As part of the project, alleys for both sides of Garfield Avenue, north of Pomona Boulevard would include improvements and maintenance in order to provide ample room to support multi-modal access to the rear of businesses. The alley on the west side of the Garfield Avenue would potentially be repaved as necessary, and parallel spaces would be clearly marked wherever feasible. In addition, the alleys on the east side of Garfield Avenue, from Riggan Street and the north side of East Pomona Boulevard, would potentially include repaving to allow for one way traffic and the addition of striped parallel and angled parking spaces. The alley improvements and maintenance would enhance circulation and access when compared to existing conditions. Thus, impacts would be less than significant in this regard.

Bicycle Circulation Elements

Sharrows (lane markings) would be provided along Garfield Avenue to denote to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles; refer to South Garfield Village Specific Plan Section 5.4.2., *Bicycle Circulation*. The combination of bicycle circulation elements including lane markings, slower traffic speeds and traffic calming techniques such as bulb-outs at the intersections would reduce overall vehicle speed and create an improved environment for riding in the street. In addition, the City approved the *San Gabriel Valley Bicycle Master Plan* (SGV Bike Master Plan), a regional bicycle master plan in the San Gabriel Valley. The SGV Bicycle Master Plan, adopted in December 2014, involves comprehensive strategies and action items for the City's bikeway system, which aims to encourage healthy and more active lifestyles by creating an interconnected bicycle network that is safe and easily accessible for people of all ages and abilities. The sharrows and bicycle circulation elements would be designed and constructed in accordance with the South Garfield Village Specific Plan Bicycle Circulation Plan, the SGV Bike Master Plan and City standards to minimize the potential for safety risks. Thus, impacts in this regard would be less than significant.

Public Transit Amenities

As described in South Garfield Village Specific Plan Section 5.4.3., *Transit Circulation*, transit amenities, such as bus pullouts and shelters, would be provided at bus stops within or adjacent to the project area. Transit services including the Spirit Bus, LA Metro Bus, Montebello Bus would provide residents and visitors direct access to various modes of public transportation to and from the project area. Impacts would be less than significant in this regard.

The project would not substantially increase hazards due to a design feature or incompatible uses regarding roadways, alleyways, bicycle lanes, and public transit services. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

e) ***Result in inadequate emergency access?***

Less Than Significant Impact. Refer to Response 4.8(g).

Mitigation Measures: No mitigation is required.



- f) ***Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?***

Less Than Significant Impact.

Public Transit

The project area is served by three transit lines, Spirit Bus, LA Metro Bus, and Montebello Bus Line. The Monterey Park Spirit Bus provides local routes that serve those commuting within the City and compliments Los Angeles County Metropolitan Transportation Authority (MTA) crosstown routes through the City. The LA Metro Bus also operates bus service within the area, providing local service within the City and connects Monterey Park to regional destinations and other regional transit services. The Montebello Bus line is a municipal bus system, which provides local and regional bus service within the area and neighboring cities.

The project does involve modifications to the roadway system within the project vicinity. Construction staging would occur within the boundaries of the project area and would not interfere significantly with circulation along Garfield Avenue and Pomona Boulevard or any other nearby roadways. South Garfield Avenue would provide 15-foot sidewalks, 8-foot parking lanes, two 11-foot travel lanes, including one travel lane with a sharrow (lane markings) in each direction, along with a 10-foot landscaped median. Fernfield Drive would allow for one-way travel west from South Garfield Avenue to Isabella Avenue while the north side of Fernfield Drive would include angled parking. Alley improvements are also proposed along South Garfield Avenue and Pomona Boulevard including potentially repaving these sections to allow for one-way traffic and the addition of striped parallel and angled parking spaces. Currently, LA Metro bus service provides three bus stops located in the Specific Plan area along Pomona Boulevard/Wilcox Avenue, South Garfield Avenue/ Pomona Boulevard, and West Riggins Street/ South Garfield. The proposed project would not interfere with access to any of these routes. In addition, the project would provide bus pullouts and shelters at bus stops at or adjacent to the project area. The proposed project would enhance transit services by improving circulation and access within the project area. Further, the proposed project would not cause any significant impacts along the roadway segments that serve the transit routes. Therefore, impacts to existing transit service would be less than significant in this regard.

Adopted Transit System Plans, Guidelines, Policies, or Standards

The *General Plan* Circulation Element establishes goals and policies to ensure public transportation is convenient, safe, and responsive to changing transit demands through linking local bus service to other transit centers in adjacent communities, working with transit service providers to adequately serve users' with transit amenities (e.g., bus routes, bus schedules, and bus stops at appropriate locations) and services.

The proposed project would accommodate other forms of transportation, beyond the automobile, within the project area. As stated, bus lines currently serve the project area and would continue to operate. Transit amenities such as bus pullouts and shelters would be provided at bus stops at or adjacent to the project area. Overall, the project area would be improved to encourage the use of public transit and would not interfere with the goals and policies of the City's General Plan. Impacts would be less than significant in this regard.

Bicycle Facilities

According to the General Plan Circulation Element, there is currently a MTA Class II bicycle route on Garfield Avenue between Pomona Boulevard and Hellman Avenue. Additionally, there is a City bicycle route on Riggins Street. Additional project traffic along the Garfield Avenue and Riggins Street roadway segments would not degrade the LOS and therefore is not anticipated to affect bikeway operations. As stated above, bicycle circulation includes sharrows along South Garfield Avenue that would signify to drivers to expect bicycles in the street as well as to indicate to the bicyclist the safest position in the street for visibility and avoiding riding too close to parked vehicles. The project



would support the use of bicycle facilities by encouraging bicycle racks and storage lockers on all properties and providing adequate spacing between multiple bicycle racks to allow users to easy access and security. The proposed project would not significantly impact the effectiveness or performance of existing bicycle facilities. Impacts would be less than significant in this regard.

Adopted Walkable and Bikeable Community Plans, Guidelines, Policies, or Standards

The General Plan Circulation Element establishes goals and policies to create and maintain a connected system of bicycle routes that meet the needs of the City regarding bicycle facilities. The proposed project would accommodate other forms of transportation, including bicycles within the project area. The proposed project would not interfere with implementation of the goals and policies of the City's General Plan. As stated, the City is involved in partnership with Day One, Inc., BikeSGV, Inc. Overall, the project would encourage bicycle activity, and impacts would be less than significant in this regard.

Pedestrians

There are currently sidewalks along all roadways in the project area. There are also marked crosswalks or other pedestrian treatments at all intersections. Construction activities could temporarily limit pedestrian use of sidewalks within the area. These activities would be temporary and would cease upon project completion, resulting in a less than significant impact. Project operations would not significantly impact the effectiveness or use of sidewalks within the area. Implementation of the project would focus on enhancing pedestrian access, including walkways to connect between buildings, sidewalks, parking areas, and common areas. An enhanced pedestrian experience is encouraged through building orientation, landscaping, lighting, paving and other pedestrian amenities. Pedestrian crossing areas would be enhanced with striping, paving, bollards, bulb-outs, or other design features that notify drivers of potential pedestrian activities. Additionally, when parking is provided behind buildings, pedestrian plazas or walkways would connect to rear parking areas. Existing pedestrian facilities would be improved as a result of the proposed project. Impacts would be less than significant in this regard.

Adopted Walkable and Bikeable Community System Plans, Guidelines, Policies, or Standards

The General Plan Circulation Element establishes goals and policies to create and maintain a connected system of pedestrian facilities that meet the needs of the City. The proposed project would accommodate pedestrian movement and access within the project area. The proposed project would not interfere with implementation of the goals and policies of the General Plan. New improvements provided by the project would also be required to comply with Americans with Disabilities Act (ADA) requirements. Overall, the project area would be improved to encourage pedestrian activity. Impacts would be less than significant in this regard.

The project would not result in significant impacts to public transit, bicycle, or pedestrian facilities, decrease the performance or safety of these facilities, or conflict with adopted policies, plans, or programs regarding these facilities. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.



4.17 UTILITIES AND SERVICE SYSTEMS

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			✓	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			✓	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?			✓	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			✓	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			✓	
g. Comply with federal, state, and local statutes and regulations related to solid waste?				✓

a) *Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?*

Less Than Significant Impact. The City does not process its own wastewater nor does it operate a wastewater treatment plant. Wastewater collection and treatment services for the City are provided by the Los Angeles County Sanitation Department (LACSD) Joint Water Pollution Control Plant. The City is part of LACSD District No. 2.¹ There are several points where the wastewater collection system connects to the LACSD trunk lines that pass through the City.

The City and LACSD District No. 2 are responsible for meeting all State and Federal wastewater treatment requirements. As part of any new development project, the City would charge a standard sewer connection fee that would assist in ensuring that sufficient capacity is available and that the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) are met. Impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

¹ Phoenix Civil Engineering, Inc. *City of Monterey Park Wastewater Collection System Master Plan Update*, January 13, 2014.



- b) ***Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less Than Significant Impact. The City's sewer collection system consists of 126 miles of sewer pipelines and 2,498 manholes. Most sewers in the City of Monterey Park were constructed many years ago. Due to the increasing population density within the City, the construction of many multifamily dwelling units and growth of the commercial and industrial areas, the wastewater system is no longer adequate to accommodate the increased volume of wastewater generated by such developments. The City is in the process of proposing sewer rate increases to support sewer repairs and services for the next 20 years.²

Future development within the project area would occur in phases over several years, based on market demand. Any increase in demand for wastewater services would occur gradually as additional development is added to the area. In order to connect to the public sewer, a project applicant is required to pay to the City a connection charge. Future development within the project area would be required to confirm that adequate facilities are in place to serve the proposed development and, if not available, provide improvements necessary to adequately serve the development being proposed. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- c) ***Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?***

Less Than Significant Impact. As concluded in Response 4.9.c, future development associated with implementation of the proposed project would primarily occur in existing impervious areas and would not substantially alter the existing drainage pattern of the site. New development would be required to comply with the stormwater regulations set forth by the LARWQCB. With appropriate storm water treatment, future development associated with implementation of the proposed project would ensure maintenance of existing runoff conditions and runoff amounts would not be measurably affected. Construction of new storm water drainage facilities or expansion of existing facilities would not be required. Impacts would be less than significant in this regard.

Mitigation Measures: No mitigation is required.

- d) ***Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?***

Less Than Significant Impact. The City is served by California Water Service Company and San Gabriel Valley Water Company.³ The City's existing potable water supply consists almost entirely of groundwater from the City's wells produced from the Main San Gabriel Basin (Main Basin). Currently, only eight wells are active. According to the *City of Monterey Park 2005 Urban Water Management Plan (UWMP)* (dated June 21, 2006), the City of Monterey Park has a prescriptive pumping right of 6,704.08 acre-feet (AF) per year and a pumper's share of 3.39 percent of the operating safe yield (OSY) of the Main Basin. Between 1973-1974 and 2004-2005, the City's total water production from the Main Basin ranged from 7,372 AF to 11,353 AF per year, with an average of 9,633 AF per year. If the City pumps more than the allowed amount of water, replacement water can also be purchased and imported from the San Gabriel Valley Municipal Water District (SGVMWD). The UWMP estimates the City's water demand will be 10,579

² City of Monterey Park, *Water, Sewer & Trash Improvement; Rate Setting Project*, <http://www.montereypark.ca.gov/954/Water-Sewer-Trash-Improvement-Project>, accessed January 16, 2015.

³ AKM Consulting Engineers, *City of Monterey Park Water System Financial Evaluation and Water Rate Recommendations*, September 17, 2012.



AF in 2014-2015 and 11,430 AF in 2024-2025. The City projects that its groundwater production wells will return to their full service and there will not be a need to purchase water from SGVWC in the next 20 years.

The City updated its Water Master Plan in 2012 (2012 Master Plan), which evaluated the system based on its ability to meet the established criteria, including proper water quality and providing fire flows at adequate pressures; and condition assessment of the system. The 2012 Master Plan recommended a comprehensive capital improvement program (CIP) that will improve the system to meet the established criteria, properly maintain the system's assets, and replace the facilities that have reached the end of their useful lives. The current estimated cost of the CIP is \$99.9 million. The City is in the process of proposing water rate increases to support water system repairs and services for the next 20 years.⁴

Future development associated with implementation of the project could potentially increase water demand within the project area. Water demands associated with future development within the project area could potentially result in a net increase demand of approximately 38.07 million gallons per year (116.83 AF per year), according to the California Emissions Estimator Model (CalEEMod) default assumptions for specialty retail uses. This would equate to approximately 1.10 percent of the City's estimated 2014-2015 water demand. Therefore, the project would be adequately served by available water supplies from existing entitlements and resources and would not require new or expanded entitlements. Thus, impacts in this regard would be less than significant.

Mitigation Measures: No mitigation is required.

- e) ***Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?***

Less Than Significant Impact. Refer to Responses 4.17(a) and 4.17(b), above.

Mitigation Measures: No mitigation is required.

- f) ***Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?***

Less Than Significant Impact. Future development associated with implementation of the project would involve the development of additional non-residential uses within the project area. Table 4.17-1, Estimated Net Change in Solid Waste Generation, shows the estimated net increase in solid waste generation associated with potential future development.

As shown in Table 4.17-1, future development within the project area could potentially generate 626 more pounds per day of solid waste, or 114 more tons per year, before recycling and other waste diversion activities. This represents a 46.2 percent daily increase when compared to existing conditions.

⁴ City of Monterey Park, *Water, Sewer & Trash Improvement; Rate Setting Project*, <http://www.montereypark.ca.gov/954/Water-Sewer-Trash-Improvement-Project>, accessed January 16, 2015.



**Table 4.17-1
Estimated Net Change in Solid Waste Generation**

Land Use	Development	Generation Rate ¹	Solid Waste Generation (pounds/day)
Existing			
Single Family Residential	1 DU	10 lbs/DU	10
Multiple Family Residential	6 DU	4 lbs/DU	24
Garfield Village Neighborhood Shopping	117,343 SF	0.006 lbs/sf/day	704.06
Garfield Village Commercial Services	102,674 SF	0.006 lbs/sf/day	616.04
Total			1,354.10
Proposed			
Garfield Village Neighborhood Shopping	200,705.30 SF	0.006 lbs/sf/day	1,204.23
Garfield Village Commercial Services	129,259.58 SF	0.006 lbs/sf/day	775.56
Total			1,979.79
Net Increase Change (Proposed Future Development – Existing Uses)			+625.69
DU = dwelling unit; SF= square feet; lbs = pounds			
1. CalRecycle, Waste Characterization, <i>Estimated Solid Waste Generation and Disposal Rates</i> , http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm , accessed December 30, 2014.			

The City of Monterey Park currently contracts with Athens Services for its waste collection, waste removal, and recycling services. The City requires Athens to process Monterey Park's waste through a sorting center called a Materials Recovery Facility (MRF) for the removal of recyclables, before sending the City's waste to a landfill for final disposal. This program allows the City to meet the 50 percent landfill diversion while providing the greatest convenience possible to residents and businesses. In addition to the MRF program, the City has 33 additional waste diversion and recycling programs⁵ including, without limitation, composting, household waste collection, policy incentives, public outreach, recycling, source reduction, special waste materials, gardening workshops, and participation in the county wide Household Hazardous Waste collection events.⁶

Table 4.17-2, Landfill Capacities Serving Monterey Park, shows the maximum daily permitted throughput and anticipated closure dates for the landfills that receive solid waste from Monterey Park.⁷ The Puente Hills Materials Recovery Facility, Downey Area Recycling and Transfer Facility, South Gate Transfer Station, the Commerce Refuse-to-Energy Facility, and the Southeast Resource and Recovery Facility are available to meet the waste management needs of businesses and the community in the region, refer to Table 4.17-3, Sanitation Districts of Los Angeles County Facilities Covering Puente Hills Landfill Region.⁸

⁵ Cal Recycle, *Jurisdiction Waste Diversion Program Summary*, <http://www.calrecycle.ca.gov/lgcentral/reports/diversionprogram/JurisdictionDiversionPrograms.aspx>, accessed December 30, 2014.

⁶ City of Monterey Park, *Trash and Recycling*, <http://www.montereypark.ca.gov/552/Trash-Recycling>, accessed December 30, 2014.

⁷ The Planning Center, *Monterey Park Market Place Supplemental EIR*, April 2011.

⁸ Sanitation Districts of Los Angeles County, *Puente Hills Landfill (Closed)*, http://www.lacsd.org/solidwaste/swfacilities/landfills/puente_hills/, accessed December 30, 2014.



Table 4.17-2
Landfill Capacities Serving Monterey Park

Facility	Maximum Daily Permitted Throughput (tons/day)	Anticipated Closure Date
Azusa Land Reclamation Company Landfill	8,000	1/1/2045
Bakersfield Metropolitan (Bena) Sanitary Landfill	4,500	4/1/2046
Chiquita Canyon Sanitary Landfill	6,000	11/24/2019
El Sobrante Landfill	16,054	1/1/2045
Frank R. Bowerman Sanitary Landfill	11,500	12/31/2053
Kettleman Hills – B18 Non-hazardous Codisposal Landfill	8,000	Not Available
Lancaster Landfill and Recycling Center	5,100	3/1/2044
Olinda Alpha Sanitary Landfill	8,000	12/31/2021
Puente Hills Material Recovery Facility	4,400	Not Available
Simi Valley Landfill and Recycling Center	9,250	1/31/2052
Total	80,804	-
Source: CalRecycle, <i>Solid Waste Information System Facility/Site Search</i> , http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx , accessed December 30, 2014.		

Table 4.17-3
Sanitation Districts of Los Angeles County Facilities Covering Puente Hills Landfill Region

Facility	Maximum Daily Permitted Throughput (tons/day)	Anticipated Closure Date
Puente Hills Material Recovery Facility	4,400	Not Available
Downey Area Recycling & Transfer	5,000	Not Available
South Gate Transfer Station	1,000	Not Available
Commerce Refuse-to-Energy Facility	16,054	1/1/2045
Southeast Resource and Recovery Facility	11,500	12/31/2053
Total	37,954	-
Source: CalRecycle, <i>Solid Waste Information System Facility/Site Search</i> , http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx , accessed December 30, 2014.		

As noted above, solid waste within the project area are served by several landfills and refuse facilities. These landfills and refuse facilities have a total maximum daily permitted throughput of 80,804 tons per day and 37,954 tons per day respectively.⁹ The project's projected solid waste generation (114 tons per year or 626 tons per day) represents approximately 0.5 percent of the combined landfills and refuse facilities maximum daily permitted throughput.

Based on daily throughput volumes and anticipated closure dates shown in [Table 4.17-2](#) and [Table 4.17-3](#), the project would be served by landfills and refuse facilities with sufficient permitted capacity to accommodate the project's solid waste disposal needs. Further, the project would be required to comply with the City's Recycling Program for diverting solid waste. The program includes information on recycling commercial waste to construction and demolition materials. Compliance with the City's Recycling Program would reduce the volume of solid waste ultimately disposed of at a landfill. Additionally, compliance with the Recycling Program would be in furtherance of meeting the City's disposal rate targets and exceeding AB 939's 50 percent diversion requirement. Continued

⁹ CalRecycle, *Solid Waste Information System Facility/Site Search*, <http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx>, accessed December 30, 2014.



compliance with the Recycling Program would ensure that the project would comply with the statutes and regulations related to solid waste. Therefore, the project would not conflict with federal, state, or local statutes and regulations related to solid waste, and a less than significant impact would occur in this regard.

Mitigation Measures: No mitigation is required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

No Impact. The proposed project would comply with all Federal, State, and local statutes and regulations related to solid waste, including the California Integrated Waste Management Act and City recycling programs. No impacts would occur in this regard.

Mitigation Measures: No mitigation is required.



4.18 MANDATORY FINDINGS OF SIGNIFICANCE

<i>Would the project:</i>	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?		✓		
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?		✓		
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?		✓		

- a) ***Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?***

Less Than Significant Impact With Mitigation Incorporated. The project area is predominately urbanized and built-out. Future development within the project area is anticipated to involve retail, service businesses, eating and drinking establishments, entertainment/cultural, office, and medical uses residential, commercial, office, public/institutional, industrial, and public open space uses, consistent with uses allowed by the proposed project. New development could result in changes in land use and intensity within the area when compared to existing conditions. There are no rare, endangered, or threatened plants and animal species within the project site. Implementation of the proposed project would not result in impacts to biological resources; refer to responses 4.4(a) through (f).

As noted above within Section 4.5, Cultural Resources, the project area and its surroundings are highly developed and the project area has been completely disturbed as a result of existing on-site uses. The project could have a significant impact on currently unknown or undiscovered archaeological or paleontological resources; refer to Response 4.5(b) and (c). Implementation of mitigation measures would reduce the potential impacts to a less than significant level. Less than significant impacts would occur for historic resources; refer to Response 4.5(a). Therefore, the proposed project would not potentially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory.



- b) ***Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?***

Less Than Significant Impact With Mitigation Incorporated. Based on the analysis contained in this Initial Study/Mitigated Negative Declaration, the proposed project would not have cumulatively considerable impacts with implementation of project mitigation measures. Implementation of mitigation measures at the project-level would reduce the potential for the incremental effects of the proposed project to be considerable when viewed in connection with the effects of past projects, current projects, or probable future projects.

- c) ***Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?***

Less Than Significant Impact With Mitigation Incorporated. Previous sections of this Initial Study/Mitigated Negative Declaration reviewed the proposed project's potential impacts related to aesthetics, air quality, noise, hazards and hazardous materials, traffic, and other issues. As concluded in these previous discussions, the proposed project would result in less than significant environmental impacts with implementation of the recommended mitigation measures. Therefore, the proposed project would not result in environmental impacts that would cause substantial adverse effects on human beings.



4.19 REFERENCES

The following references were utilized during preparation of this Initial Study/Environmental Checklist. These documents are available for review at the City of Monterey Park located at 320 W. Newmark Avenue, Monterey Park, California 91754.

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54. Written Communication, Mr. Matthew Feske, Planning and Community Development, City of Montebello, December 10, 2014



4.20 REPORT PREPARATION PERSONNEL

City of Monterey Park (Lead Agency)

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Giancarlo Ganddini, Transportation/Traffic
Linda Bo, Document Preparation/Graphic Artist



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5.0 INVENTORY OF MITIGATION MEASURES

AESTHETICS

AES-1 Before the City issues a grading permit, applicants for future development located in proximity to residentially zoned properties must submit construction documents to the Community and Economic Development Director that include language requiring all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment must be parked and staged within the project site. Staging areas must be screened from view from residential properties. Construction worker parking may be located off-site with the Economic and Community Development Director's approval. On-street parking of construction worker vehicles on residential streets, however, is prohibited. Vehicles must be kept clean and free of mud and dust before leaving the development site. Surrounding streets must be swept daily and maintained free of dirt and debris.

AIR QUALITY

AQ-1 Before the City issues any grading permit for an individual project approved in accordance with the Specific Plan, the Director of Community and Economic Development, or designee, must confirm that the grading plan, building plans, and specifications implement SCAQMD Rule 403 including, without limitation, excessive fugitive dust emissions being controlled by regular watering or other dust prevention measures. Additionally, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors:

- All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust;
- Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance;
- Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, or watered twice daily, or non-toxic soil binders must be applied;
- All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;
- Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area;
- Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) must be installed to reduce mud/dirt trackout from unpaved truck exit routes;
- On-site vehicle speed must be limited to 15 miles per hour;



- All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized;
- Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible;
- All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site;
- Reroute construction trucks away from congested streets or sensitive receptor areas;
- Track-out devices must be used at all construction site access points; and
- All delivery truck tires must be watered down and/or scraped down prior to departing the job site.

AQ-2 All trucks that are to haul excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways). Before the City issues grading permits, the Applicant must demonstrate to the Director of Community and Economic Development, or designee, how the proposed project operations subject to that specification during hauling activities complies with Vehicle Code § 23114.

CULTURAL RESOURCES

- CUL-1 If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. An archaeologist certified by the County of Los Angeles must be retained, and paid for by the developer, to evaluate the discovery before resuming grading in the immediate vicinity of the find. If warranted, the archaeologist must collect the resource and prepare a technical report describing the results of the investigation. The test-level report must evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.
- CUL-2 If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. A paleontologist certified by the County of Los Angeles, and paid for by the developer, must evaluate the find before allowing grading to resume in the immediate vicinity of the find. If directed by the Director of Community and Economic Development, the paleontologist must prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.
- CUL-3 Should previously unknown archaeological resources or human remains be encountered during construction, grading, excavation, and other construction activity, work must be stopped immediately or redirected until a City-approved archaeologist and Most Likely Descendant, if required, can evaluate the significance of the find.



GREENHOUSE GASES

GHG-1 The following is a list of potential design features that should be incorporated into the Specific Plan and future projects to ensure consistency with adopted statewide plans and programs. Before the City issues building permits or certificates of occupancy for an individual project, the Community and Economic Development Director, or designee, should review and approve the incorporation of project design features noted below.

Transportation

- Provide pedestrian connections to the off-site circulation network.
- Implementation of a Transportation Demand Management (TDM) Plan including the following measures:
 - Provide pedestrian connections to the off-site circulation network. All uses must be internally linked to all existing or planned external streets and pedestrian facilities contiguous with the project site. This includes eliminating barriers (e.g., walls, landscaping) that impede pedestrian circulation, access, and interconnectivity.
 - Implement a trip reduction program, for which all employees are eligible to participate. Under a voluntary trip reduction program, monitoring and reporting is not required, and at least a one (1) percent reduction in commute trips must be achieved.
 - Implement a subsidized or discounted transit program, for which all employees are eligible to participate. The transit subsidies should reduce commute trips by at least 0.3 percent;
 - Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle services should reduce commute trips by at least 0.3 percent;
 - Provide a ride sharing program, for which all employees are eligible to participate. The ridesharing program should reduce commute trips by at least 1.0 percent (Occupancy Permit).

Energy Efficiency

- Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements.
- Install high efficiency lighting, and energy efficient heating and cooling systems.
- Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).
- Reduce unnecessary outdoor lighting.

Water Conservation and Efficiency

- Compliance with MPMC Chapter 6.31, Water Efficient Landscapes.
- Install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings that reduce outdoor irrigation water use by at least 6.1 percent.

Solid Waste

- Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard).
- Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas;



- Institute recycling services and composting services to reduce solid waste by at least 50 percent.

NOISE

NOI-1 Project applicants must submit a site-specific noise reduction program to the Community and Economic Development Director, or designee, for approval. Such programs must include the following measures which will be applicable throughout the construction project:

- Equipment and trucks used for project construction must utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds).
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction must be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler must be used. External jackets on the tools themselves must be used where feasible. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible.
- Stationary noise sources must be located as far from adjacent receptors as possible and be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible.
- If feasible, the noisiest phases of construction are limited to less than 10 days at a time.

NOI-2 Before the City issues grading permits, project applicants must submit a list of measures to the Community and Economic Development Director, or designee, for approval that are tailored to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures must include the following:

- A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction hours and off-hours), regarding complaints;
- A sign posted on-site identifying the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign must also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
- The designation of an on-site construction complaint and enforcement manager for the project. The manager will act as a liaison between the project and its neighbors. The manager's responsibilities and authority include the following:
 - An active role in monitoring project compliance with respect to noise;
 - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;
 - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and
 - Intervening or discussing mitigation options with contractors.



- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and
- A preconstruction meeting must be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.



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6.0 CONSULTANT RECOMMENDATION

Based on the information and environmental analysis contained in the Initial Study/Environmental Checklist, we recommend that the City of Monterey Park prepare a mitigated negative declaration for the South Garfield Village Specific Plan Project. We find that the proposed project could have a significant effect on a number of environmental issues, but that mitigation measures have been identified that reduce such impacts to a less than significant level. We recommend that the second category be selected for the City of Monterey Park's determination (see Section 7.0, Lead Agency Determination).

July 8, 2015
Date


Starla Barker, AICP, Project Manager
RBF Consulting



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7.0 LEAD AGENCY DETERMINATION

On the basis of this initial evaluation:

I find that the proposed use COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

—

I find that although the proposal could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 5.0 have been added. A MITIGATED NEGATIVE DECLARATION will be prepared.

✓

I find that the proposal MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

—

I find that the proposal MAY have a significant effect(s) on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets, if the effect is a “potentially significant impact” or “potentially significant unless mitigated.” An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

—

Signature:

A handwritten signature in blue ink, appearing to read "S. Tewasart", written over a horizontal line.

Title:

SENIOR PLANNER

Printed Name:

SAMANTHA TEWASART

Agency:

City of Monterey Park

Date:

JULY 7, 2015



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**COMMENTS AND RESPONSES AND MITIGATION
MONITORING AND REPORTING PROGRAM**

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

**South Garfield Village
Specific Plan**

Lead Agency:

CITY OF MONTEREY PARK
320 W. Newmark Avenue
Monterey Park, California 91754
Contact: Ms. Samantha Tewasart
626.307.1315

Prepared by:

RBF CONSULTING, a Michael Baker International Company
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949.472.3505

August 2015

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1.0 INTRODUCTION

The South Garfield Village Specific Plan Project (herein referenced as the “proposed project”) encompasses approximately 22 acres within the southern portion of the City. The Specific Plan area generally extends along South Garfield Avenue from just north of Floral Drive to State Route 60 (SR-60) and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue in the City of Monterey Park. The proposed project would allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The estimated development potential is based upon the permitted uses and maximum intensities that would be allowed by the proposed project and assumes some existing residential uses would transition to non-residential uses permitted within the proposed Zoning Districts. However, it should be noted that these transitions would occur over time based on market conditions, given that the project does not propose to acquire these existing residential properties through eminent domain. When compared to existing conditions, the proposed project would allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area. Following a preliminary review of the proposed project, the City of Monterey Park has determined that it is subject to the guidelines and regulations of the California Environmental Quality Act (CEQA).

In accordance with the CEQA Guidelines, an Initial Study/Mitigated Negative Declaration (IS/MND) has been prepared for the proposed project. This IS/MND addresses the direct, indirect, and cumulative environmental effects of the project, as proposed.

The IS/MND was made available for public review and comment pursuant to CEQA Guidelines Section 15105. The public review commenced on July 13, 2015 and expired on August 11, 2015. The IS/MND and supporting attachments were available for review by the general public at the City of Monterey Park Community and Economic Development Department, 320 West Newmark Avenue, Monterey Park, CA 91754 and on the City’s website.



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2.0 COMMENTS AND RESPONSES

During the public review period, comments were received on the IS/MND from certain interested public agencies and private parties. The following is a list of the persons, firms, or agencies that submitted comments on the IS/MND during the public review period:

- A. Mona T. Gonzales, dated July 25, 2015.
- B. Dianna Watson, LD-IGR/CEQA Review Branch Chief, State of California Department of Transportation, dated August 5, 2015.
- C. Adriana Raza, Customer Service Specialist, County Sanitation Districts of Los Angeles County, August 10, 2015.

Although and the State CEQA Guidelines do not require a Lead Agency to prepare written responses to comments received on an IS/MND, as contrasted with a Draft Environmental Impact Report (see State CEQA Guidelines Section 15088), the City has elected to prepare the following responses with the intent of conducting a comprehensive and meaningful evaluation of the proposed project.

The number designations in the responses are correlated to the bracketed and identified portions of each comment letter.

July 25, 2015

Mona T. Gonzales
713 Ackley Street
Monterey Park, California 91755

RECEIVED

JUL 30 2015

CITY OF MONTEREY PARK
COMMUNITY DEVELOPMENT DEPT.

Mayor Hans Liang
Monterey Park City Council
Monterey Park City Planning Commission
Monterey Park City Hall
320 West Newmark Avenue
Monterey Park, California 91754

Dear Mayor Liang, Council Members, and Planning Commission,

I have attached excerpts from three research articles and multiple references to support my argument that the South Garfield Village current proposal for "sharrows" will, contrary to their purpose of increasing bicycle use as an alternative to motor vehicles, adversely impact our health and well-being, due to close proximity to and intake of exhaust from motor vehicles and injury due to parked cars and moving vehicles. In addition, the perceived risk of injury is found to deter bicycle use in urban/suburban areas and the use of "Sharrows" have not significantly increased bicycle use, and as mentioned, may actually be a detriment of bicyclists.

Since bicycle use will increase physical activity and reduce exhaust created by motor vehicle use, it may be considered an immediate and cost effective solution to American's obesity crises and reduce our global Greenhouse impact. Since one out of three Americans is obese and one out of three children born after 2000 will have diabetes, a need to increase activity is imperative and the city of Monterey Park has an opportunity to create an environment that will encourage physical activity and reduce our outdated reliance on motor vehicles that has damaged our environment, health, and overall quality of life.

As a solution to the "Sharrows" I strongly encourage a segregated bike lane, possibly in the alley way or made by reducing the proposed 15' width of the sidewalk for not only the safety of our bicyclists, but as a manner to recruit others that may be fearful of accidents. Our citizens will ride a bicycle if they can be assured that it is safe. Portland Oregon, Chicago Illinois, and even New York City have democratized bicycle riding by making it safe and accessible to everyone across age ranges and socioeconomic groups and Monterey Park, for the common good of our city and beyond, can do the same with a segregated bike path.

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1.

<http://www.ncbi.nlm.nih.gov/pubmed/24840278>

Sci Total Environ. 2014 Aug 15;490:37-43. doi: 10.1016/j.scitotenv.2014.04.111. Epub 2014 May 21.

Impact of bicycle route type on exposure to traffic-related air pollution.

MacNaughton P¹, Melly S², Vallarino J², Adamkiewicz G², Spengler JD².

Author information

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²Exposure, Epidemiology & Risk Program, Department of Environmental Health, Harvard School of Public Health, Boston, MA, USA.

Abstract

Cyclists are exposed to traffic-related air pollution (TRAP) during their commutes due to their proximity to vehicular traffic. Two of the main components of TRAP are black carbon (BC) and nitrogen dioxide (NO₂), which have both been causally associated with increased mortality. To assess the impact of cyclists' exposure to TRAP, a battery-powered mobile monitoring station was designed to sample air pollutants along five bike routes in Boston, Massachusetts. The bike routes were categorized into three types: bike paths, which are separated from vehicle traffic; bike lanes, which are adjacent to traffic; and designated bike lanes, which are shared traffic lanes for buses and cyclists. Bike lanes were found to have significantly higher concentrations of BC and NO₂ than bike paths in both adjusted and unadjusted generalized linear models. Higher concentrations were observed in designated bike lanes than bike paths; however, this association was only significant for NO₂. After adjusting for traffic density, background concentration, and proximity to intersections, bike lanes were found to have concentrations of BC and NO₂ that were approximately 33% higher than bike paths. Distance from the road, vegetation barriers, and reduced intersection density appear to influence these variations. These findings suggest that cyclists can reduce their exposure to TRAP during their commute by using bike paths preferentially over bike lanes regardless of the potential increase of traffic near these routes.

A1

2.

<http://www.ncbi.nlm.nih.gov/pubmed/21419493>

Environ Int. 2011 May;37(4):766-77. doi: 10.1016/j.envint.2011.02.003.

Improving health through policies that promote active travel: a review of evidence to support integrated health impact assessment.

de Nazelle A¹, Nieuwenhuijsen MJ, Antó JM, Brauer M, Briggs D, Braun-Fahrlander C, Cavill N, Cooper AR, Desqueyroux H, Fruin S, Hoek G, Panis LI, Janssen N, Jerrett M, Joffe M, Andersen ZJ, van Kempen E,

Abstract

BACKGROUND: Substantial policy changes to control obesity, limit chronic disease, and reduce air pollution emissions, including greenhouse gases, have been recommended. Transportation and planning policies that promote active travel by walking and cycling can contribute to these goals, potentially yielding further co-benefits. Little is known, however, about the interconnections among effects of policies considered, including potential unintended consequences.

OBJECTIVES AND METHODS:

We review available literature regarding health impacts from policies that encourage active travel in the context of developing health impact assessment (HIA) models to help decision-makers propose better solutions for healthy environments. We identify important components of HIA models of modal shifts in active travel in response to transport policies and interventions.

RESULTS AND DISCUSSION:

Policies that increase active travel are likely to generate large individual health benefits through increases in physical activity for active travelers. Smaller, but population-wide benefits could accrue through reductions in air and noise pollution. Depending on conditions of policy implementations, risk tradeoffs are possible for some individuals who shift to active travel and consequently increase inhalation of air pollutants and exposure to traffic injuries. Well-designed policies may enhance health benefits through indirect outcomes such as improved social capital and diet, but these synergies are not sufficiently well understood to allow quantification at this time.

CONCLUSION:

Evaluating impacts of active travel policies is highly complex; however, many associations can be quantified. Identifying health-maximizing policies and conditions requires integrated HIAs.

3.

Teschke et al. **Bicycling crash circumstances vary by route type: a cross-sectional analysis**
BMC Public Health 2014, 14:1205
<http://www.biomedcentral.com/1471-2458/14/1205>

Crashes involving motor vehicles

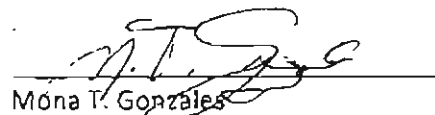
Understanding collisions with motor vehicles is particularly important because they typically result in more severe injuries [2,15,27] and concern about collisions with motor vehicles deters cycling [8,9]. The potential for cycling infrastructure to reduce crashes between cyclists and motor vehicles is observed in our results. Collisions with motor vehicles represented 40% of all crashes on streets. Major streets with parked cars had more crashes with vehicles than expected, including those with vehicle doors. In contrast, collisions with motor vehicles on routes separated from traffic were rare (10%). There has been concern that cycle tracks and other separated infrastructure might pose a special risk to cyclists when they eventually meet traffic at intersections [5]. Our results show that even if that were the case, the overall benefit of separation is maintained. Other studies found similar benefits to separated infrastructure. A study in South Korea [18] found that 40% of bike crashes on regular roadways were with motor vehicles, compared to only 4.4% of those on bike lanes (typically separated). A study in Australia found that 35% of bike crashes in traffic involved motor vehicles, compared to only 11% of those on other facilities (bike lanes, shared paths, footpaths) [20].

A1

The addition of segregated bike path in the South Garfield Transit Village proposal is crucial to increasing Monterey Park's quality of life, health and well-being as well as well as create a physical structure that will encourage our citizens to increase our activity and reduce our reliance on fossil fuels. Research has found that "sharrows" have placed bicyclists in peril and do not encourage the use of bicycles as a replacement to vehicle use.

Since we have an opportunity for a positive change in Monterey Park, I beseech the city council to not waste our funds, talent, and research on short sighted, quick solutions. A well planned walkway, alley way and bicycle path will increase Monterey Park's quality of life, the health of its constituents, and create a place where people will thrive. An active and healthy constituency is also apt to spend the extra money that it is saving on gas money, in the local economy.

Thank you in advance for your thoughtful consideration.
Sincerely,



Mona T. Gonzales
626.280.1304
713 Ackley Street
Monterey Park, CA 91755 (Car Dependent)

References:

Reynolds CO, Harris MA, Teschke K, Cripton PA, Winters M: **The impact of transportation infrastructure on bicycling injuries and crashes: a review of the literature.** Environ Health 2009, 8:47.

Walgren L, Schantz P: **Exploring bikeability in a metropolitan setting: stimulating and hindering factors in commuting route environments.** BMC Public Health 2012, 12:168.

Winters M, Davidson G, Kao D, Teschke K: **Motivators and deterrents of bicycling: comparing influences on decisions to ride.** Transportation 2011, 38:153-168.

Hamann C, Peek-Asa C, Lynch CF, Ramirez M, Torner J: **Burden of hospitalizations by motor vehicle involvement: United States, 2002-2009.** J Trauma Acute Care Surg 2013, 75:870-876.

TED Talks: Jess Speck; **The Walkable City**, September 2013

TED Talks: James Howard Kunstler; **The ghastly tragedy of the suburbs**, May 2007

A1



A. RESPONSE TO COMMENTS FROM MONA T. GONZALES, DATED JULY 25, 2015.

- A1. The commenter encourages the City to consider a segregated bike lane in place of the sharrows (lane markings) identified for Garfield Avenue. The commenter states that sharrows can adversely impact health and well-being due to close proximity to motor vehicles. The commenter provides abstracts from three research articles and various reference sources on the impacts of traffic-related air pollution on cyclists, the impacts from policies that encourage active travel, and the circumstances of bicycle crashes based on types of routes as well as additional input and discussion. While the commenter describes the segregated bike lane alternative and the associated benefits of increased physical activity through bicycle use, there are no specific comments that raise new environmental information or directly challenge information in the Draft IS/MND. The comment is noted and will be provided to the decision-makers for their consideration of the project. No further response is necessary.

DEPARTMENT OF TRANSPORTATION
DISTRICT 7-OFFICE OF TRANSPORTATION PLANNING
 100 S. MAIN STREET, MS 16
 LOS ANGELES, CA 90012
 PHONE (213) 897-9140
 FAX (213) 897-1337
www.dot.ca.gov



*Serious drought.
 Help save water!*

August 5, 2015

Mr. Michael Huntley
 City of Monterey Park
 320 W. Newmark Avenue
 Monterey Park, CA 91754

RE: South Garfield Village Specific Plan
 Vic. LA-60/PM R5.623
 SCH # 2015031106
 IGR/CEQA No. 150412AL-MND

Dear Mr. Huntley:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above referenced project. The proposed project will allow a maximum of approximately 330,000 square feet of neighborhood shopping and commercial services uses within the project area. The proposed project will allow for a potential net increase of approximately 110,000 square feet of neighborhood shopping and commercial services uses within the project area.

B1

The project will generate approximately 4,336 daily trips, 91/196 AM/PM peak hour trips. The AM/PM peak hour trips appears to be low. Please explain or justify the low trip volume.

B2

Table 6 (Forecast Cumulative Projects Trip Generation) of the Traffic Study prepared on March 18, 2015, indicates that there are 9 related projects in the project vicinity. These related projects will generate 38,622 average daily trips, 1,946/2,973 AM/PM peak hour trips. When all of these projects are built, many of the related vehicle trips will utilize SR-60, I-10, and related on/off ramps. Ultimately, this may lead to a cumulative traffic impact on these State facilities. Please be aware of potential cumulative traffic impacts at the subject locations. Caltrans requests that potential cumulative traffic impacts are adequately mitigated.

B3

Caltrans has concerns regarding traffic movements at the on-ramp to the WB SR-60 freeway, where traffic comes from the intersection of Garfield Avenue and Pomona Blvd. The storage capacity between the signalized intersection, of Garfield Avenue/Via Compo and Garfield Avenue/Pomona Blvd., is not long enough to store truck traffic.

B4

The traffic study should include a left turn lane queuing analysis at N/B Garfield Avenue to W/B Pomona Blvd. It should also include a queuing analysis for the on and off ramps at the SR-60 freeway to Garfield Avenue. The capacity of the off-ramp is the length between the intersection

Mr. Michael Huntley
August 5, 2015
Page 2

and the gore point. The queue length should be calculated utilizing actual signal timing, percentage of trucks and a passenger car equivalent factor of 3.0 (worst case scenario). Please assume car lengths to be 30 feet. Please include mitigation measures if forecasted vehicle queues are expected to exceed 85% of the total available storage capacity.

B4

The forecast Level of Service (LOS) at Garfield Avenue/Via Compo, shown in Table 3 (Existing Conditions) of the Traffic Study, are optimistic and does not reflect the actual existing condition. This project should anticipate more traffic congestion at Garfield Avenue/Pomona Blvd. and Garfield Avenue/Via Compo intersections. Possible traffic mitigation measures are needed at both locations, such as signal synchronization as a short term solution and roadway widening and reconfiguration as a long term solution, before all cumulative projects are built, including the Metro light rail train station. The signalization at those locations are under Los Angeles County's jurisdiction.

B5

Transportation of heavy construction equipment and/or materials, which requires the use of oversized-transport vehicles on State highways, will require a transportation permit from Caltrans. It is recommended that large size truck trips be limited to off-peak commute periods.

B6

In the spirit of mutual cooperation, Caltrans would like to invite the City of Monterey to meet to discuss traffic impacts, identify potential improvements or alternate mitigation measures.

B7

If you have any questions, please feel free to contact Alan Lin the project coordinator at (213) 897-8391 and refer to IGR/CEQA No. 150740AL.

Sincerely,



DIANNA WATSON, Chief
LD-IGR/CEQA Review Branch

cc: Scott Morgan, State Clearinghouse



B. RESPONSE TO COMMENTS FROM DIANNA WATSON, LD-IGR/CEQA REVIEW BRANCH CHIEF, DEPARTMENT OF TRANSPORTATION DISTRICT 7, DATED AUGUST 5, 2015.

B-1. This comment is an introductory statement summarizing the project. No response is necessary.

B-2. As described in the "Project Trip Generation" section beginning on Draft IS/MND page 4.16-7 (and page 12 of the *South Garfield Village Specific Plan Traffic Impact Analysis [SGVSP TIA]*), the forecast project trip generation was calculated using published trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9th Edition, 2012)*. Use of the ITE *Trip Generation Manual* to calculate trips forecast to be generated by a proposed land use is a commonly used, industry-accepted approach. As a result of this comment, the trip generation rates contained in the Draft IS/MND have been reviewed again and confirmed to be accurate.

B-3. As described on Draft IS/MND page 4.16-10 (page 17 of the SGVSP TIA), forecast General Plan buildout without project traffic volumes include the addition of trips associated with nine (9) cumulative projects identified by City of Monterey Park and City of Montebello staff. The study intersection volumes shown on Exhibit 10 of the SGVSP TIA, as well as the analysis results summarized in Draft IS/MND Table 4.16-8 (Table 8 of the SGVSP TIA) account for cumulative project trips based on the nine cumulative projects identified. Potential cumulative impacts have been adequately assessed and the proposed project was determined to result in no significant traffic impacts at the study intersections based on the established thresholds of significance.

B-4. Compared to industrial or warehouse uses, the proposed project is not forecast to contribute significant additional truck trips to the study intersections since the proposed buildout consists of commercial/retail-oriented land uses. Left-turn lane queues are typically evaluated to determine if the queue length might potentially exceed the turn lane pocket length and block the adjacent through travel lane. Since the lane configuration at northbound Garfield Avenue approaching Pomona Boulevard consists of one left-turn lane, one shared left/through lane, and one through lane, of which all three lanes extend to the upstream intersection (Via Campo), and the traffic signal operates in split phasing, it is not possible for the northbound left-turn queue to block through vehicle movements. Therefore, a queue analysis is not warranted at the Garfield Avenue/Pomona Boulevard northbound left-turn lane.

The State Route 60 (SR-60) westbound off-ramp located at Via Campo west of Garfield Avenue and the eastbound off-ramp located at Pomona Boulevard east of Wilcox Avenue are both free flow off-ramps into a dedicated travel lane. Therefore, a queue analysis is not warranted at the SR-60 off-ramps in the project vicinity.

B-5. As described on Draft IS/MND page 4.16-6 (page 8 of the SGVSP TIA), existing a.m. and p.m. peak period turning movement traffic counts were collected during typical weekday conditions in November 2014 to determine the existing operation of the study intersections. The traffic volumes analyzed were taken from the highest hour within the two-hour period counted for each of the peak periods. The traffic analysis results shown in Table 4.16-3 (Table 3 of the SGVSP TIA) are based on the existing measured traffic counts and are not based on forecasts. The analysis for forecast conditions as shown in Draft IS/MND Table 4.16-6 and 4.16-8 (Table 7 and Table 8 of the SGVSP TIA) does indicate additional congestion; however, the proposed project is forecast to result in no significant traffic impacts under these conditions based on the established thresholds of significance.

B-6. The commenter states that the project would require a transportation permit from the California Department of Transportation (Caltrans) due to the use of oversized-transport vehicles on State highways (to transport construction equipment and/or materials to and from the project site). Caltrans has requested that large size truck trips be limited to off peak commute periods. Mitigation Measure AQ-1 of the Draft IS/MND would



require construction trucks to be rerouted away from congested streets or sensitive receptor areas. The project applicant of any future development project would be required to obtain the Caltrans transportation permit prior to commencement of grading activities.

- B-7. This comment acknowledges the availability of Caltrans to discuss traffic impacts with the City. The comment is acknowledged. No further response is necessary.



COUNTY SANITATION DISTRICTS OF LOS ANGELES COUNTY

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

GRACE ROBINSON HYDE
Chief Engineer and General Manager

August 10, 2015

Ref File No.: 3380336

Ms. Samantha Tewasart, Senior Planner
Planning Division
City of Monterey Park
320 West Newmark Avenue
Monterey Park, CA 91754-2896

Dear Ms. Tewasart:

South Garfield Village Specific Plan

The County Sanitation Districts of Los Angeles County (Districts) received a Notice of Intent to Adopt a Mitigated Negative Declaration for the subject project on July 13, 2015. The proposed development is located within the jurisdictional boundaries of District No. 2. We offer the following comments regarding sewerage service:

- The following is a list of Districts' trunk sewers that serve the project area.

Name	Location	Size (dia.) [*]	Design Capacity (mgd) ^{**}	Peak Flow (mgd)	Last Measured
Garfield Avenue Diversion Trunk Sewer	In Garfield Avenue at Pomona Boulevard	12"	3.8	0.6	2010
Garfield Avenue Extension Trunk Sewer	In Garfield Avenue at Pomona Boulevard	10"	1.2	0.3	2011
Garfield Avenue Trunk Sewer	In Wilcox Avenue at Pomona Boulevard	18"	1.7	0.3	2011

^{*}diameter in inches
^{**}million gallons per day

- The Districts should review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project and if Districts' facilities will be affected by the project.
- The additional wastewater generated by the proposed project area will be treated at the Joint Water Pollution Control Plant located in the City of Carson, which has a design capacity of 400 mgd and currently processes an average flow of 263 mgd.
- In order to estimate the volume of wastewater a project will generate, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and click on the [Table 1, Loadings for Each Class of Land Use](#) link for a copy of the Districts' average wastewater generation factors.



5. The Districts are empowered by the California Health and Safety Code to charge a fee for the privilege of connecting (directly or indirectly) to the Districts' Sewerage System for increasing the strength or quantity of wastewater attributable to a particular parcel or operation already connected. This connection fee is a capital facilities fee that is imposed in an amount sufficient to construct an incremental expansion of the Sewerage System to accommodate proposed projects. Payment of a connection fee will be required before a permit to connect to the sewer is issued. For more information and a copy of the Connection Fee Information Sheet, go to www.lacsd.org, Wastewater & Sewer Systems, click on Will Serve Program, and search for the appropriate link. For more specific information regarding the connection fee application procedure and fees, please contact the Connection Fee Counter at (562) 908-4288, extension 2727. **C6**
6. In order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). Specific policies included in the development of the SCAG regional growth forecast are incorporated into clean air plans, which are prepared by the South Coast and Antelope Valley Air Quality Management Districts in order to improve air quality in the South Coast and Mojave Desert Air Basins as mandated by the CCA. All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the counties of Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The available capacity of the Districts' treatment facilities will, therefore, be limited to levels associated with the approved growth identified by SCAG. As such, this letter does not constitute a guarantee of wastewater service, but is to advise you that the Districts intend to provide this service up to the levels that are legally permitted and to inform you of the currently existing capacity and any proposed expansion of the Districts' facilities. **C7**

If you have any questions, please contact the undersigned at (562) 908-4288, extension 2717.

Very truly yours,

Grace Robinson Hyde



Adriana Raza
Customer Service Specialist
Facilities Planning Department

AR:ar



C. RESPONSE TO COMMENTS FROM ADRIANA RAZA, CUSTOMER SERVICE SPECIALIST, DATED AUGUST 10, 2015.

- C-1. The commenter provides introductory comments noting the County Sanitation Districts of Los Angeles County (Districts) receipt of the Notice of Intent to Adopt a Mitigated Negative Declaration and location of the project site within the jurisdictional boundaries of District No. 2. No further response is necessary.
- C-2. The comment identifies the list of District's trunk sewers that would serve the project area. It does not raise new environmental information or directly challenge information provided in the Draft IS/MND. No further response is necessary.
- C-3. The comment states that the Districts shall review individual developments within the City in order to determine whether or not sufficient trunk sewer capacity exists to serve each project. Any increase in demand for wastewater services would occur gradually as additional development within the Specific Plan is added to the area. As discussed on page 4.17-2 of the Draft IS/MND, the project applicant of any future development project would be required to pay the City a connection charge and confirm that adequate facilities are in place to serve the proposed development and, if not available, provide improvements necessary to adequately serve the development being proposed.
- C-4. The comment states that wastewater generated by the project would be treated at the Joint Water Pollution Control Plant (design capacity of 400 million gallons per day [mgd] and average flow of 263.4 milligrams [mg]) located within the City. As discussed on page 4.17-1 of the Draft IS/MND, the City would charge any new development project a standard sewer connection fee that would assist in ensuring that sufficient capacity is available and that the wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board (LARWQCB) are met. A less than significant impact would occur in this regard.
- C-5. The commenter provides a link to estimate the volume of wastewater a project would generate and a copy of the Districts' average wastewater generation factors. This comment is informational and does not address the adequacy of the Draft IS/MND. No response is necessary.
- C-6. The commenter states that a connection fee is required for new connections to the Districts' sewage system. As noted by the commenter, the project applicant would be required to pay a connection fee to the Districts before a Districts sewer connection permit is issued for the project.
- C-7. As noted by the commenter, in order for the Districts to conform to the requirements of the Federal Clean Air Act (CAA), the design capacities of the Districts' wastewater treatment facilities are based on the regional growth forecast adopted by the Southern California Association of Governments (SCAG). All expansions of Districts' facilities must be sized and service phased in a manner that will be consistent with the SCAG regional growth forecast for the Los Angeles County, among others. The available capacity of the Districts' treatment facilities would, therefore, be limited to levels associated with the approved growth identified by SCAG. The Districts have expressed their intent to provide service up to the levels that are legally permitted. It should be noted that site-specific development is not currently being proposed as part of the project. Wastewater generated by future development associated with the proposed project would be determined on a project-by-project basis. As indicated on page 4.3-2 of the Draft IS/MND, the proposed project would allow for future development under the Specific Plan at a scale and intensity that is consistent with that allowed by the General Plan and is determined to be consistent with the relevant General Plan Policies. Since the regional population, housing, and employment growth forecasts, which are adopted by SCAG's Regional Council are based upon the local plans, policies, and land uses specified in general plans; the future development anticipated under the City's General Plan would be consistent with SCAG's regional forecast projections. Thus, the proposed project would not conflict with SCAG's population and household forecasts for the City. Furthermore, the Districts would review development projects on a project-by-project



basis, in order to determine if adequate capacity exists within the Districts' wastewater treatment facilities to serve the development and if Districts' facilities would be impacted.



3.0 MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires that when a public agency completes an environmental document which includes measures to mitigate or avoid significant environmental effects, the public agency must adopt a reporting or monitoring plan. This requirement ensures that environmental impacts found to be significant will be mitigated. The reporting or monitoring plan must be designed to ensure compliance during project implementation (*Public Resources Code* Section 21081.6).

In compliance with *Public Resources Code* Section 21081.6, the attached *Mitigation Monitoring and Reporting Program* has been prepared for the proposed South Garfield Village Specific Plan. This *Mitigation Monitoring and Reporting Program* is intended to provide verification that all mitigation measures identified in the Initial Study prepared for the project are monitored and reported. Monitoring will include 1) verification that each mitigation measure has been implemented; 2) recordation of the actions taken to implement each mitigation; and 3) retention of records in the project file.

This *Mitigation Monitoring and Reporting Program* delineates responsibilities for monitoring the project, but also allows the City of Monterey Park flexibility and discretion in determining how best to monitor implementation. Monitoring procedures will vary according to the type of mitigation measure. Adequate monitoring consists of demonstrating that monitoring procedures took place and that mitigation measures were implemented.

Reporting consists of establishing a record that a mitigation measure is being implemented, and generally involves the following steps:

- The City distributes reporting forms to the appropriate entities for verification of compliance.
- Departments/agencies with reporting responsibilities will review the Initial Study/Mitigated Negative Declaration, which provides general background information on the reasons for including specified mitigation measures.
- Problems or exceptions to compliance will be addressed to the City as appropriate.
- Periodic meetings may be held during project implementation to report on compliance of mitigation measures.
- Responsible parties provide the City with verification that monitoring has been conducted and ensure, as applicable, that mitigation measures have been implemented. Monitoring compliance may be documented through existing review and approval programs such as field inspection reports and plan review.
- The City prepares a reporting form periodically during the construction phase and an annual report summarizing all project mitigation monitoring efforts.
- Appropriate mitigation measures will be included in construction documents and/or conditions of permits/approvals.

Minor changes to the *Mitigation Monitoring and Reporting Program*, if required, would be made in accordance with CEQA and would be permitted after further review and approval by the City. Such changes could include reassignment of monitoring and reporting responsibilities, plan redesign to make any appropriate improvements, and/or modification, substitution or deletion of mitigation measures subject to conditions described in *CEQA Guidelines* Section 15162. No change will be permitted unless the *Mitigation Monitoring and Reporting Program* continues to satisfy the requirements of *Public Resources Code* Section 21081.6.



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MITIGATION MONITORING AND REPORTING CHECKLIST

Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
AESTHETICS							
AES-1	Before the City issues a grading permit, applicants for future development located in proximity to residentially zoned properties must submit construction documents to the Community and Economic Development Director that include language requiring all construction contractors to strictly control the staging of construction equipment and the cleanliness of construction equipment stored or driven beyond the limits of the construction work area. Construction equipment must be parked and staged within the project site. Staging areas must be screened from view from residential properties. Construction worker parking may be located off-site with the Economic and Community Development Director's approval. On-street parking of construction worker vehicles on residential streets, however, is prohibited. Vehicles must be kept clean and free of mud and dust before leaving the development site. Surrounding streets must be swept daily and maintained free of dirt and debris.	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	City of Monterey Park Community and Economic Development Director			
AIR QUALITY							
AQ-1	Before the City issues any grading permit for an individual project approved in accordance with the Specific Plan, the Director of Community and Economic Development, or designee, must confirm that the grading plan, building plans, and specifications implement SCAQMD Rule 403 including, without limitation, excessive fugitive dust	Review of Project Plans; Construction Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	City of Monterey Park Community and Economic Development Director, or designee			



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	emissions being controlled by regular watering or other dust prevention measures. Additionally, SCAQMD Rule 402 requires implementation of dust suppression techniques to prevent fugitive dust from creating a nuisance off-site. Implementation of the following measures would reduce short-term fugitive dust impacts on nearby sensitive receptors: • All active portions of the construction site must be watered every three hours during daily construction activities and when dust is observed migrating from the project site to prevent excessive amounts of dust; • Pave or apply water every three hours during daily construction activities or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas. More frequent watering must occur if dust is observed migrating from the site during site disturbance; • Any on-site stockpiles of debris, dirt, or other dusty material must be enclosed, covered, or watered twice daily, or non-toxic soil binders must be applied; • All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;						



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	• Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area; • Gravel bed trackout aprons (3 inches deep, 25 feet long, 12 feet wide per lane and edged by rock berm or row of stakes) must be installed to reduce mud/dirt trackout from unpaved truck exit routes; • On-site vehicle speed must be limited to 15 miles per hour; • All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized; • Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible; • All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site; • Reroute construction trucks away from congested streets or sensitive receptor areas; • Track-out devices must be used at all construction site access points; and						



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	All delivery truck tires must be watered down and/or scraped down prior to departing the job site.						
AQ-2	All trucks that are to haul excavated or graded material on-site must comply with Vehicle Code § 23114 (Spilling Loads on Highways). Before the City issues grading permits, the Applicant must demonstrate to the Director of Community and Economic Development, or designee, how the proposed project operations subject to that specification during hauling activities complies with Vehicle Code § 23114.	Construction Inspections	Prior to Issuance of Grading Permit; Ongoing During Construction	City of Monterey Park Community and Economic Development Director, or designee			
CULTURAL RESOURCES							
CUL-1	If evidence of subsurface archaeological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. An archaeologist certified by the County of Los Angeles must be retained, and paid for by the developer, to evaluate the discovery before resuming grading in the immediate vicinity of the find. If warranted, the archaeologist must collect the resource and prepare a technical report describing the results of the investigation. The test-level report must evaluate the site including discussion of significance (depth, nature, condition, and extent of the resources), final mitigation recommendations, and cost estimates.	During Grading Activities; Preparation of Test-Level Report, if required	During Grading Activities	City of Monterey Park Community and Economic Development Director, or designee			



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
CUL-2	If evidence of subsurface paleontological resources is found during construction, excavation and other construction activity in that area must cease and the construction contractor must contact the Director of Community and Economic Development, or designee. A paleontologist certified by the County of Los Angeles, and paid for by the developer, must evaluate the find before allowing grading to resume in the immediate vicinity of the find. If directed by the Director of Community and Economic Development, the paleontologist must prepare and complete a standard Paleontological Resources Mitigation Program for the salvage and curation of identified resources.	During Grading Activities; Preparation of Paleontologist Resources Mitigation Program, if required	During Grading Activities	City of Monterey Park Community and Economic Development Director, or designee			
CUL-3	Should previously unknown archaeological resources or human remains be encountered during construction, grading, excavation, and other construction activity, work must be stopped immediately or redirected until a City-approved archaeologist and Most Likely Descendant, if required, can evaluate the significance of the find.	During Grading Activities; Evaluation of the Archaeological Resources Significance, if required	During Grading Activities	City of Monterey Park Community and Economic Development Director, or designee			
GREENHOUSE GASES							
GHG-1	The following is a list of potential design features that should be incorporated into the Specific Plan and future projects to ensure consistency with adopted statewide plans and programs. Before the City issues building permits or certificates of occupancy for an individual project, the Community and Economic Development Director, or designee, should review and approve the incorporation of project design features noted below.	Review and Approval of Project Plans; Construction Inspections	Prior to Issuance of Building Permits or Certificates of Occupancy	City of Monterey Park Community and Economic Development Director, or designee			



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<i>Transportation</i> • Provide pedestrian connections to the off-site circulation network. • Implementation of a Transportation Demand Management (TDM) Plan including the following measures: - Provide pedestrian connections to the off-site circulation network. All uses must be internally linked to all existing or planned external streets and pedestrian facilities contiguous with the project site. This includes eliminating barriers (e.g., walls, landscaping) that impede pedestrian circulation, access, and interconnectivity. - Implement a trip reduction program, for which all employees are eligible to participate. Under a voluntary trip reduction program, monitoring and reporting is not required, and at least a one (1) percent reduction in commute trips must be achieved. - Implement a subsidized or discounted transit program, for which all employees are eligible to participate. The transit subsidies should reduce commute trips by at least 0.3 percent; - Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle						



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	services should reduce commute trips by at least 0.3 percent; - Provide a ride sharing program, for which all employees are eligible to participate. The ridesharing program should reduce commute trips by at least 1.0 percent (Occupancy Permit). <i>Energy Efficiency</i> • Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements. • Install high efficiency lighting, and energy efficient heating and cooling systems. • Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans). • Reduce unnecessary outdoor lighting. <i>Water Conservation and Efficiency</i> • Compliance with MPMC Chapter 6.31, Water Efficient Landscapes. • Install water efficient irrigation systems and landscapes, as well as incorporate water reducing features and low-flow or high-efficiency water fixtures into the buildings that reduce outdoor irrigation water use by at least 6.1 percent.						



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	<i>Solid Waste</i> - Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard). - Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas; - Institute recycling services and composting services to reduce solid waste by at least 50 percent.						
NOISE							
NOI-1	Project applicants must submit a site-specific noise reduction program to the Community and Economic Development Director, or designee, for approval. Such programs must include the following measures which will be applicable throughout the construction project: - Equipment and trucks used for project construction must utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds). - Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for project construction must be hydraulically or electronically powered wherever possible to avoid noise	Review and Approval of a Site-Specific Noise Reduction Program; Construction Inspections	Prior to Grading Permit Issuance; On-going During Construction	City of Monterey Park Community and Economic Development Director, or designee			



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	associated with compressed air exhaust from pneumatically powered tools. Where use of pneumatic tools is unavoidable, an exhaust muffler must be used. External jackets on the tools themselves must be used where feasible. Quieter procedures must be used, such as drills rather than impact equipment, whenever feasible. - Stationary noise sources must be located as far from adjacent receptors as possible and be muffled and enclosed within temporary sheds, incorporated insulation barriers, or other measures to the extent feasible. - If feasible, the noisiest phases of construction are limited to less than 10 days at a time.						
NOI-2	Before the City issues grading permits, project applicants must submit a list of measures to the Community and Economic Development Director, or designee, for approval that are tailored to respond to and track complaints pertaining to construction noise, ongoing throughout demolition, grading, and/or construction. These measures must include the following: A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction	Review and Approval of a List of Measures to Respond to and Track Complaints During Construction	Prior to Grading Permit Issuance; On-going During Construction	City of Monterey Park Community and Economic Development Director, or designee			



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	hours and off-hours), regarding complaints; • A sign posted on-site identifying the permitted construction days and hours and complaint procedures and who to notify in the event of a problem. The sign must also include a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); • The designation of an on-site construction complaint and enforcement manager for the project. The manager will act as a liaison between the project and its neighbors. The manager's responsibilities and authority include the following: - An active role in monitoring project compliance with respect to noise; - Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers; - Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and - Intervening or discussing mitigation options with contractors.						



Mitigation Number	Mitigation Measure	Monitoring and Reporting Process	Monitoring Milestones	Party Responsible for Monitoring	VERIFICATION OF COMPLIANCE		
					Initials	Date	Remarks
	- Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; and - A preconstruction meeting must be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.						



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APPENDIX A

Air Quality/Greenhouse Gas Data

**Parenthetical CALEEMOD Assumptions
For: South Garfield Village Specific Plan
Date: April 2015**

OPERATIONS

Existing Conditions

- 1 single-family dwelling unit;
- 6 multi-family dwelling units.
- 50 daily trips.

Proposed Project

- 109,948 square feet specialty retail.
- 4,873 daily trips.

South Garfield Village Specific Plan

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3
Apartments Low Rise	6.00	Dwelling Unit	0.38	6,000.00	17

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12	Operational Year	2015		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Land Uses

Construction Phase - No Construction Phase, Operation of Existing Uses Only.

Off-road Equipment - No Construction Phasing. Operation Run Only.

Vehicle Trips - Per Traffic Study.

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2015

tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	9.57	9.52

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551
Energy	4.3000e-004	3.6500e-003	1.5500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	12.5968	12.5968	4.7000e-004	1.6000e-004	12.6553
Mobile	0.0367	0.1157	0.4392	9.3000e-004	0.0639	1.6000e-003	0.0655	0.0171	1.4700e-003	0.0186	0.0000	76.0824	76.0824	3.3000e-003	0.0000	76.1517
Waste						0.0000	0.0000		0.0000	0.0000	0.8099	0.0000	0.8099	0.0479	0.0000	1.8151
Water						0.0000	0.0000		0.0000	0.0000	0.1447	2.6136	2.7583	0.0150	3.8000e-004	3.1894
Total	0.0936	0.1208	0.5583	1.0200e-003	0.0639	8.9800e-003	0.0728	0.0171	8.8500e-003	0.0259	1.6982	92.8395	94.5377	0.0690	5.9000e-004	96.1665

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551
Energy	4.3000e-004	3.6500e-003	1.5500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	12.5968	12.5968	4.7000e-004	1.6000e-004	12.6553
Mobile	0.0367	0.1157	0.4392	9.3000e-004	0.0639	1.6000e-003	0.0655	0.0171	1.4700e-003	0.0186	0.0000	76.0824	76.0824	3.3000e-003	0.0000	76.1517
Waste						0.0000	0.0000		0.0000	0.0000	0.8099	0.0000	0.8099	0.0479	0.0000	1.8151
Water						0.0000	0.0000		0.0000	0.0000	0.1447	2.6136	2.7583	0.0150	3.8000e-004	3.1891
Total	0.0936	0.1208	0.5583	1.0200e-003	0.0639	8.9800e-003	0.0728	0.0171	8.8500e-003	0.0259	1.6982	92.8395	94.5377	0.0690	5.9000e-004	96.1663

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0367	0.1157	0.4392	9.3000e-004	0.0639	1.6000e-003	0.0655	0.0171	1.4700e-003	0.0186	0.0000	76.0824	76.0824	3.3000e-003	0.0000	76.1517
Unmitigated	0.0367	0.1157	0.4392	9.3000e-004	0.0639	1.6000e-003	0.0655	0.0171	1.4700e-003	0.0186	0.0000	76.0824	76.0824	3.3000e-003	0.0000	76.1517

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	39.90	42.96	36.42	136,139	136,139
Single Family Housing	9.52	10.08	8.77	32,439	32,439
Total	49.42	53.04	45.19	168,578	168,578

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3649	8.3649	3.8000e-004	8.0000e-005	8.3976
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	8.3649	8.3649	3.8000e-004	8.0000e-005	8.3976
NaturalGas Mitigated	4.3000e-004	3.6500e-003	1.5500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.2319	4.2319	8.0000e-005	8.0000e-005	4.2577
NaturalGas Unmitigated	4.3000e-004	3.6500e-003	1.5500e-003	2.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004	0.0000	4.2319	4.2319	8.0000e-005	8.0000e-005	4.2577

5.2 Energy by Land Use - NaturalGas Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	32586.6	1.8000e-004	1.5000e-003	6.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7390	1.7390	3.0000e-005	3.0000e-005	1.7495
Apartments Low Rise	46716.9	2.5000e-004	2.1500e-003	9.2000e-004	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4930	2.4930	5.0000e-005	5.0000e-005	2.5082
Total		4.3000e-004	3.6500e-003	1.5600e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2319	4.2319	8.0000e-005	8.0000e-005	4.2577

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Single Family Housing	32586.6	1.8000e-004	1.5000e-003	6.4000e-004	1.0000e-005		1.2000e-004	1.2000e-004		1.2000e-004	1.2000e-004	0.0000	1.7390	1.7390	3.0000e-005	3.0000e-005	1.7495
Apartments Low Rise	46716.9	2.5000e-004	2.1500e-003	9.2000e-004	1.0000e-005		1.7000e-004	1.7000e-004		1.7000e-004	1.7000e-004	0.0000	2.4930	2.4930	5.0000e-005	5.0000e-005	2.5082
Total		4.3000e-004	3.6500e-003	1.5600e-003	2.0000e-005		2.9000e-004	2.9000e-004		2.9000e-004	2.9000e-004	0.0000	4.2319	4.2319	8.0000e-005	8.0000e-005	4.2577

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	21778.4	6.2323	2.9000e-004	6.0000e-005	6.2566
Single Family Housing	7452.32	2.1326	1.0000e-004	2.0000e-005	2.1410
Total		8.3649	3.9000e-004	8.0000e-005	8.3976

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Apartments Low Rise	21778.4	6.2323	2.9000e-004	6.0000e-005	6.2566
Single Family Housing	7452.32	2.1326	1.0000e-004	2.0000e-005	2.1410
Total		8.3649	3.9000e-004	8.0000e-005	8.3976

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551
Unmitigated	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0800e-003	7.0800e-003		7.0800e-003	7.0800e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0229	5.8000e-004	0.0440	7.0000e-005		6.6800e-003	6.6800e-003		6.6800e-003	6.6800e-003	0.7435	1.4288	2.1724	2.2200e-003	5.0000e-005	2.2346
Landscaping	2.3500e-003	8.7000e-004	0.0735	0.0000		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	0.1179	0.1179	1.2000e-004	0.0000	0.1205
Total	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	3.0500e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0282					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Hearth	0.0229	5.8000e-004	0.0440	7.0000e-005		6.6800e-003	6.6800e-003		6.6800e-003	6.6800e-003	0.7435	1.4288	2.1724	2.2200e-003	5.0000e-005	2.2346
Landscaping	2.3500e-003	8.7000e-004	0.0735	0.0000		3.9000e-004	3.9000e-004		3.9000e-004	3.9000e-004	0.0000	0.1179	0.1179	1.2000e-004	0.0000	0.1205
Total	0.0565	1.4500e-003	0.1175	7.0000e-005		7.0700e-003	7.0700e-003		7.0700e-003	7.0700e-003	0.7435	1.5467	2.2903	2.3400e-003	5.0000e-005	2.3551

7.0 Water Detail

7.1 Mitigation Measures Water

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	2.7583	0.0150	3.8000e-004	3.1891
Unmitigated	2.7583	0.0150	3.8000e-004	3.1894

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.390924 / 0.246452	2.3642	0.0128	3.2000e-004	2.7337
Single Family Housing	0.065154 / 0.0410754	0.3940	2.1400e-003	5.0000e-005	0.4556
Total		2.7583	0.0150	3.7000e-004	3.1894

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Apartments Low Rise	0.390924 / 0.246452	2.3642	0.0128	3.2000e-004	2.7335
Single Family Housing	0.065154 / 0.0410754	0.3940	2.1400e-003	5.0000e-005	0.4556
Total		2.7583	0.0150	3.7000e-004	3.1891

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	0.8099	0.0479	0.0000	1.8151
Mitigated	0.8099	0.0479	0.0000	1.8151

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2.76	0.5603	0.0331	0.0000	1.2556
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
Total		0.8099	0.0479	0.0000	1.8151

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Apartments Low Rise	2.76	0.5603	0.0331	0.0000	1.2556
Single Family Housing	1.23	0.2497	0.0148	0.0000	0.5596
Total		0.8099	0.0479	0.0000	1.8151

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

South Garfield Village Specific Plan

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3
Apartments Low Rise	6.00	Dwelling Unit	0.38	6,000.00	17

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2015
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Land Uses

Construction Phase - No Construction Phase, Operation of Existing Uses Only.

Off-road Equipment - No Construction Phasing. Operation Run Only.

Vehicle Trips - Per Traffic Study.

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2015

tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	9.57	9.52

2.0 Emissions Summary

2.2 Overall Operational
Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Energy	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
Mobile	0.2277	0.6702	2.5655	5.4200e-003	0.3842	9.5000e-003	0.3937	0.1026	8.7300e-003	0.1114		489.9346	489.9346	0.0215		490.3865
Total	2.2543	0.7436	6.6808	0.0112	0.3842	0.5490	0.9332	0.1026	0.5481	0.6508	65.5684	642.5356	708.1040	0.2186	4.9200e-003	714.2201

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Energy	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
Mobile	0.2277	0.6702	2.5655	5.4200e-003	0.3842	9.5000e-003	0.3937	0.1026	8.7300e-003	0.1114		489.9346	489.9346	0.0215		490.3865
Total	2.2543	0.7436	6.6808	0.0112	0.3842	0.5490	0.9332	0.1026	0.5481	0.6508	65.5684	642.5356	708.1040	0.2186	4.9200e-003	714.2201

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2277	0.6702	2.5655	5.4200e-003	0.3842	9.5000e-003	0.3937	0.1026	8.7300e-003	0.1114		489.9346	489.9346	0.0215		490.3865
Unmitigated	0.2277	0.6702	2.5655	5.4200e-003	0.3842	9.5000e-003	0.3937	0.1026	8.7300e-003	0.1114		489.9346	489.9346	0.0215		490.3865

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	39.90	42.96	36.42	136,139	136,139
Single Family Housing	9.52	10.08	8.77	32,439	32,439
Total	49.42	53.04	45.19	168,578	168,578

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
NaturalGas Unmitigated	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	89.2784	9.6000e-004	8.2300e-003	3.5000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5033	10.5033	2.0000e-004	1.9000e-004	10.5673
Apartments Low Rise	127.992	1.3800e-003	0.0118	5.0200e-003	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004		15.0578	15.0578	2.9000e-004	2.8000e-004	15.1495
Total		2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0892784	9.6000e-004	8.2300e-003	3.5000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5033	10.5033	2.0000e-004	1.9000e-004	10.5673
Apartments Low Rise	0.127992	1.3800e-003	0.0118	5.0200e-003	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004		15.0578	15.0578	2.9000e-004	2.8000e-004	15.1495
Total		2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Unmitigated	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0167					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8343	0.0465	3.5185	5.6000e-003		0.5347	0.5347		0.5346	0.5346	65.5684	126.0000	191.5684	0.1955	4.4500e-003	197.0543
Landscaping	0.0188	6.9300e-003	0.5883	3.0000e-005		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		1.0399	1.0399	1.0800e-003		1.0626
Total	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0167					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8343	0.0465	3.5185	5.6000e-003		0.5347	0.5347		0.5346	0.5346	65.5684	126.0000	191.5684	0.1955	4.4500e-003	197.0543
Landscaping	0.0188	6.9300e-003	0.5883	3.0000e-005		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		1.0399	1.0399	1.0800e-003		1.0626
Total	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

South Garfield Village Specific Plan

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Single Family Housing	1.00	Dwelling Unit	0.32	1,800.00	3
Apartments Low Rise	6.00	Dwelling Unit	0.38	6,000.00	17

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12	Operational Year	2015		
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing Land Uses

Construction Phase - No Construction Phase, Operation of Existing Uses Only.

Off-road Equipment - No Construction Phasing. Operation Run Only.

Vehicle Trips - Per Traffic Study.

Table Name	Column Name	Default Value	New Value
tblGrading	AcresOfGrading	0.00	0.50
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2015

tblVehicleTrips	WD_TR	6.59	6.65
tblVehicleTrips	WD_TR	9.57	9.52

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Energy	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
Mobile	0.2200	0.6364	2.6247	5.7100e-003	0.3842	9.4500e-003	0.3936	0.1026	8.6800e-003	0.1113		515.1985	515.1985	0.0215		515.6501
Total	2.2465	0.7099	6.7401	0.0115	0.3842	0.5489	0.9331	0.1026	0.5481	0.6507	65.5684	667.7995	733.3679	0.2186	4.9200e-003	739.4837

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Energy	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
Mobile	0.2200	0.6364	2.6247	5.7100e-003	0.3842	9.4500e-003	0.3936	0.1026	8.6800e-003	0.1113		515.1985	515.1985	0.0215		515.6501
Total	2.2465	0.7099	6.7401	0.0115	0.3842	0.5489	0.9331	0.1026	0.5481	0.6507	65.5684	667.7995	733.3679	0.2186	4.9200e-003	739.4837

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.2200	0.6364	2.6247	5.7100e-003	0.3842	9.4500e-003	0.3936	0.1026	8.6800e-003	0.1113		515.1985	515.1985	0.0215		515.6501
Unmitigated	0.2200	0.6364	2.6247	5.7100e-003	0.3842	9.4500e-003	0.3936	0.1026	8.6800e-003	0.1113		515.1985	515.1985	0.0215		515.6501

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Apartments Low Rise	39.90	42.96	36.42	136,139	136,139
Single Family Housing	9.52	10.08	8.77	32,439	32,439
Total	49.42	53.04	45.19	168,578	168,578

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Apartments Low Rise	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3
Single Family Housing	14.70	5.90	8.70	40.20	19.20	40.60	86	11	3

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.515437	0.060435	0.179988	0.139880	0.041945	0.006639	0.015487	0.028746	0.001918	0.002517	0.004333	0.000596	0.002079

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167
NaturalGas Unmitigated	2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	89.2784	9.6000e-004	8.2300e-003	3.5000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5033	10.5033	2.0000e-004	1.9000e-004	10.5673
Apartments Low Rise	127.992	1.3800e-003	0.0118	5.0200e-003	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004		15.0578	15.0578	2.9000e-004	2.8000e-004	15.1495
Total		2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

Mitigated

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Single Family Housing	0.0892784	9.6000e-004	8.2300e-003	3.5000e-003	5.0000e-005		6.7000e-004	6.7000e-004		6.7000e-004	6.7000e-004		10.5033	10.5033	2.0000e-004	1.9000e-004	10.5673
Apartments Low Rise	0.127992	1.3800e-003	0.0118	5.0200e-003	8.0000e-005		9.5000e-004	9.5000e-004		9.5000e-004	9.5000e-004		15.0578	15.0578	2.9000e-004	2.8000e-004	15.1495
Total		2.3400e-003	0.0200	8.5200e-003	1.3000e-004		1.6200e-003	1.6200e-003		1.6200e-003	1.6200e-003		25.5612	25.5612	4.9000e-004	4.7000e-004	25.7167

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169
Unmitigated	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0167					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8343	0.0465	3.5185	5.6000e-003		0.5347	0.5347		0.5346	0.5346	65.5684	126.0000	191.5684	0.1955	4.4500e-003	197.0543
Landscaping	0.0188	6.9300e-003	0.5883	3.0000e-005		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		1.0399	1.0399	1.0800e-003		1.0626
Total	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0167					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.1544					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Hearth	1.8343	0.0465	3.5185	5.6000e-003		0.5347	0.5347		0.5346	0.5346	65.5684	126.0000	191.5684	0.1955	4.4500e-003	197.0543
Landscaping	0.0188	6.9300e-003	0.5883	3.0000e-005		3.1500e-003	3.1500e-003		3.1500e-003	3.1500e-003		1.0399	1.0399	1.0800e-003		1.0626
Total	2.0242	0.0535	4.1068	5.6300e-003		0.5379	0.5379		0.5378	0.5378	65.5684	127.0399	192.6083	0.1966	4.4500e-003	198.1169

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

South Garfield Village Specific Plan

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	109.95	1000sqft	2.52	109,948.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Proposed Land Uses

Land Use - Proposed Land Uses

Strip Mall = Speciality Retail

Construction Phase - No construction phases. Operation run only.

Off-road Equipment - Operation run only.

Vehicle Trips - Per Traffic Study.

Energy Use -

Mobile Land Use Mitigation - Project Design Features

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mobile Commute Mitigation - Proposed TDM

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003
Energy	1.0100e-003	9.1600e-003	7.7000e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	487.2753	487.2753	0.0221	4.7200e-003	489.2039
Mobile	2.3785	5.5100	22.6507	0.0480	3.2168	0.0710	3.2877	0.8608	0.0653	0.9261	0.0000	3,704.8287	3,704.8287	0.1514	0.0000	3,708.0074
Waste						0.0000	0.0000		0.0000	0.0000	23.4353	0.0000	23.4353	1.3850	0.0000	52.5200
Water						0.0000	0.0000		0.0000	0.0000	2.5838	46.2171	48.8009	0.2675	6.7100e-003	56.4973
Total	2.9044	5.5192	22.6598	0.0480	3.2168	0.0717	3.2884	0.8608	0.0660	0.9268	26.0191	4,238.3237	4,264.3428	1.8260	0.0114	4,306.2315

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003
Energy	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	463.0847	463.0847	0.0211	4.4800e-003	464.9164
Mobile	2.1697	3.8669	17.4041	0.0306	1.9947	0.0465	2.0411	0.5338	0.0428	0.5765	0.0000	2,358.9694	2,358.9694	0.1016	0.0000	2,361.1034
Waste						0.0000	0.0000		0.0000	0.0000	11.7177	0.0000	11.7177	0.6925	0.0000	26.2600
Water						0.0000	0.0000		0.0000	0.0000	2.0670	39.1796	41.2466	0.2141	5.3800e-003	47.4091
Total	2.6954	3.8751	17.4124	0.0306	1.9947	0.0471	2.0418	0.5338	0.0434	0.5772	13.7847	2,861.2364	2,875.0211	1.0292	9.8600e-003	2,899.6918

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.19	29.79	23.16	36.23	37.99	34.26	37.91	37.99	34.25	37.72	47.02	32.49	32.58	43.63	13.74	32.66

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option

Employee Vanpool/Shuttle
Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	2.1697	3.8669	17.4041	0.0306	1.9947	0.0465	2.0411	0.5338	0.0428	0.5765	0.0000	2,358.9694	2,358.9694	0.1016	0.0000	2,361.1034
Unmitigated	2.3785	5.5100	22.6507	0.0480	3.2168	0.0710	3.2877	0.8608	0.0653	0.9261	0.0000	3,704.8287	3,704.8287	0.1514	0.0000	3,708.0074

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	4,872.90	4,622.21	2246.24	8,489,089	5,263,972
Total	4,872.90	4,622.21	2,246.24	8,489,089	5,263,972

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	454.1753	454.1753	0.0209	4.3200e-003	455.9527
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	477.3010	477.3010	0.0219	4.5400e-003	479.1689
NaturalGas Mitigated	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9094	8.9094	1.7000e-004	1.6000e-004	8.9636
NaturalGas Unmitigated	1.0100e-003	9.1600e-003	7.7000e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9743	9.9743	1.9000e-004	1.8000e-004	10.0350

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	186912	1.0100e-003	9.1600e-003	7.7000e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9743	9.9743	1.9000e-004	1.8000e-004	10.0350
Total		1.0100e-003	9.1600e-003	7.7000e-003	5.0000e-005		7.0000e-004	7.0000e-004		7.0000e-004	7.0000e-004	0.0000	9.9743	9.9743	1.9000e-004	1.8000e-004	10.0350

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	166956	9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9094	8.9094	1.7000e-004	1.6000e-004	8.9636
Total		9.0000e-004	8.1800e-003	6.8700e-003	5.0000e-005		6.2000e-004	6.2000e-004		6.2000e-004	6.2000e-004	0.0000	8.9094	8.9094	1.7000e-004	1.6000e-004	8.9636

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	1.66791e+006	477.3010	0.0219	4.5400e-003	479.1689
Total		477.3010	0.0219	4.5400e-003	479.1689

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	1.5871e+06	454.1753	0.0209	4.3200e-003	455.9527
Total		454.1753	0.0209	4.3200e-003	455.9527

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003
Unmitigated	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.1274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.3973					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003
Total	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Consumer Products	0.3973					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.4000e-004	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003
Architectural Coating	0.1274					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	0.5248	1.0000e-005	1.4300e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005	0.0000	2.7300e-003	2.7300e-003	1.0000e-005	0.0000	2.8900e-003

7.0 Water Detail

7.1 Mitigation Measures Water

Install Low Flow Bathroom Faucet

Install Low Flow Kitchen Faucet

Install Low Flow Toilet

Install Low Flow Shower

Use Water Efficient Irrigation System

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	41.2466	0.2141	5.3800e-003	47.4091
Unmitigated	48.8009	0.2675	6.7100e-003	56.4973

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	8.14427 / 4.99165	48.8009	0.2675	6.7100e-003	56.4973
Total		48.8009	0.2675	6.7100e-003	56.4973

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	6.51542 / 4.68716	41.2466	0.2141	5.3800e-003	47.4091
Total		41.2466	0.2141	5.3800e-003	47.4091

8.0 Waste Detail

8.1 Mitigation Measures Waste

Institute Recycling and Composting Services

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Unmitigated	23.4353	1.3850	0.0000	52.5200
Mitigated	11.7177	0.6925	0.0000	26.2600

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	115.45	23.4353	1.3850	0.0000	52.5200
Total		23.4353	1.3850	0.0000	52.5200

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	57.725	11.7177	0.6925	0.0000	26.2600
Total		11.7177	0.6925	0.0000	26.2600

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

South Garfield Village Specific Plan

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	109.95	1000sqft	2.52	109,948.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Proposed Land Uses

Land Use - Proposed Land Uses

Strip Mall = Speciality Retail

Construction Phase - No construction phases. Operation run only.

Off-road Equipment - Operation run only.

Vehicle Trips - Per Traffic Study.

Energy Use -

Mobile Land Use Mitigation - Project Design Features

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mobile Commute Mitigation - Proposed TDM

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Energy	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121
Mobile	15.1550	32.4488	135.5173	0.2844	19.6602	0.4278	20.0881	5.2530	0.3938	5.6467		24,233.4908	24,233.4908	1.0032		24,254.5584
Total	18.0366	32.4991	135.5709	0.2847	19.6602	0.4317	20.0919	5.2530	0.3976	5.6506		24,293.7604	24,293.7604	1.0044	1.1000e-003	24,315.1960

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Energy	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
Mobile	13.9143	22.7934	104.8666	0.1812	12.1911	0.2808	12.4718	3.2573	0.2584	3.5157		15,425.6841	15,425.6841	0.6737		15,439.8327
Total	16.7954	22.8384	104.9157	0.1815	12.1911	0.2842	12.4753	3.2573	0.2619	3.5192		15,479.5216	15,479.5216	0.6748	9.9000e-004	15,493.9991

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	6.88	29.73	22.61	36.26	37.99	34.15	37.91	37.99	34.14	37.72	0.00	36.28	36.28	32.81	10.00	36.28

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

Increase Density
Increase Diversity
Improve Walkability Design
Improve Destination Accessibility
Increase Transit Accessibility
Improve Pedestrian Network
Implement Trip Reduction Program
Market Commute Trip Reduction Option
Employee Vanpool/Shuttle

Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.9143	22.7934	104.8666	0.1812	12.1911	0.2808	12.4718	3.2573	0.2584	3.5157		15,425.6841	15,425.6841	0.6737		15,439.8327
Unmitigated	15.1550	32.4488	135.5173	0.2844	19.6602	0.4278	20.0881	5.2530	0.3938	5.6467		24,233.4908	24,233.4908	1.0032		24,254.5584

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	4,872.90	4,622.21	2246.24	8,489,089	5,263,972
Total	4,872.90	4,622.21	2,246.24	8,489,089	5,263,972

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
NaturalGas Unmitigated	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	512.087	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121
Total		5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.457414	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
Total		4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Unmitigated	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	2.1770					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Architectural Coating	0.6981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	2.1770					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Architectural Coating	0.6981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

South Garfield Village Specific Plan

South Coast Air Basin, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	109.95	1000sqft	2.52	109,948.00	0

1.2 Other Project Characteristics

Urbanization	Urban	Wind Speed (m/s)	2.2	Precipitation Freq (Days)	31
Climate Zone	12			Operational Year	2017
Utility Company	Southern California Edison				
CO2 Intensity (lb/MW hr)	630.89	CH4 Intensity (lb/MW hr)	0.029	N2O Intensity (lb/MW hr)	0.006

1.3 User Entered Comments & Non-Default Data

Project Characteristics - Proposed Land Uses

Land Use - Proposed Land Uses

Strip Mall = Speciality Retail

Construction Phase - No construction phases. Operation run only.

Off-road Equipment - Operation run only.

Vehicle Trips - Per Traffic Study.

Energy Use -

Mobile Land Use Mitigation - Project Design Features

Area Mitigation -

Water Mitigation -

Waste Mitigation -

Mobile Commute Mitigation - Proposed TDM

Energy Mitigation -

Table Name	Column Name	Default Value	New Value
tblCommuteMitigation	EmployeeVanpoolPercentModeShare	2	100
tblConstructionPhase	NumDays	20.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblProjectCharacteristics	OperationalYear	2014	2017

2.0 Emissions Summary

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Energy	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121
Mobile	14.5298	30.9752	132.3644	0.2993	19.6602	0.4251	20.0854	5.2530	0.3913	5.6442		25,458.4521	25,458.4521	1.0019		25,479.4920
Total	17.4115	31.0255	132.4180	0.2996	19.6602	0.4290	20.0892	5.2530	0.3951	5.6481		25,518.7217	25,518.7217	1.0031	1.1000e-003	25,540.1295

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Energy	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
Mobile	13.2485	21.8554	98.2610	0.1906	12.1911	0.2781	12.4691	3.2573	0.2559	3.5132		16,201.6251	16,201.6251	0.6724		16,215.7460
Total	16.1296	21.9003	98.3101	0.1908	12.1911	0.2815	12.4726	3.2573	0.2594	3.5167		16,255.4626	16,255.4626	0.6735	9.9000e-004	16,269.9124

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	7.36	29.41	25.76	36.31	37.99	34.37	37.91	37.99	34.36	37.74	0.00	36.30	36.30	32.86	10.00	36.30

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

- Increase Density
- Increase Diversity
- Improve Walkability Design
- Improve Destination Accessibility
- Increase Transit Accessibility
- Improve Pedestrian Network
- Implement Trip Reduction Program
- Market Commute Trip Reduction Option
- Employee Vanpool/Shuttle
- Provide Riade Sharing Program

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	13.2485	21.8554	98.2610	0.1906	12.1911	0.2781	12.4691	3.2573	0.2559	3.5132		16,201.6251	16,201.6251	0.6724		16,215.7460
Unmitigated	14.5298	30.9752	132.3644	0.2993	19.6602	0.4251	20.0854	5.2530	0.3913	5.6442		25,458.4521	25,458.4521	1.0019		25,479.4920

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	4,872.90	4,622.21	2246.24	8,489,089	5,263,972
Total	4,872.90	4,622.21	2,246.24	8,489,089	5,263,972

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	16.60	8.40	6.90	16.60	64.40	19.00	45	40	15

LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
0.513125	0.060112	0.180262	0.139218	0.042100	0.006630	0.016061	0.030999	0.001941	0.002506	0.004348	0.000594	0.002104

5.0 Energy Detail

4.4 Fleet Mix

Historical Energy Use: N

5.1 Mitigation Measures Energy

Exceed Title 24

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
NaturalGas Unmitigated	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	512.087	5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121
Total		5.5200e-003	0.0502	0.0422	3.0000e-004		3.8200e-003	3.8200e-003		3.8200e-003	3.8200e-003		60.2455	60.2455	1.1500e-003	1.1000e-003	60.6121

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.457414	4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409
Total		4.9300e-003	0.0448	0.0377	2.7000e-004		3.4100e-003	3.4100e-003		3.4100e-003	3.4100e-003		53.8134	53.8134	1.0300e-003	9.9000e-004	54.1409

6.0 Area Detail

6.1 Mitigation Measures Area

No Hearths Installed

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Unmitigated	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	2.1770					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Architectural Coating	0.6981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Consumer Products	2.1770					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.1000e-003	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255
Architectural Coating	0.6981					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	2.8762	1.1000e-004	0.0114	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005		0.0241	0.0241	7.0000e-005		0.0255

7.0 Water Detail

7.1 Mitigation Measures Water

- Install Low Flow Bathroom Faucet
- Install Low Flow Kitchen Faucet
- Install Low Flow Toilet
- Install Low Flow Shower
- Use Water Efficient Irrigation System

8.0 Waste Detail

8.1 Mitigation Measures Waste

- Institute Recycling and Composting Services

9.0 Operational Offroad

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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10.0 Vegetation

APPENDIX B

Noise Data

**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

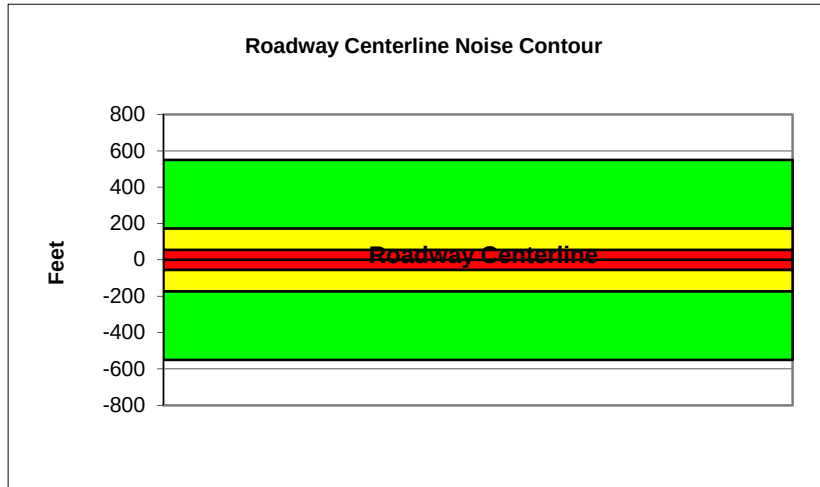
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: North of Floral Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2350			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	34			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.8	65.4
Medium Trucks:	64.2	56.1	49.7	48.2	56.6	56.9
Heavy Trucks:	69.0	57.1	48.0	49.3	59.0	59.1
Vehicle Noise:	71.4	65.6	62.7	57.7	66.3	66.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	550
65 dBA	174
70 dBA	55
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

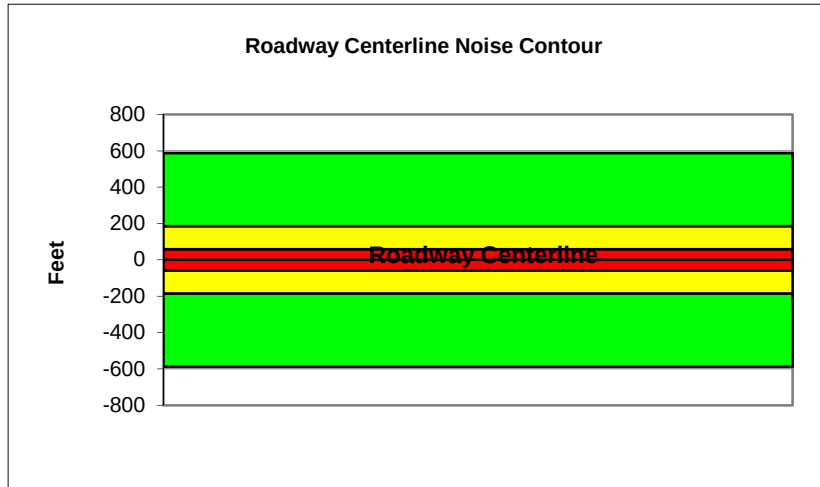
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Floral Drive to Riggins Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25100			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2510			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.3	62.5	56.5	65.1	65.7
Medium Trucks:	64.5	56.4	50.1	48.5	57.0	57.2
Heavy Trucks:	69.3	57.4	48.4	49.6	59.3	59.4
Vehicle Noise:	71.7	65.9	63.0	58.0	66.6	67.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	588
65 dBA	186
70 dBA	59
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

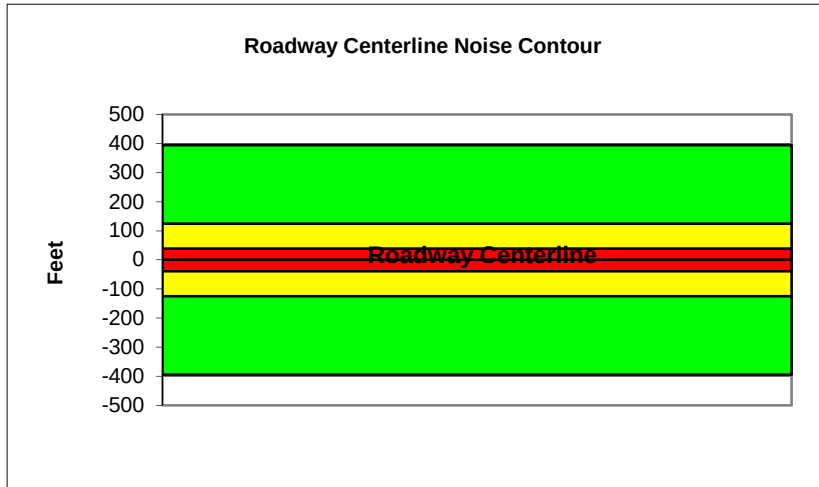
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Riggins Street to Pomona Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	22900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2290			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	33			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.5	62.2	60.5	54.4	63.0	63.6
Medium Trucks:	63.2	55.1	48.7	47.2	55.6	55.9
Heavy Trucks:	68.4	56.5	47.4	48.6	58.5	58.7
Vehicle Noise:	70.8	64.2	61.0	56.3	64.9	65.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	394
65 dBA	125
70 dBA	39
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

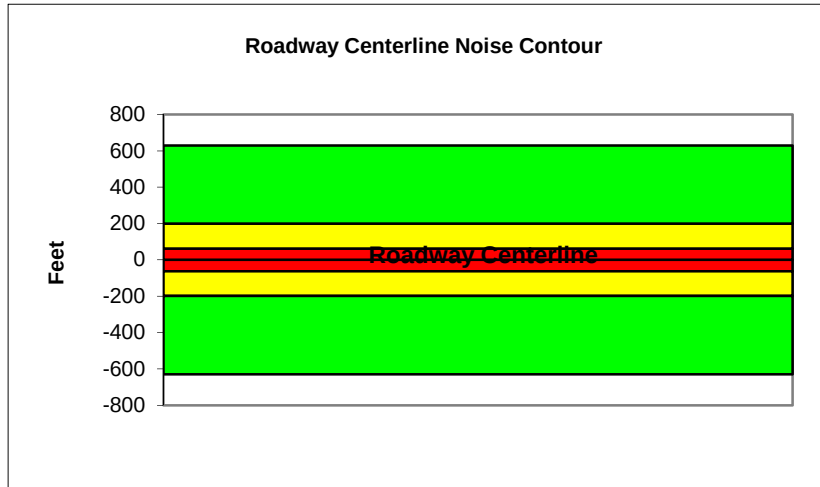
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Pomona Boulevard to Via Campo

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	26900				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2690				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	39				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	64.7	56.6	50.2	48.7	57.2	57.4
Heavy Trucks:	69.5	57.6	48.5	49.8	59.5	59.6
Vehicle Noise:	71.9	66.1	63.2	58.2	66.8	67.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	630
65 dBA	199
70 dBA	63
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

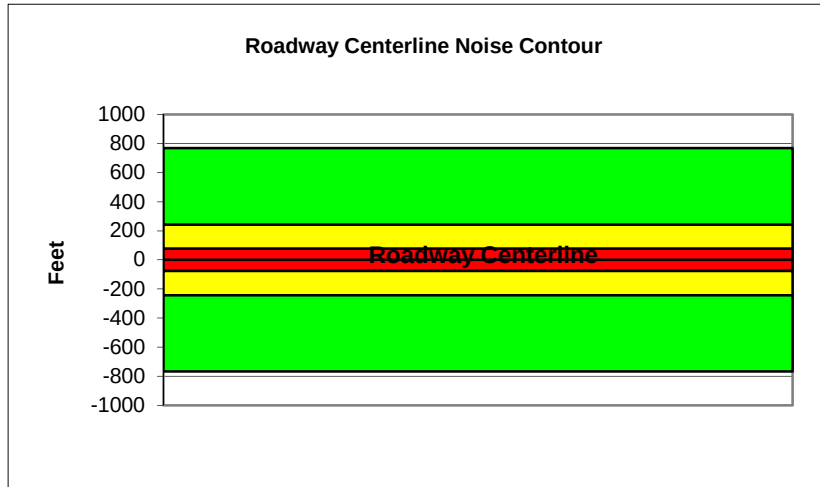
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: South of Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	32800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3280			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	41			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.3	63.6	57.5	66.1	66.7
Medium Trucks:	65.5	57.5	51.1	49.5	58.0	58.2
Heavy Trucks:	70.4	58.4	49.4	50.6	60.3	60.4
Vehicle Noise:	72.7	66.9	64.0	59.1	67.6	68.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	768
65 dBA	243
70 dBA	77
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

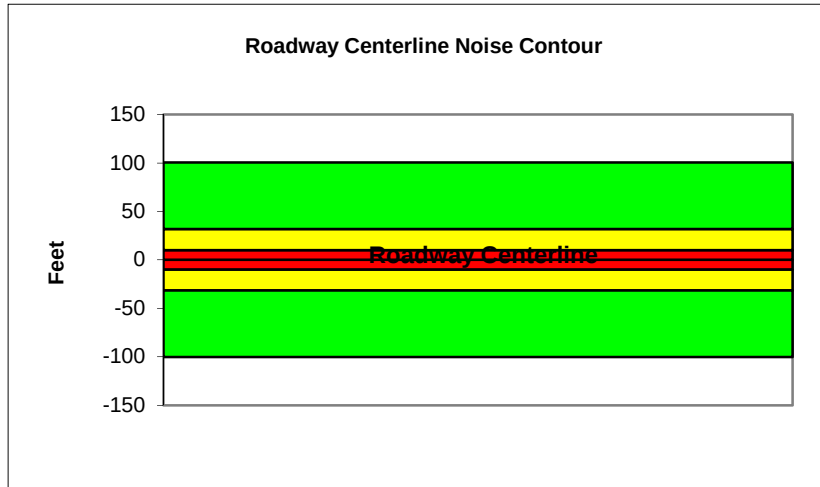
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggins Street
Road Segment: West of Isabella Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11700			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1170			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	12			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	46.7	55.5	53.7	47.6	56.3	56.9
Medium Trucks:	58.4	50.3	43.9	42.3	50.8	51.1
Heavy Trucks:	64.5	52.6	43.5	44.7	55.1	55.3
Vehicle Noise:	67.2	58.7	54.7	50.9	59.4	59.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	100
65 dBA	32
70 dBA	10
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

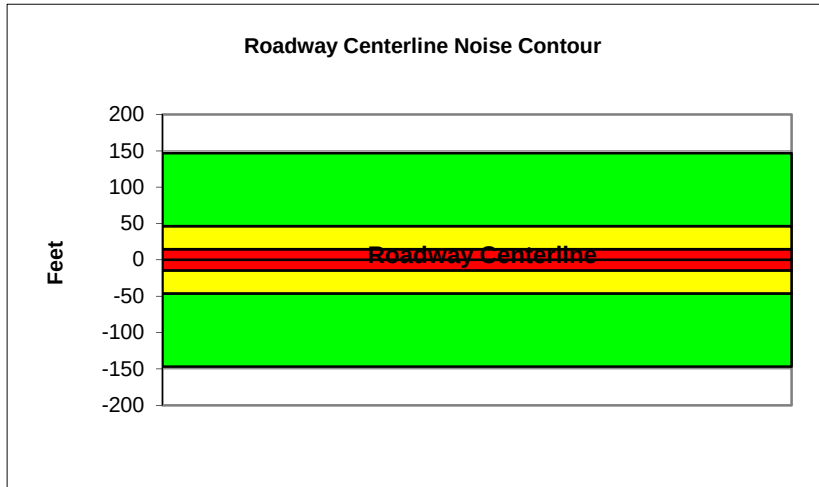
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggins Street
Road Segment: Isabella Avenue to Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1190			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.8	57.6	55.8	49.8	58.4	59.0
Medium Trucks:	59.4	51.4	45.0	43.4	51.9	52.1
Heavy Trucks:	65.1	53.2	44.1	45.3	55.4	55.6
Vehicle Noise:	67.6	60.1	56.6	52.2	60.8	61.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	147
65 dBA	46
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

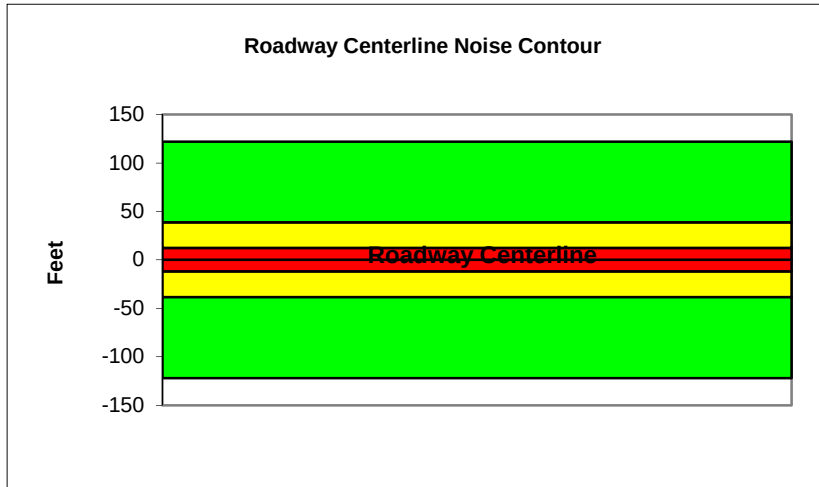
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	9900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	990			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.0	56.8	55.0	49.0	57.6	58.2
Medium Trucks:	58.6	50.6	44.2	42.6	51.1	51.3
Heavy Trucks:	64.3	52.4	43.3	44.5	54.6	54.8
Vehicle Noise:	66.8	59.3	55.8	51.4	60.0	60.4

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	122
65 dBA	39
70 dBA	12
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

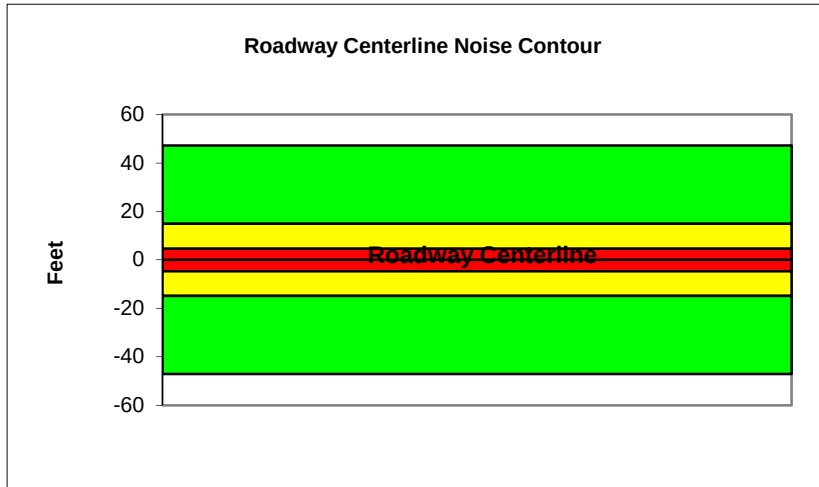
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	5500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	550			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	12			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.4	52.2	50.4	44.3	53.0	53.6
Medium Trucks:	55.1	47.0	40.6	39.1	47.5	47.8
Heavy Trucks:	61.2	49.3	40.2	41.5	51.8	52.0
Vehicle Noise:	63.9	55.5	51.4	47.6	56.1	56.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	47
65 dBA	15
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

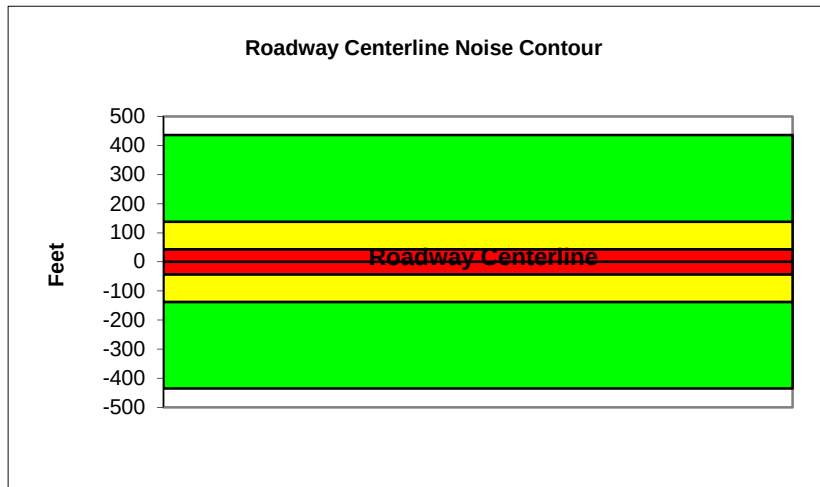
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: West of Garfield Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	18600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1860				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.6	63.4	61.6	55.5	64.1	64.7
Medium Trucks:	63.5	55.5	49.1	47.5	56.0	56.2
Heavy Trucks:	68.4	56.4	47.4	48.6	58.3	58.5
Vehicle Noise:	70.8	64.9	62.0	57.1	65.7	66.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	436
65 dBA	138
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

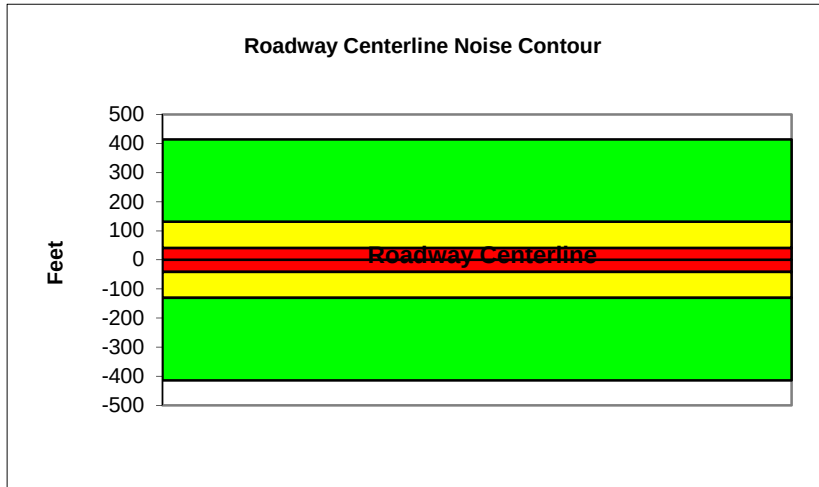
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	17700				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1770				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.1	61.4	55.3	63.9	64.5
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.2	56.2	47.2	48.4	58.1	58.2
Vehicle Noise:	70.5	64.7	61.8	56.9	65.4	65.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	415
65 dBA	131
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

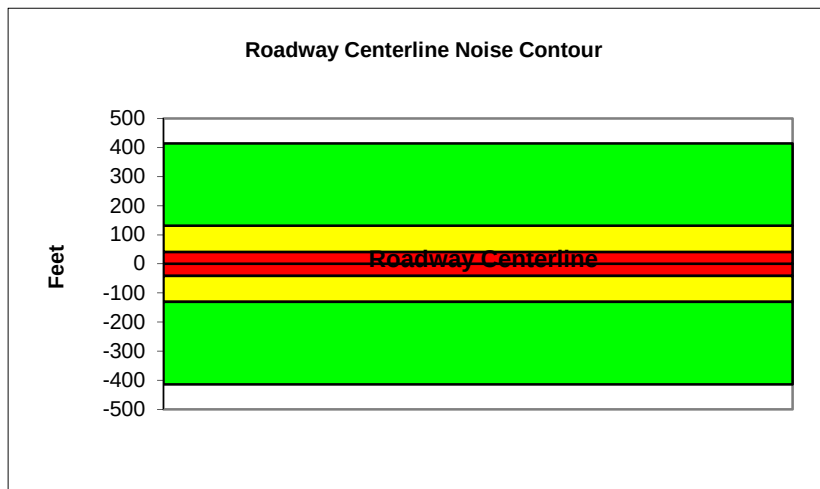
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	17700			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1770			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	13			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.1	61.4	55.3	63.9	64.5
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.2	56.2	47.2	48.4	58.1	58.2
Vehicle Noise:	70.5	64.7	61.8	56.9	65.4	65.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	415
65 dBA	131
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

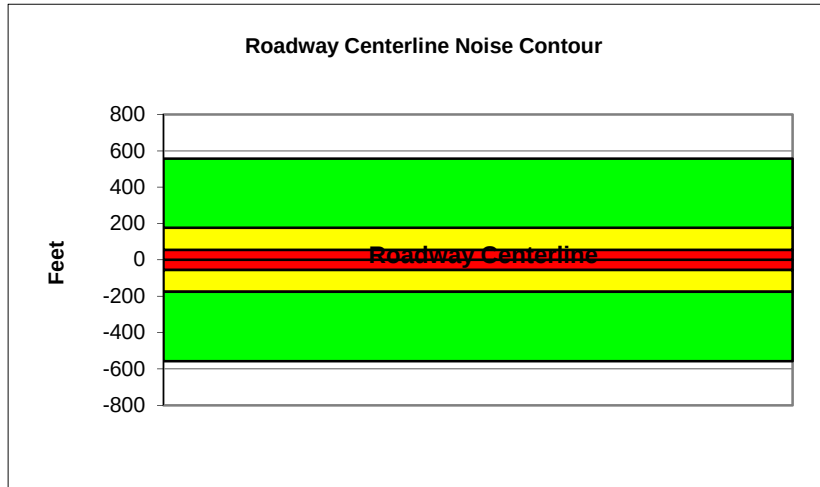
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: West of Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2380			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	22			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.5	64.3	62.5	56.4	65.0	65.7
Medium Trucks:	64.4	56.4	50.0	48.4	56.9	57.1
Heavy Trucks:	69.3	57.4	48.3	49.5	59.2	59.4
Vehicle Noise:	71.7	65.8	62.9	58.0	66.6	67.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	557
65 dBA	176
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

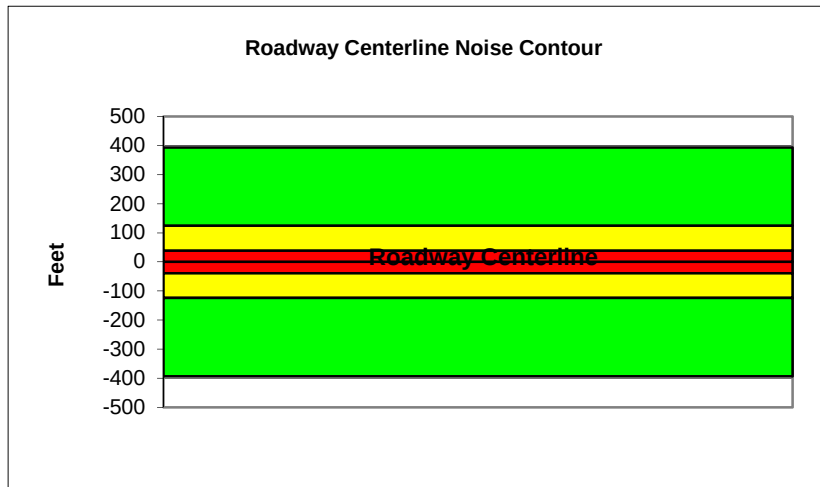
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	22800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2280			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	23			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.6	62.4	60.6	54.5	63.2	63.8
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.6	56.6	47.6	48.8	58.7	58.8
Vehicle Noise:	71.0	64.3	61.2	56.5	65.0	65.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	394
65 dBA	124
70 dBA	39
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

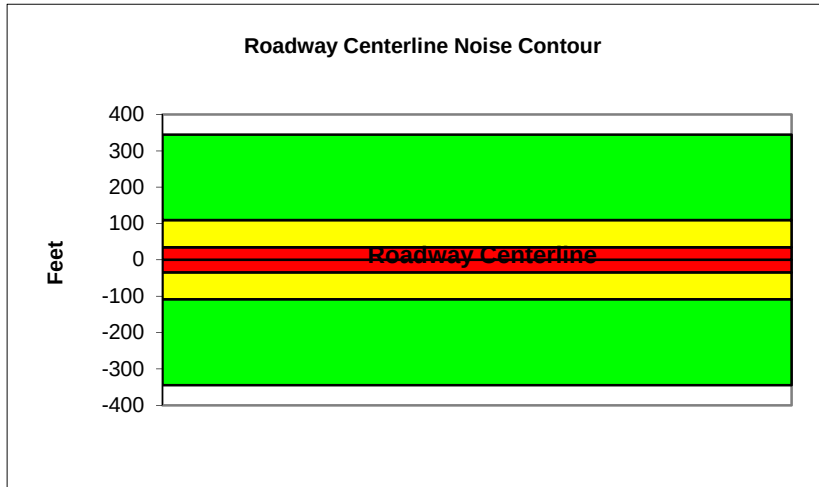
Project Name: South Garfield Village Specific Plan Scenario: Existing
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: East of Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20000				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2000				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	27				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.5	63.1
Medium Trucks:	62.7	54.6	48.2	46.7	55.2	55.4
Heavy Trucks:	67.9	56.0	46.9	48.1	58.0	58.2
Vehicle Noise:	70.3	63.7	60.5	55.8	64.4	64.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	345
65 dBA	109
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

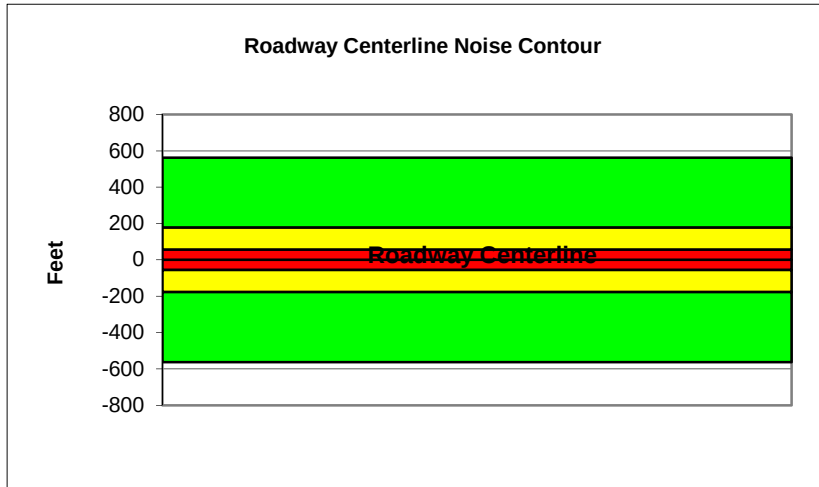
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: North of Floral Drive

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	24000				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2400				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	34				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.3	64.1	62.3	56.2	64.9	65.5
Medium Trucks:	64.3	56.2	49.8	48.3	56.7	57.0
Heavy Trucks:	69.1	57.2	48.1	49.3	59.1	59.2
Vehicle Noise:	71.5	65.7	62.8	57.8	66.4	66.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	563
65 dBA	178
70 dBA	56
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

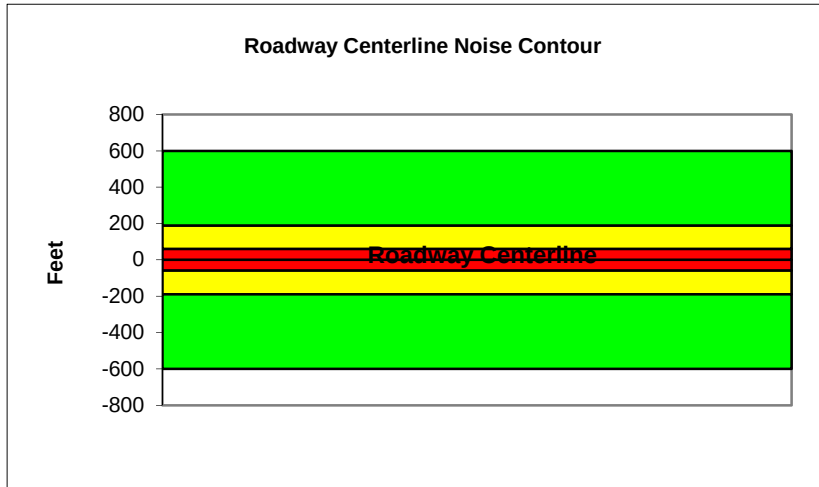
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Floral Drive to Riggins Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25600			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2560			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.5	65.2	65.8
Medium Trucks:	64.6	56.5	50.1	48.6	57.1	57.3
Heavy Trucks:	69.4	57.5	48.4	49.7	59.4	59.5
Vehicle Noise:	71.8	66.0	63.1	58.1	66.7	67.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	600
65 dBA	190
70 dBA	60
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

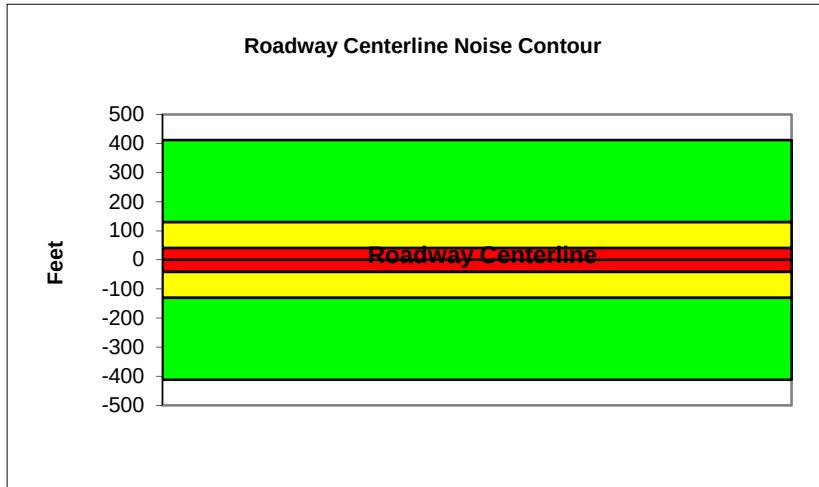
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Riggins Street to Pomona Boulevard

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2390			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	33			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.6	62.4	60.6	54.6	63.2	63.8
Medium Trucks:	63.4	55.3	48.9	47.3	55.8	56.1
Heavy Trucks:	68.6	56.6	47.6	48.8	58.7	58.8
Vehicle Noise:	71.0	64.4	61.2	56.5	65.1	65.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	412
65 dBA	130
70 dBA	41
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

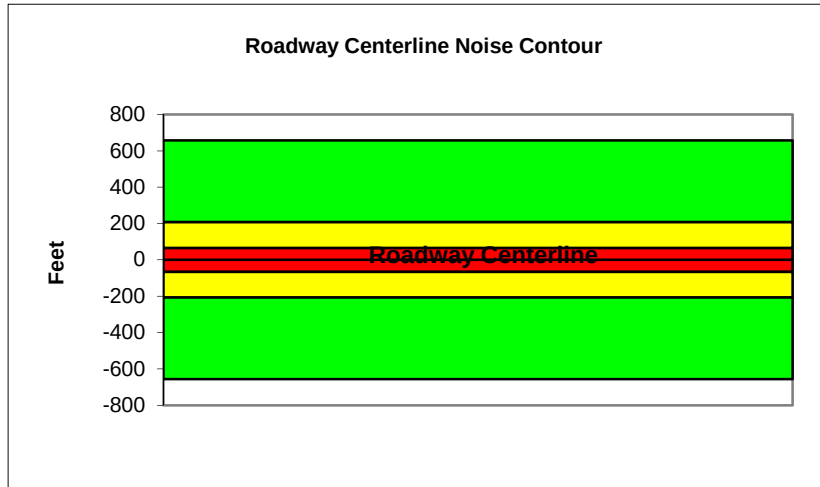
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Pomona Boulevard to Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	39			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	64.9	56.8	50.4	48.8	57.3	57.6
Heavy Trucks:	69.7	57.8	48.7	49.9	59.7	59.8
Vehicle Noise:	72.1	66.3	63.3	58.4	67.0	67.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	657
65 dBA	208
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

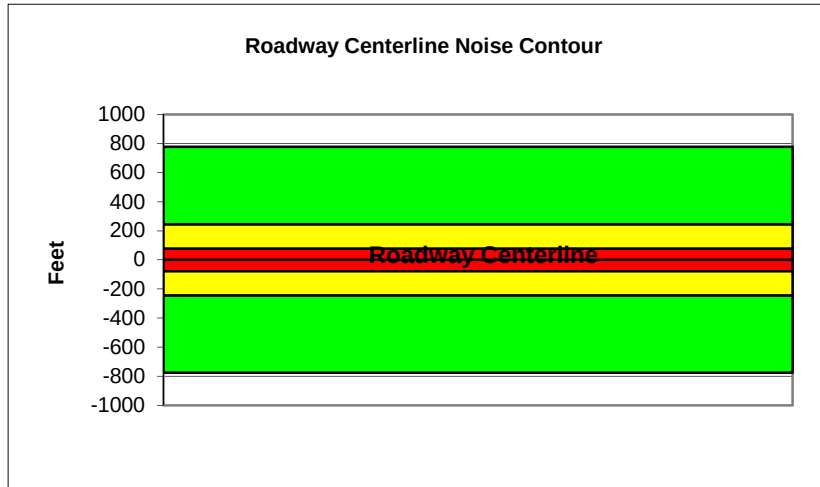
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: South of Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	33200			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3320			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	41			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.6	65.4	63.6	57.5	66.2	66.8
Medium Trucks:	65.6	57.5	51.1	49.5	58.0	58.3
Heavy Trucks:	70.4	58.5	49.4	50.6	60.4	60.5
Vehicle Noise:	72.8	67.0	64.1	59.1	67.7	68.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	777
65 dBA	246
70 dBA	78
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

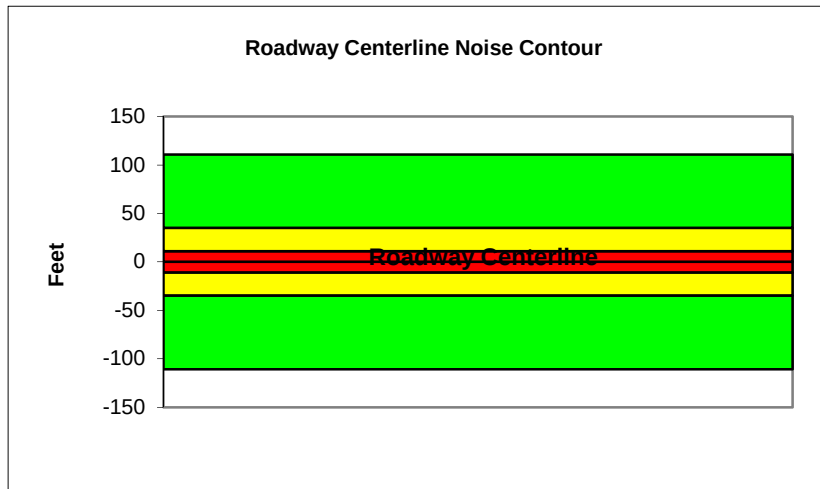
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: West of Isabella Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1290			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	12			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.9	54.1	48.0	56.7	57.3
Medium Trucks:	58.8	50.7	44.3	42.8	51.2	51.5
Heavy Trucks:	64.9	53.0	43.9	45.2	55.5	55.7
Vehicle Noise:	67.6	59.2	55.1	51.3	59.8	60.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	111
65 dBA	35
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

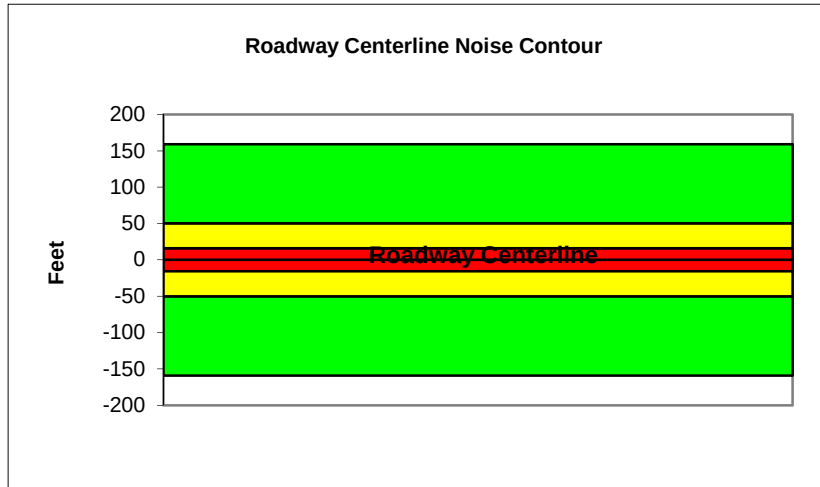
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Isabella Avenue to Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1290			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.2	58.0	56.2	50.1	58.8	59.4
Medium Trucks:	59.8	51.7	45.3	43.8	52.3	52.5
Heavy Trucks:	65.4	53.5	44.4	45.7	55.8	55.9
Vehicle Noise:	68.0	60.5	56.9	52.6	61.1	61.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	159
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

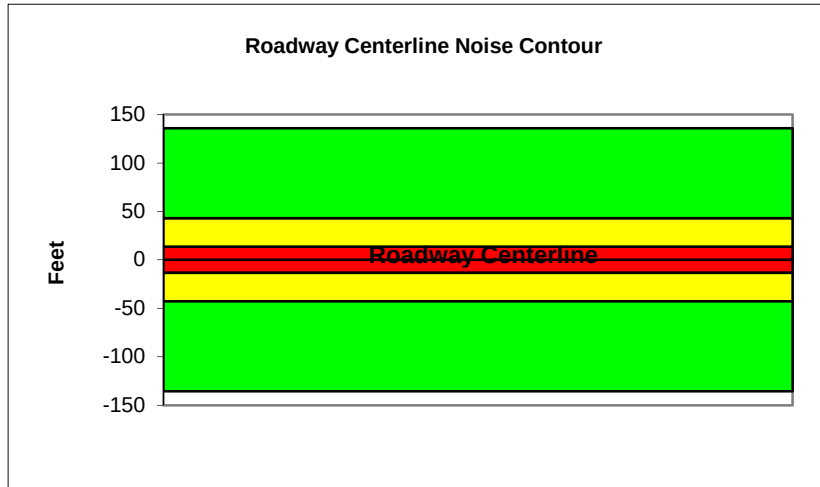
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	11000				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1100				
Centerline Dist. To Observer:	100		Vehicle Speed:	30				
Barrier Near Lane CL Dist:	0		Centerline Separation:	24				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.5	57.3	55.5	49.4	58.1	58.7
Medium Trucks:	59.1	51.0	44.7	43.1	51.6	51.8
Heavy Trucks:	64.8	52.8	43.8	45.0	55.1	55.2
Vehicle Noise:	67.3	59.8	56.2	51.9	60.4	60.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	136
65 dBA	43
70 dBA	14
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

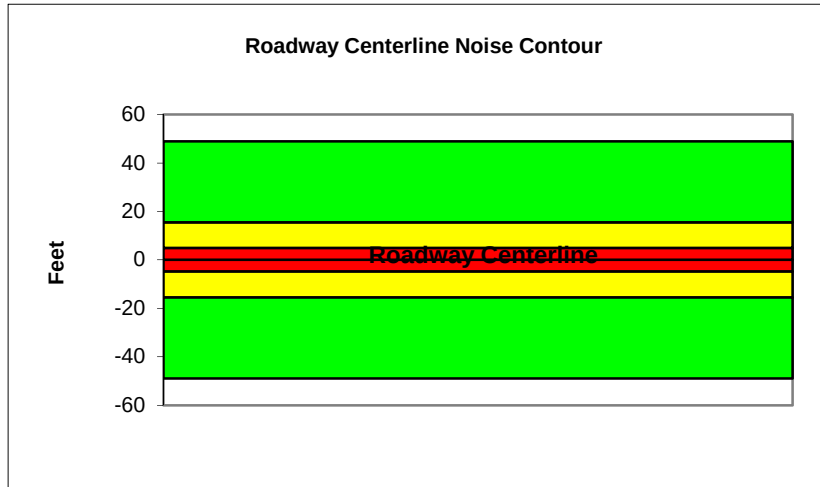
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: East of Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	5700				
Receiver Barrier Dist:	0		Peak Hour Traffic:	570				
Centerline Dist. To Observer:	100		Vehicle Speed:	25				
Barrier Near Lane CL Dist:	0		Centerline Separation:	12				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.6	52.4	50.6	44.5	53.1	53.8
Medium Trucks:	55.2	47.2	40.8	39.2	47.7	47.9
Heavy Trucks:	61.4	49.5	40.4	41.6	52.0	52.1
Vehicle Noise:	64.1	55.6	51.6	47.7	56.3	56.7

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	49
65 dBA	15
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

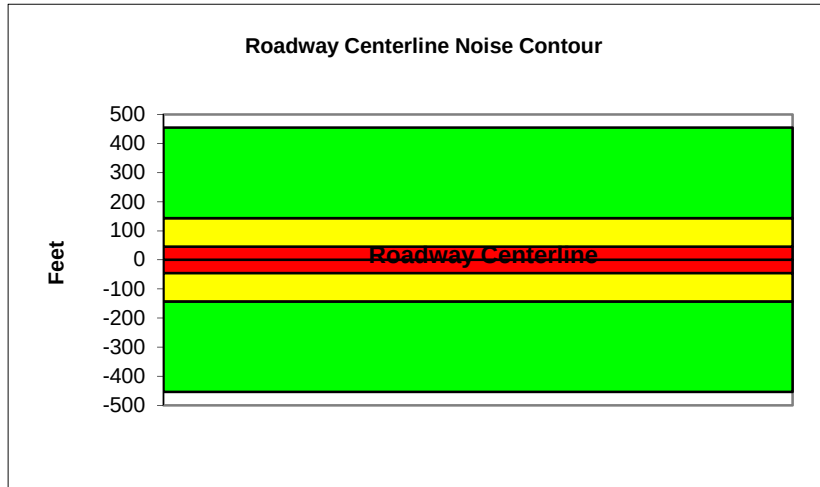
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: West of Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	19400			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1940			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	13			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.8	63.5	61.8	55.7	64.3	64.9
Medium Trucks:	63.7	55.7	49.3	47.7	56.2	56.4
Heavy Trucks:	68.6	56.6	47.6	48.8	58.5	58.6
Vehicle Noise:	70.9	65.1	62.2	57.3	65.8	66.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	455
65 dBA	144
70 dBA	45
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

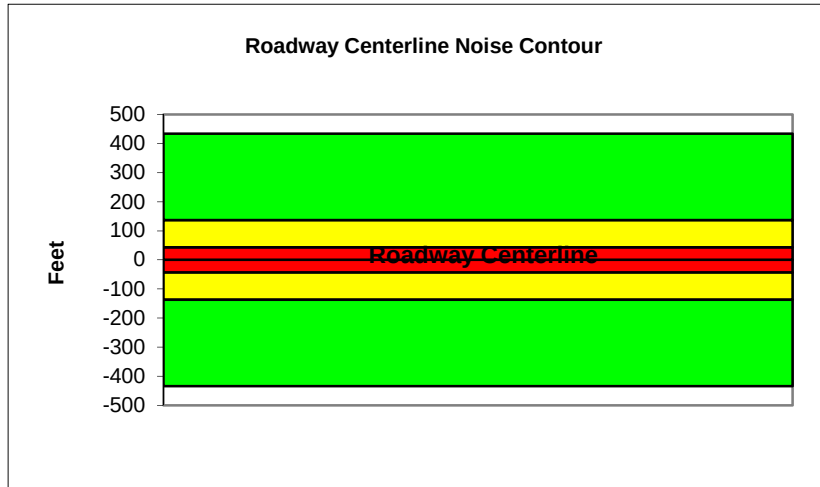
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA			SITE DATA				
Centerline Dist to Barrier	0		Road Grade:	0			
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	18500			
Receiver Barrier Dist:	0		Peak Hour Traffic:	1850			
Centerline Dist. To Observer:	100		Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0		Centerline Separation:	13			
Barrier Far lane CL Dist:	0		NOISE INPUTS				
Pad Elevation:	0.5		Site conditions HARD SITE				
Road Elevation:	0		FLEET MIX				
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0						
Medium Trucks:	2.3						
Heavy Trucks:	8						

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.6	63.3	61.6	55.5	64.1	64.7
Medium Trucks:	63.5	55.4	49.1	47.5	56.0	56.2
Heavy Trucks:	68.4	56.4	47.4	48.6	58.3	58.4
Vehicle Noise:	70.7	64.9	62.0	57.0	65.6	66.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	434
65 dBA	137
70 dBA	43
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

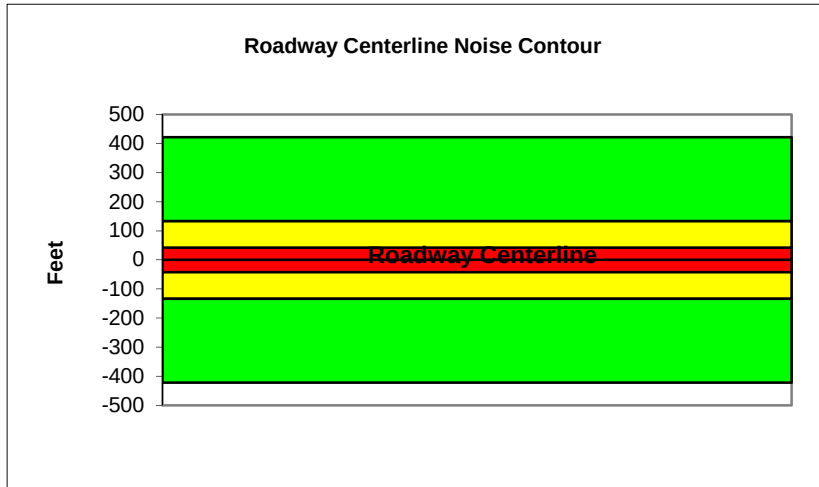
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	18000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	13			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.4	63.2	61.4	55.4	64.0	64.6
Medium Trucks:	63.4	55.3	48.9	47.4	55.9	56.1
Heavy Trucks:	68.2	56.3	47.2	48.5	58.2	58.3
Vehicle Noise:	70.6	64.8	61.9	56.9	65.5	66.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	422
65 dBA	134
70 dBA	42
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

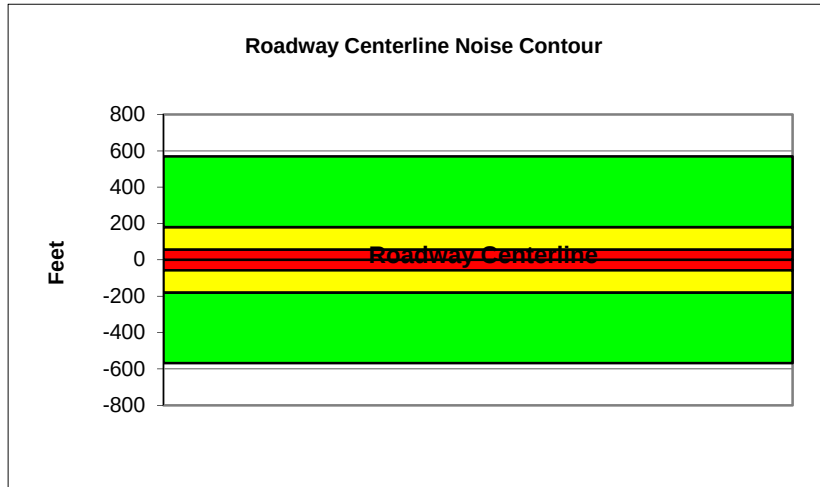
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: West of Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	24300			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2430			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	22			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.6	64.4	62.6	56.5	65.1	65.7
Medium Trucks:	64.5	56.5	50.1	48.5	57.0	57.2
Heavy Trucks:	69.4	57.4	48.4	49.6	59.3	59.4
Vehicle Noise:	71.8	65.9	63.0	58.1	66.6	67.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	569
65 dBA	180
70 dBA	57
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

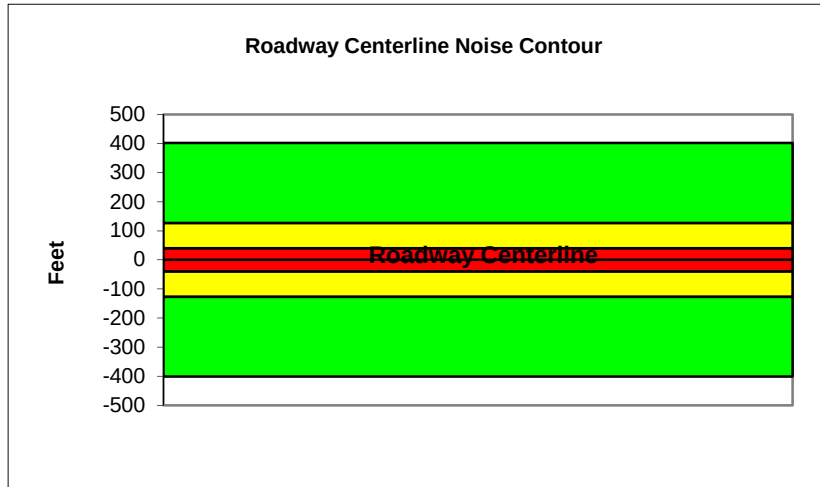
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	23300			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2330			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	23			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.7	62.5	60.7	54.6	63.3	63.9
Medium Trucks:	63.4	55.4	49.0	47.4	55.9	56.1
Heavy Trucks:	68.6	56.7	47.7	48.9	58.8	58.9
Vehicle Noise:	71.1	64.4	61.3	56.6	65.1	65.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	402
65 dBA	127
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

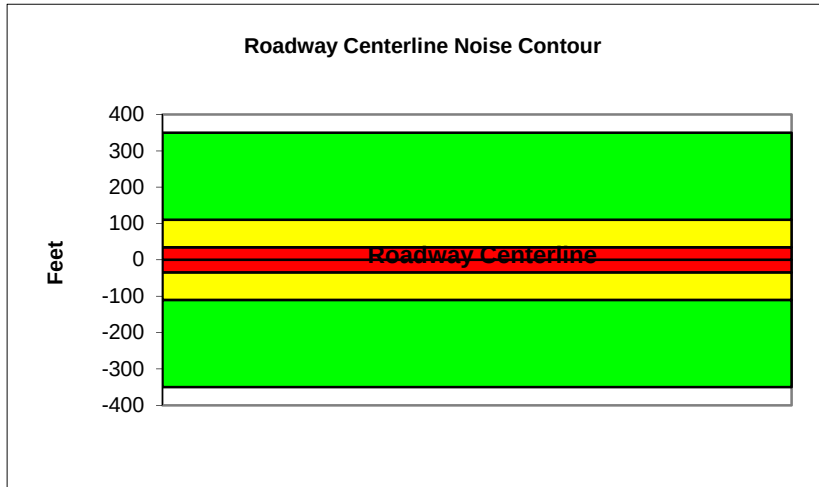
Project Name: South Garfield Village Specific Plan Scenario: Existing Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20300			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2030			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	27			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.0	61.8	60.0	53.9	62.6	63.2
Medium Trucks:	62.8	54.7	48.3	46.7	55.2	55.5
Heavy Trucks:	68.0	56.0	47.0	48.2	58.1	58.2
Vehicle Noise:	70.4	63.8	60.6	55.9	64.5	64.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	350
65 dBA	111
70 dBA	35
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

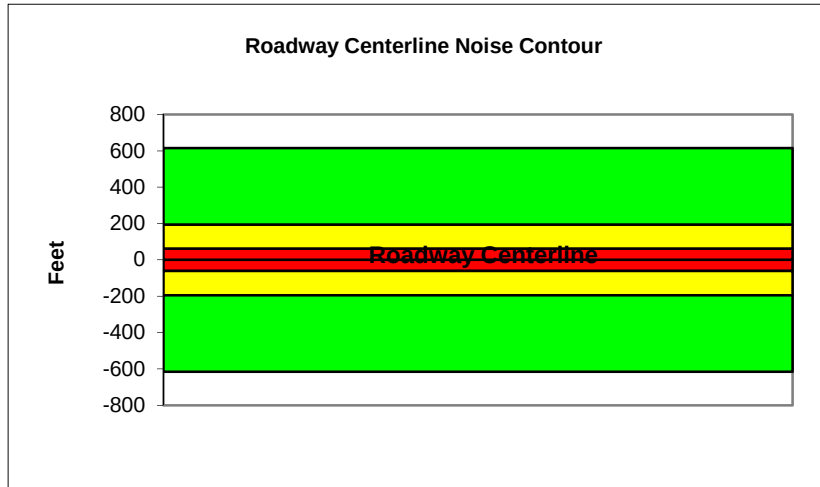
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: North of Floral Drive

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	26300				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2630				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	34				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.7	64.5	62.7	56.6	65.3	65.9
Medium Trucks:	64.7	56.6	50.2	48.6	57.1	57.4
Heavy Trucks:	69.5	57.6	48.5	49.7	59.5	59.6
Vehicle Noise:	71.9	66.1	63.2	58.2	66.8	67.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	616
65 dBA	195
70 dBA	62
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

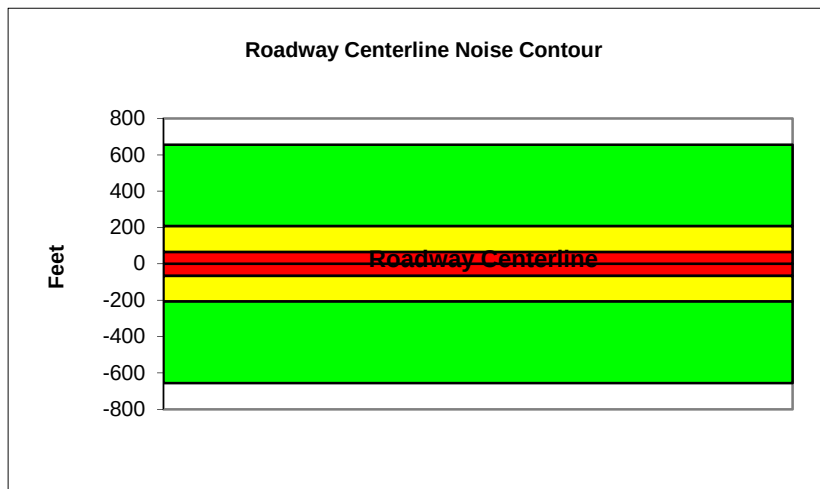
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Floral Drive to Riggins Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2800			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.8	63.0	56.9	65.6	66.2
Medium Trucks:	65.0	56.9	50.5	49.0	57.4	57.7
Heavy Trucks:	69.8	57.9	48.8	50.0	59.8	59.9
Vehicle Noise:	72.2	66.4	63.5	58.5	67.1	67.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	657
65 dBA	208
70 dBA	66
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

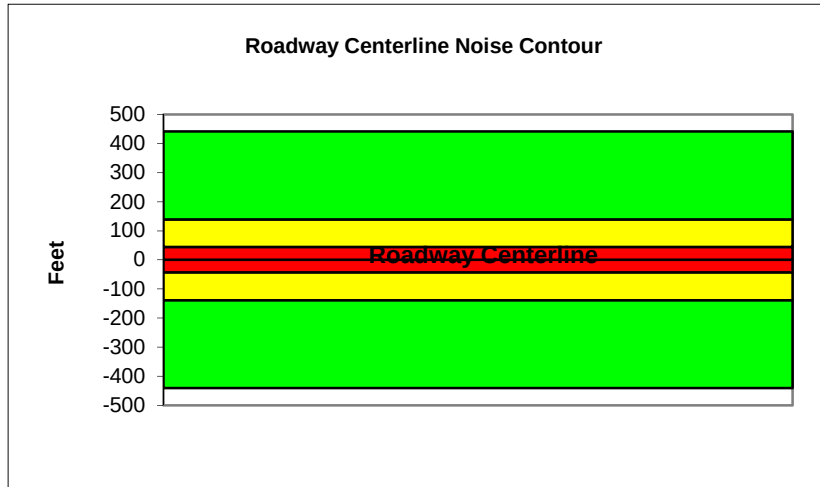
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Riggins Street to Pomona Boulevard

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	25600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2560				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	33				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.9	62.7	60.9	54.9	63.5	64.1
Medium Trucks:	63.7	55.6	49.2	47.6	56.1	56.4
Heavy Trucks:	68.9	56.9	47.9	49.1	59.0	59.1
Vehicle Noise:	71.3	64.7	61.5	56.8	65.4	65.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	442
65 dBA	140
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

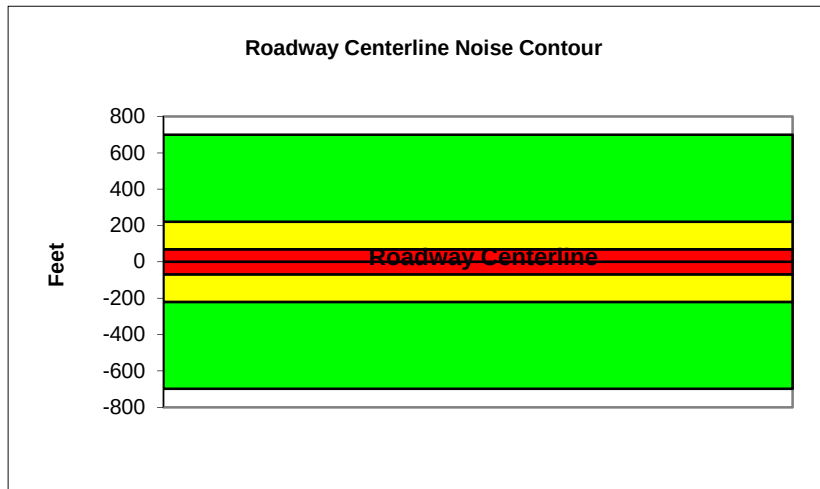
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Pomona Boulevard to Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	29800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2980			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	39			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.2	65.0	63.2	57.1	65.7	66.3
Medium Trucks:	65.1	57.1	50.7	49.1	57.6	57.8
Heavy Trucks:	70.0	58.0	49.0	50.2	59.9	60.0
Vehicle Noise:	72.4	66.5	63.6	58.7	67.2	67.7

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	699
65 dBA	221
70 dBA	70
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

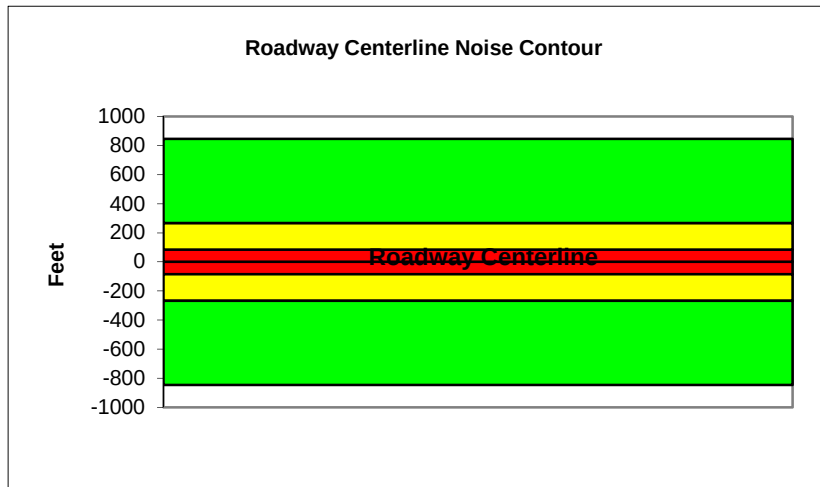
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: South of Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36100			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3610			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	41			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	65.8	64.0	57.9	66.5	67.1
Medium Trucks:	65.9	57.9	51.5	49.9	58.4	58.6
Heavy Trucks:	70.8	58.8	49.8	51.0	60.7	60.9
Vehicle Noise:	73.2	67.3	64.4	59.5	68.1	68.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	847
65 dBA	268
70 dBA	85
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

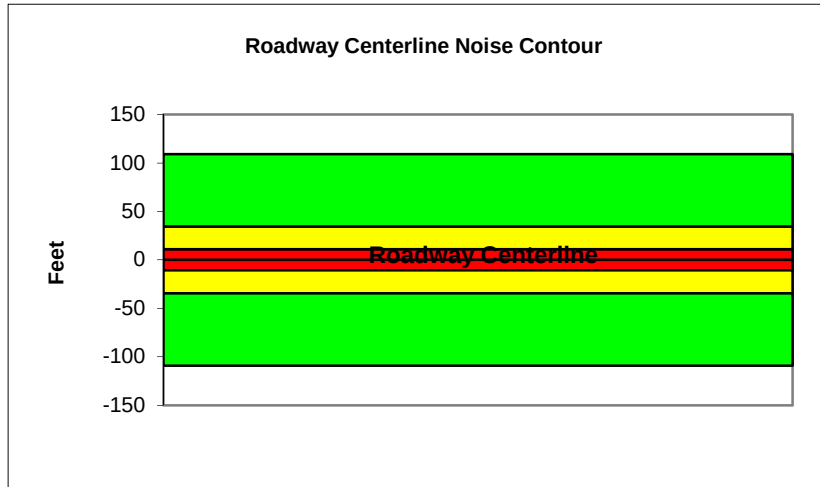
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: West of Isabella Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12700			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1270			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	12			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.1	55.8	54.1	48.0	56.6	57.2
Medium Trucks:	58.7	50.6	44.3	42.7	51.2	51.4
Heavy Trucks:	64.9	52.9	43.9	45.1	55.5	55.6
Vehicle Noise:	67.5	59.1	55.1	51.2	59.8	60.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	109
65 dBA	34
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

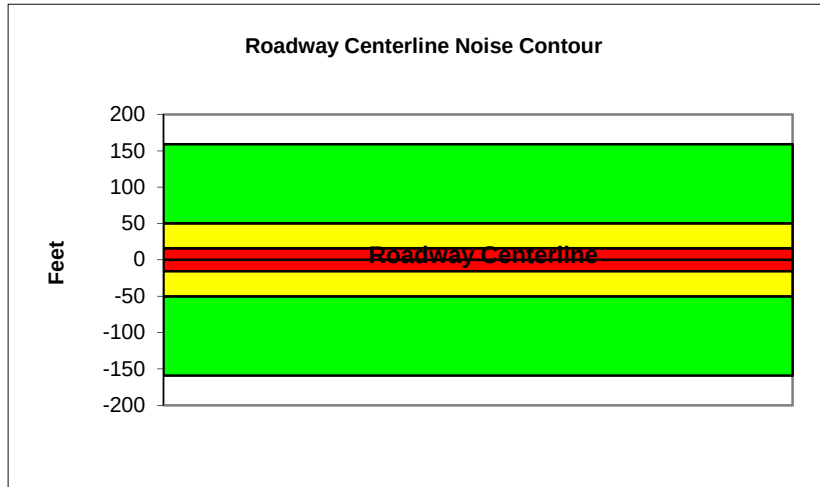
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggins Street
Road Segment: Isabella Avenue to Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	12900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1290			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.2	58.0	56.2	50.1	58.8	59.4
Medium Trucks:	59.8	51.7	45.3	43.8	52.3	52.5
Heavy Trucks:	65.4	53.5	44.4	45.7	55.8	55.9
Vehicle Noise:	68.0	60.5	56.9	52.6	61.1	61.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	159
65 dBA	50
70 dBA	16
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

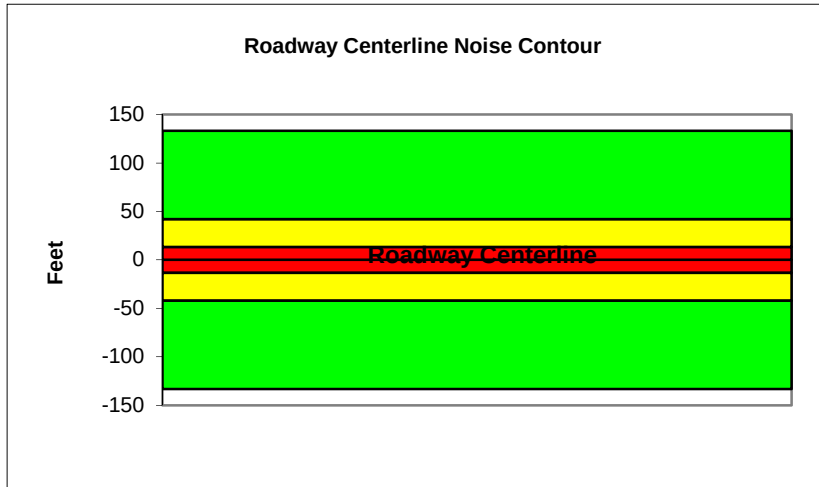
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	10800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1080			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.4	57.2	55.4	49.3	58.0	58.6
Medium Trucks:	59.0	51.0	44.6	43.0	51.5	51.7
Heavy Trucks:	64.7	52.7	43.7	44.9	55.0	55.2
Vehicle Noise:	67.2	59.7	56.1	51.8	60.4	60.8

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	133
65 dBA	42
70 dBA	13
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

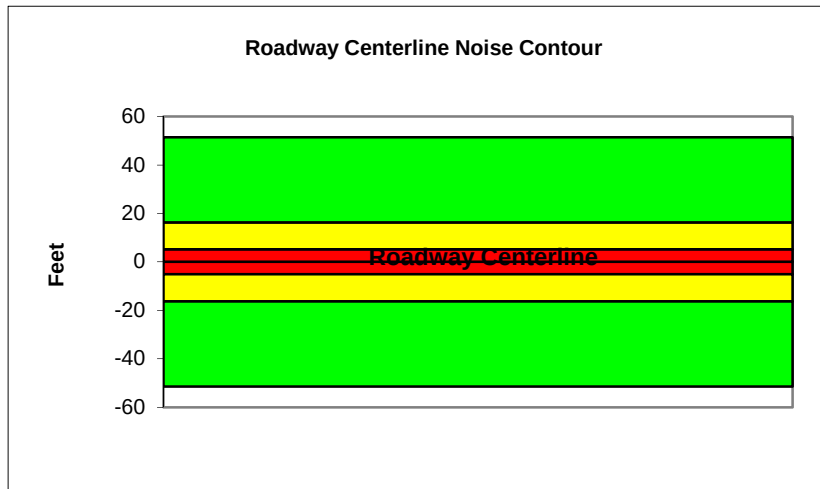
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	6000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	600			
Centerline Dist. To Observer:	100	Vehicle Speed:	25			
Barrier Near Lane CL Dist:	0	Centerline Separation:	12			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	43.8	52.6	50.8	44.7	53.4	54.0
Medium Trucks:	55.5	47.4	41.0	39.4	47.9	48.2
Heavy Trucks:	61.6	49.7	40.6	41.8	52.2	52.4
Vehicle Noise:	64.3	55.8	51.8	48.0	56.5	56.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	51
65 dBA	16
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

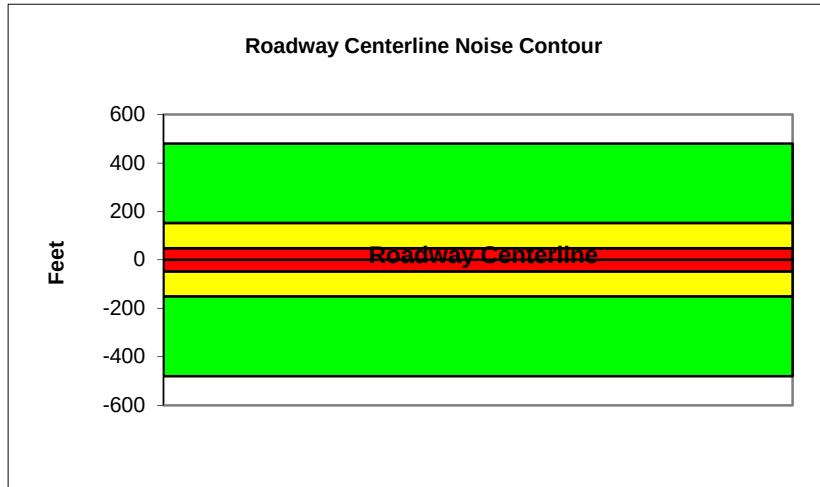
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: West of Garfield Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20500				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2050				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90		Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.8	62.0	55.9	64.6	65.2
Medium Trucks:	64.0	55.9	49.5	47.9	56.4	56.7
Heavy Trucks:	68.8	56.9	47.8	49.0	58.7	58.9
Vehicle Noise:	71.2	65.4	62.4	57.5	66.1	66.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	480
65 dBA	152
70 dBA	48
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

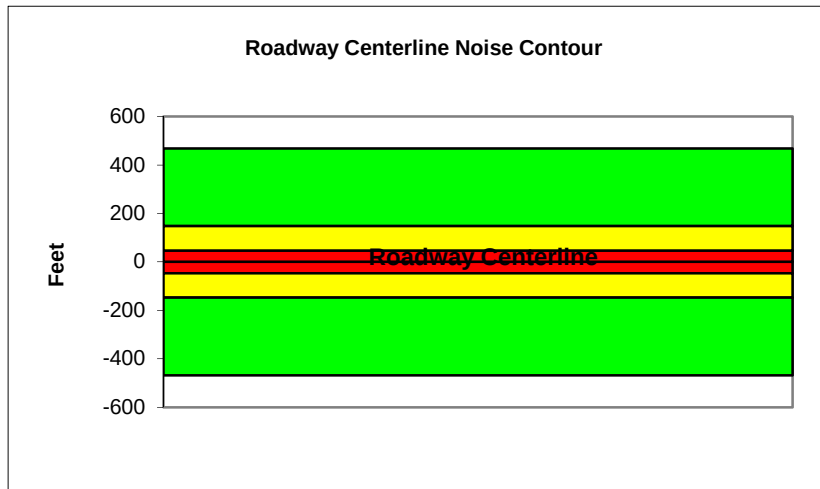
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20000				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2000				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.9	63.7	61.9	55.8	64.5	65.1
Medium Trucks:	63.9	55.8	49.4	47.8	56.3	56.5
Heavy Trucks:	68.7	56.8	47.7	48.9	58.6	58.8
Vehicle Noise:	71.1	65.3	62.3	57.4	66.0	66.4

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	468
65 dBA	148
70 dBA	47
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

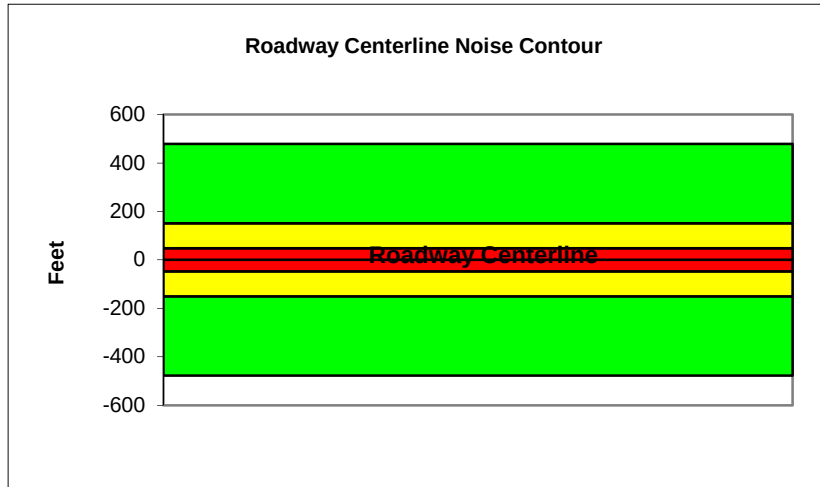
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: East of Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20400				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2040				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.8	62.0	55.9	64.5	65.2
Medium Trucks:	63.9	55.9	49.5	47.9	56.4	56.6
Heavy Trucks:	68.8	56.8	47.8	49.0	58.7	58.9
Vehicle Noise:	71.2	65.3	62.4	57.5	66.1	66.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	478
65 dBA	151
70 dBA	48
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

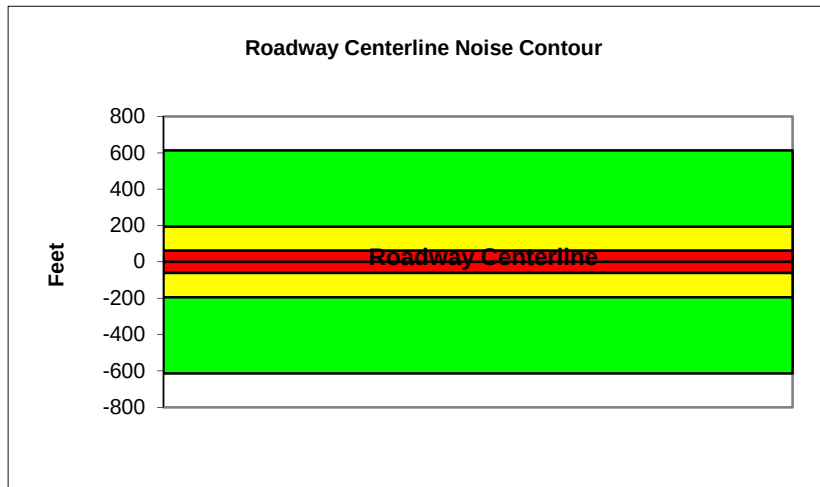
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: West of Garfield Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	26200				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2620				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	22				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.9	64.7	62.9	56.8	65.5	66.1
Medium Trucks:	64.9	56.8	50.4	48.8	57.3	57.6
Heavy Trucks:	69.7	57.8	48.7	49.9	59.6	59.8
Vehicle Noise:	72.1	66.3	63.3	58.4	67.0	67.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	614
65 dBA	194
70 dBA	61
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

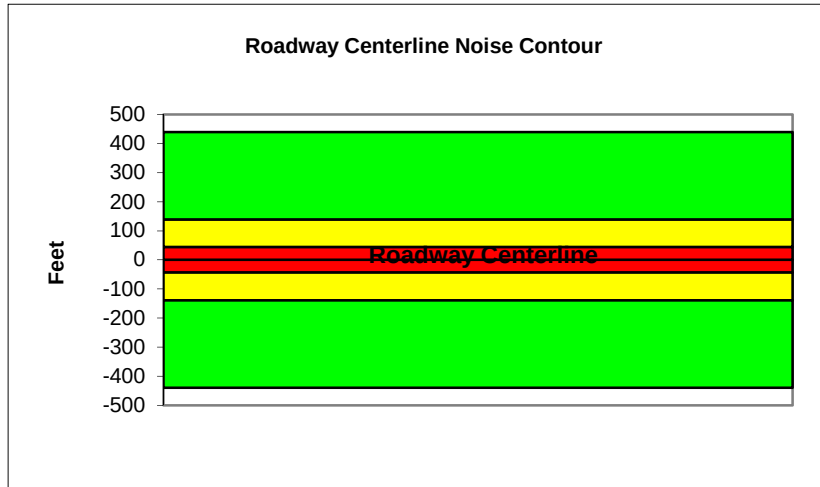
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	25500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2550			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	23			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.1	62.9	61.1	55.0	63.7	64.3
Medium Trucks:	63.8	55.8	49.4	47.8	56.3	56.5
Heavy Trucks:	69.0	57.1	48.0	49.3	59.2	59.3
Vehicle Noise:	71.5	64.8	61.7	57.0	65.5	66.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	440
65 dBA	139
70 dBA	44
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

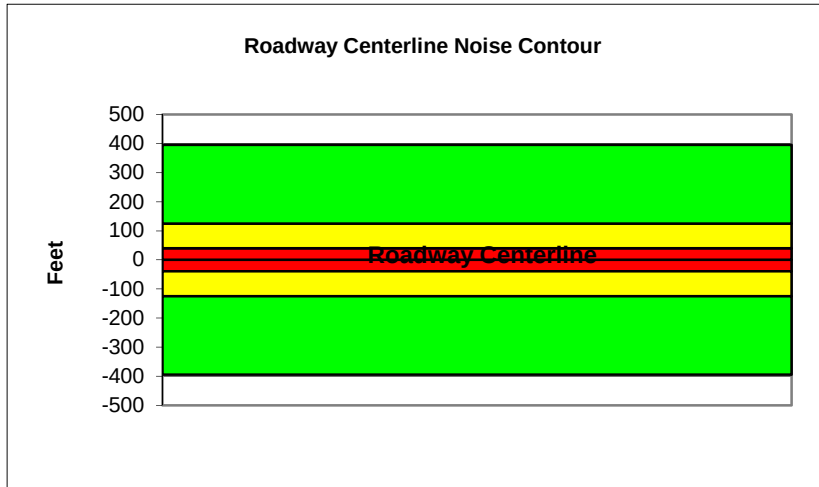
Project Name: South Garfield Village Specific Plan Scenario: Future
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: East of Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	22900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2290			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	27			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.6	62.3	60.6	54.5	63.1	63.7
Medium Trucks:	63.3	55.2	48.8	47.3	55.7	56.0
Heavy Trucks:	68.5	56.6	47.5	48.7	58.6	58.8
Vehicle Noise:	70.9	64.3	61.1	56.4	65.0	65.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	395
65 dBA	125
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

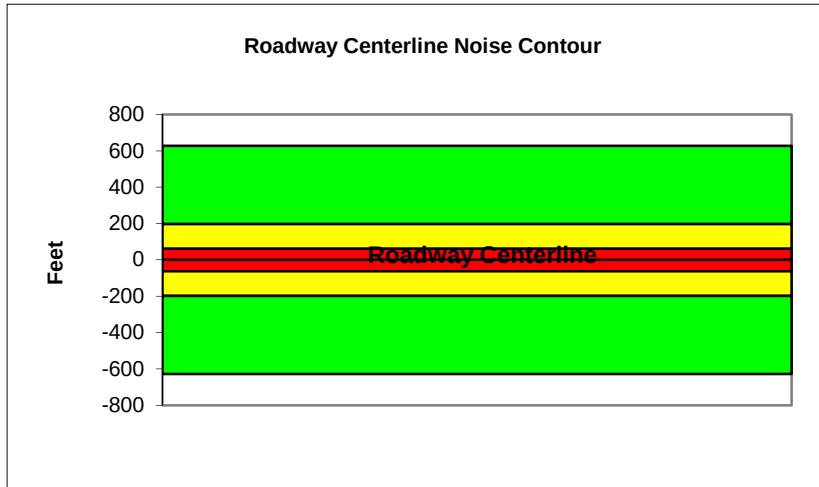
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: North of Floral Drive

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26800			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2680			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	34			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.8	64.6	62.8	56.7	65.4	66.0
Medium Trucks:	64.8	56.7	50.3	48.7	57.2	57.5
Heavy Trucks:	69.6	57.7	48.6	49.8	59.5	59.7
Vehicle Noise:	72.0	66.2	63.2	58.3	66.9	67.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	627
65 dBA	198
70 dBA	63
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

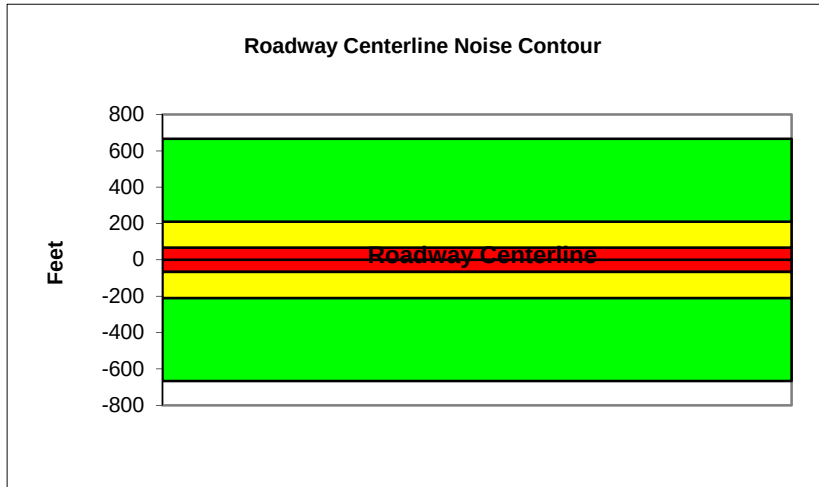
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Floral Drive to Riggins Street

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	28500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2850			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	32			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.1	64.9	63.1	57.0	65.7	66.3
Medium Trucks:	65.1	57.0	50.6	49.0	57.5	57.8
Heavy Trucks:	69.9	58.0	48.9	50.1	59.8	60.0
Vehicle Noise:	72.3	66.5	63.5	58.6	67.2	67.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	667
65 dBA	211
70 dBA	67
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

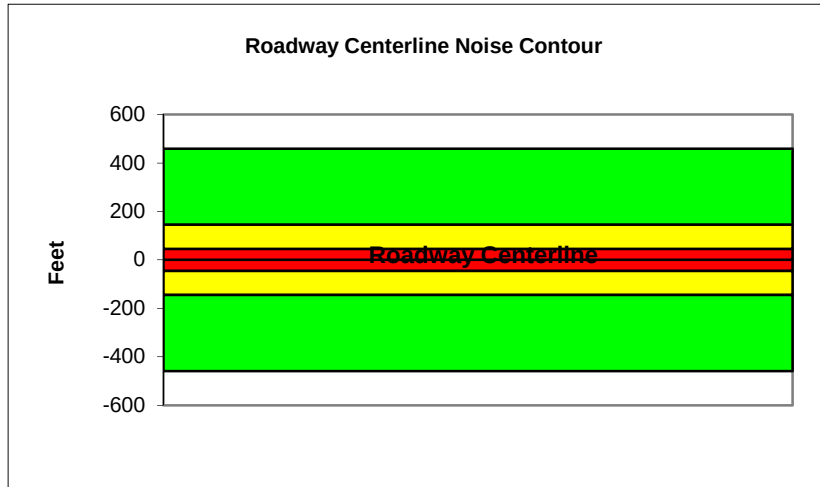
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Riggins Street to Pomona Boulevard

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	26600				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2660				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	33				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.1	62.9	61.1	55.0	63.7	64.3
Medium Trucks:	63.8	55.8	49.4	47.8	56.3	56.5
Heavy Trucks:	69.1	57.1	48.1	49.3	59.2	59.3
Vehicle Noise:	71.5	64.8	61.7	57.0	65.5	66.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	459
65 dBA	145
70 dBA	46
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

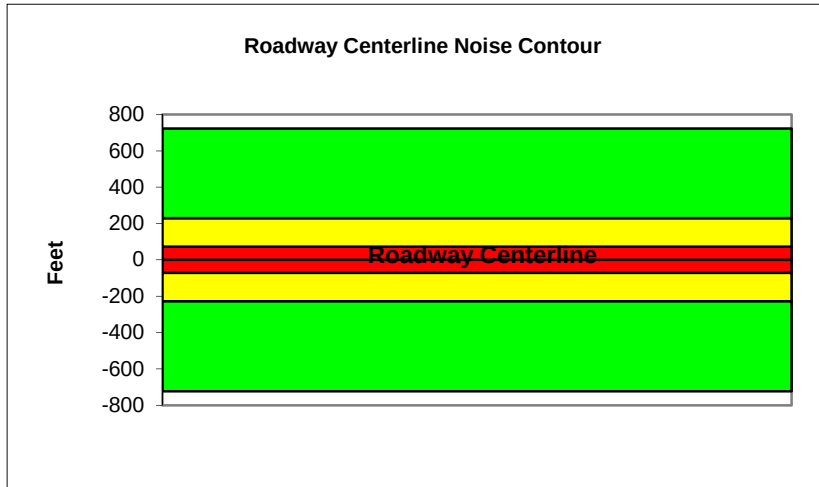
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: Pomona Boulevard to Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	30900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3090			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	39			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.3	65.1	63.3	57.2	65.9	66.5
Medium Trucks:	65.3	57.2	50.8	49.3	57.8	58.0
Heavy Trucks:	70.1	58.2	49.1	50.4	60.1	60.2
Vehicle Noise:	72.5	66.7	63.8	58.8	67.4	67.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	724
65 dBA	229
70 dBA	72
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

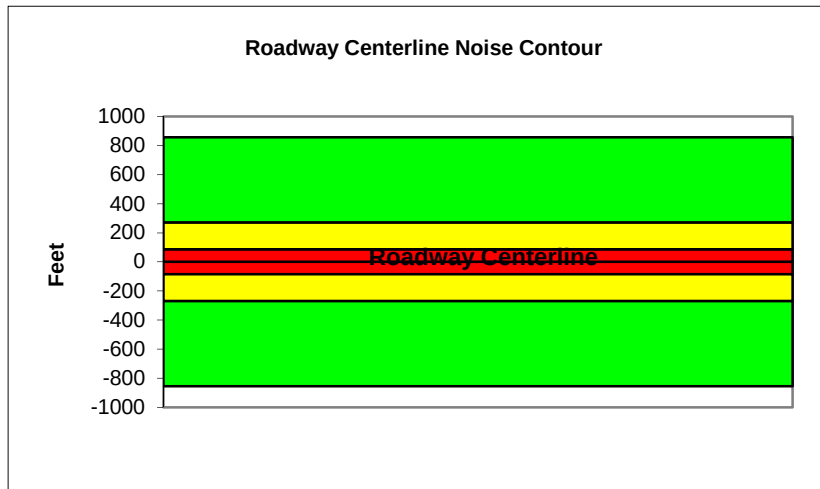
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Garfield Avenue
Road Segment: South of Via Campo

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	36500			
Receiver Barrier Dist:	0	Peak Hour Traffic:	3650			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	41			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	57.0	65.8	64.0	57.9	66.6	67.2
Medium Trucks:	66.0	57.9	51.5	50.0	58.4	58.7
Heavy Trucks:	70.8	58.9	49.8	51.1	60.8	60.9
Vehicle Noise:	73.2	67.4	64.5	59.5	68.1	68.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	856
65 dBA	271
70 dBA	86
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

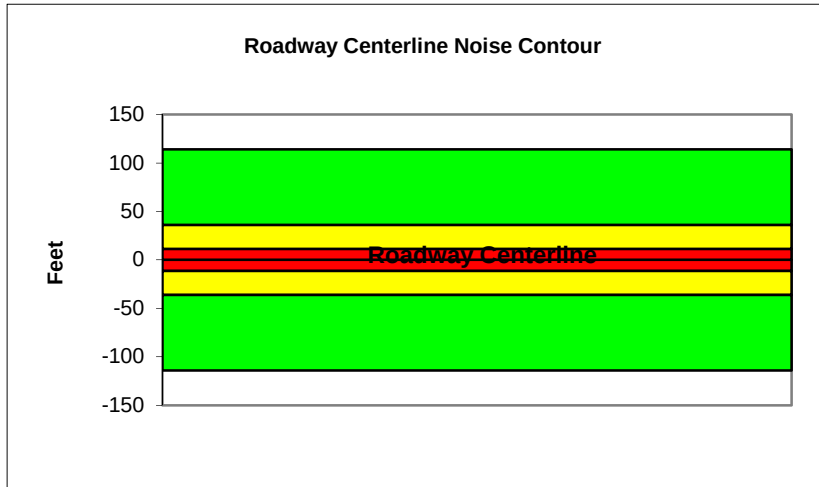
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: West of Isabella Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	13300				
Receiver Barrier Dist:	0		Peak Hour Traffic:	1330				
Centerline Dist. To Observer:	100		Vehicle Speed:	25				
Barrier Near Lane CL Dist:	0		Centerline Separation:	12				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	47.3	56.0	54.3	48.2	56.8	57.4
Medium Trucks:	58.9	50.8	44.5	42.9	51.4	51.6
Heavy Trucks:	65.1	53.1	44.1	45.3	55.7	55.8
Vehicle Noise:	67.7	59.3	55.3	51.4	60.0	60.3

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	114
65 dBA	36
70 dBA	11
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

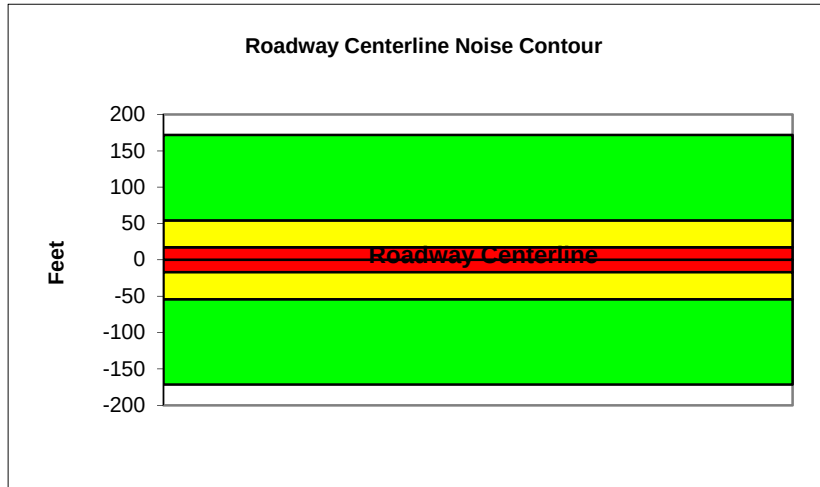
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Isabella Avenue to Garfield Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	13900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1390			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	49.5	58.3	56.5	50.4	59.1	59.7
Medium Trucks:	60.1	52.1	45.7	44.1	52.6	52.8
Heavy Trucks:	65.8	53.8	44.8	46.0	56.1	56.2
Vehicle Noise:	68.3	60.8	57.2	52.9	61.5	61.9

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	172
65 dBA	54
70 dBA	17
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

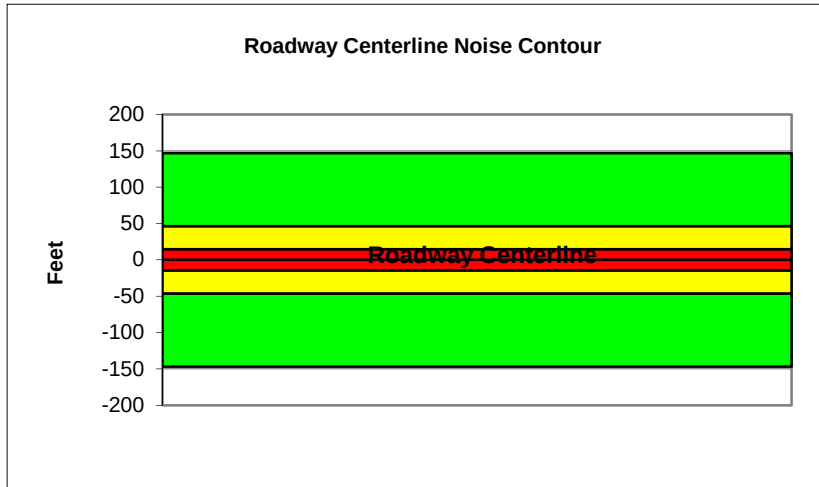
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	11900			
Receiver Barrier Dist:	0	Peak Hour Traffic:	1190			
Centerline Dist. To Observer:	100	Vehicle Speed:	30			
Barrier Near Lane CL Dist:	0	Centerline Separation:	24			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	48.8	57.6	55.8	49.8	58.4	59.0
Medium Trucks:	59.4	51.4	45.0	43.4	51.9	52.1
Heavy Trucks:	65.1	53.2	44.1	45.3	55.4	55.6
Vehicle Noise:	67.6	60.1	56.6	52.2	60.8	61.2

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	147
65 dBA	46
70 dBA	15
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

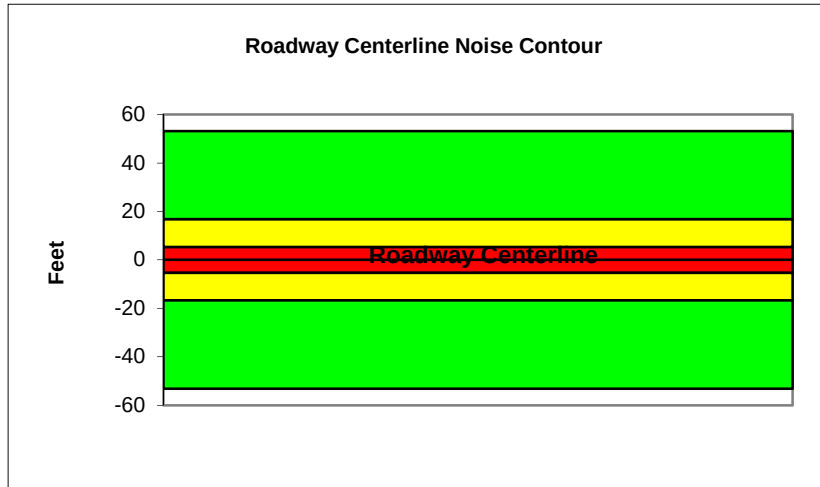
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Riggin Street
Road Segment: East of Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	6200				
Receiver Barrier Dist:	0		Peak Hour Traffic:	620				
Centerline Dist. To Observer:	100		Vehicle Speed:	25				
Barrier Near Lane CL Dist:	0		Centerline Separation:	12				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	44.0	52.7	50.9	44.9	53.5	54.1
Medium Trucks:	55.6	47.5	41.2	39.6	48.1	48.3
Heavy Trucks:	61.8	49.8	40.8	42.0	52.4	52.5
Vehicle Noise:	64.4	56.0	51.9	48.1	56.6	57.0

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	53
65 dBA	17
70 dBA	5
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

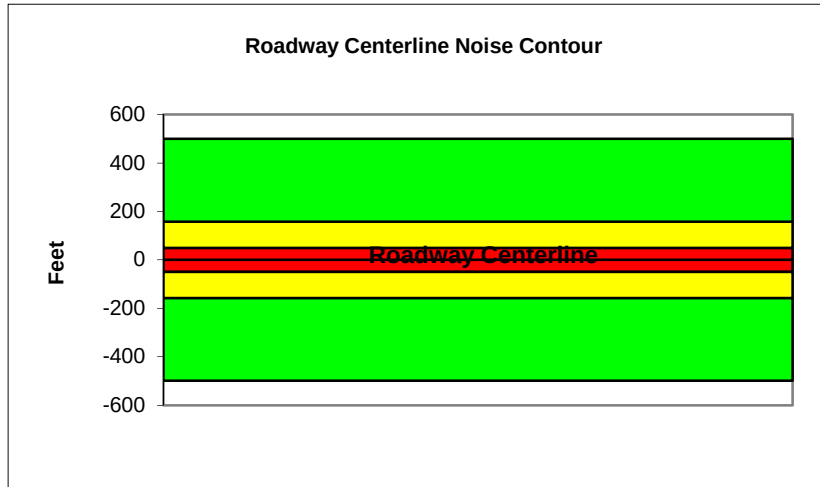
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: West of Garfield Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	21300				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2130				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.2	64.0	62.2	56.1	64.7	65.3
Medium Trucks:	64.1	56.1	49.7	48.1	56.6	56.8
Heavy Trucks:	69.0	57.0	48.0	49.2	58.9	59.0
Vehicle Noise:	71.3	65.5	62.6	57.7	66.2	66.7

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	500
65 dBA	158
70 dBA	50
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

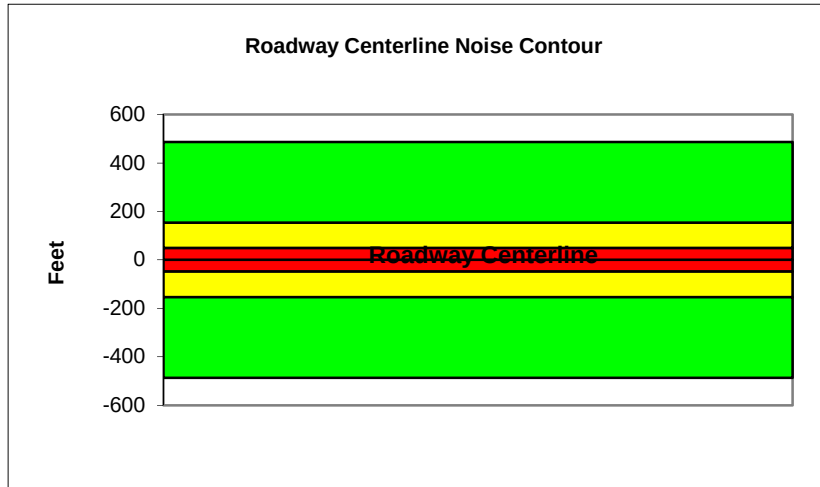
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Pomona Boulevard
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	20800				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2080				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	13				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View:	-90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.1	63.8	62.1	56.0	64.6	65.2
Medium Trucks:	64.0	56.0	49.6	48.0	56.5	56.7
Heavy Trucks:	68.9	56.9	47.9	49.1	58.8	58.9
Vehicle Noise:	71.2	65.4	62.5	57.6	66.1	66.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	487
65 dBA	154
70 dBA	49
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

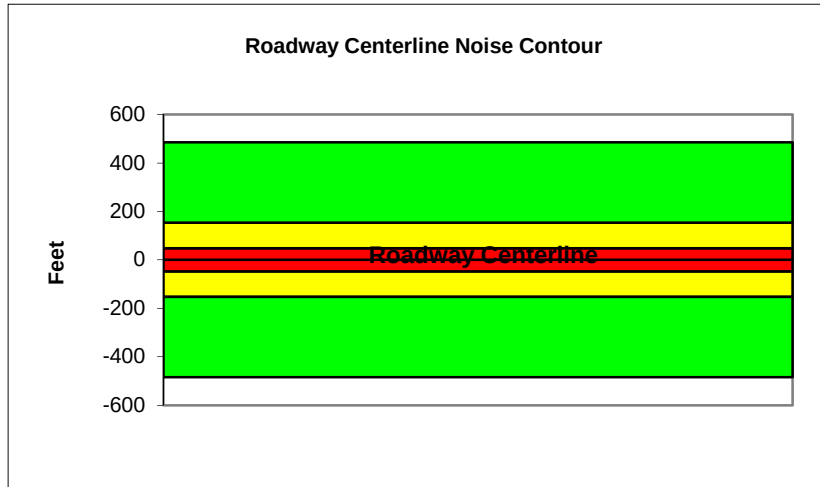
Project Name:	South Garfield Village Specific Plan	Scenario:	Future Plus Project
Analyst:	Alesia Hsiao	Job #:	138142
Roadway:	Pomona Boulevard		
Road Segment:	East of Wilcox Avenue		

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	20700			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2070			
Centerline Dist. To Observer:	100	Vehicle Speed:	40			
Barrier Near Lane CL Dist:	0	Centerline Separation:	13			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	55.0	63.8	62.0	56.0	64.6	65.2
Medium Trucks:	64.0	55.9	49.6	48.0	56.5	56.7
Heavy Trucks:	68.8	56.9	47.9	49.1	58.8	58.9
Vehicle Noise:	71.2	65.4	62.5	57.5	66.1	66.6

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	485
65 dBA	153
70 dBA	48
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

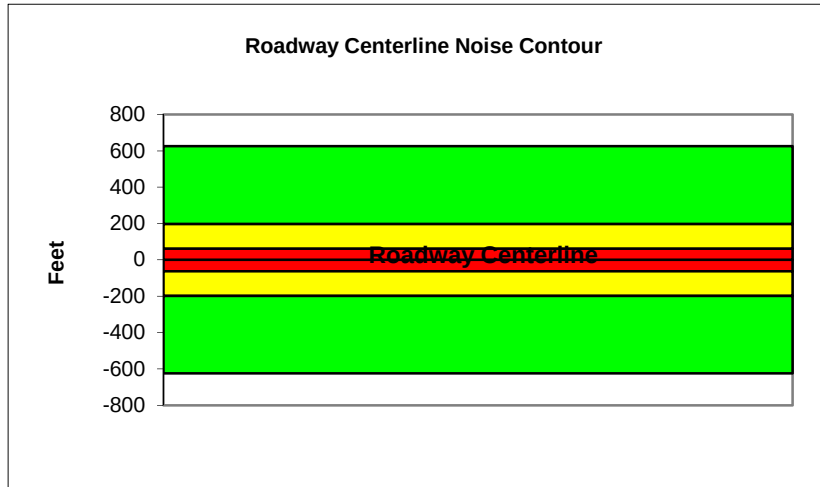
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: West of Garfield Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	26700				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2670				
Centerline Dist. To Observer:	100		Vehicle Speed:	40				
Barrier Near Lane CL Dist:	0		Centerline Separation:	22				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90	Lft View: -90		Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	56.0	64.8	63.0	56.9	65.5	66.2
Medium Trucks:	64.9	56.9	50.5	48.9	57.4	57.6
Heavy Trucks:	69.8	57.8	48.8	50.0	59.7	59.9
Vehicle Noise:	72.2	66.3	63.4	58.5	67.1	67.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	625
65 dBA	198
70 dBA	63
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

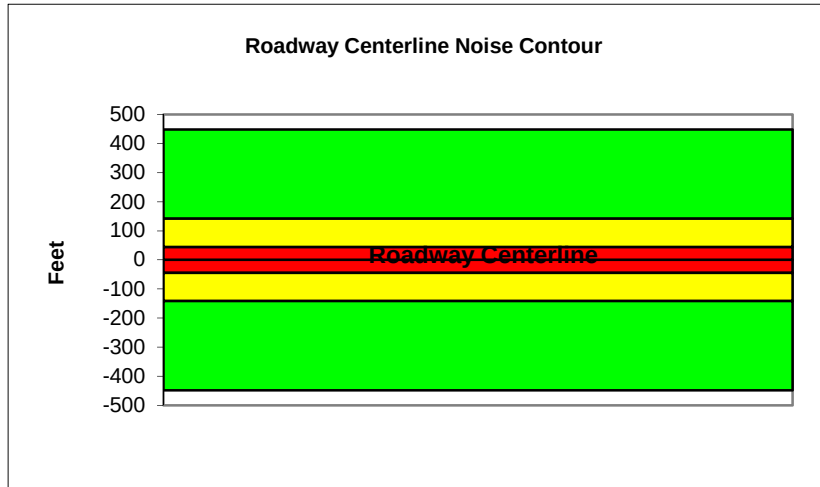
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: Garfield Avenue to Wilcox Avenue

PROJECT DATA		SITE DATA				
Centerline Dist to Barrier	0	Road Grade:	0			
Barrier (0=wall, 1= berm):	0	Average Daily Traffic:	26000			
Receiver Barrier Dist:	0	Peak Hour Traffic:	2600			
Centerline Dist. To Observer:	100	Vehicle Speed:	35			
Barrier Near Lane CL Dist:	0	Centerline Separation:	23			
Barrier Far lane CL Dist:	0	NOISE INPUTS				
Pad Elevation:	0.5	Site conditions HARD SITE				
Road Elevation:	0	FLEET MIX				
Observer Height (above grade):	0	Type	Day	Evening	Night	Daily
Barrier Height:	0	Auto	0.775	0.129	0.096	0.9742
Rt View: 90	Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184
NOISE SOURCE ELEVATIONS (Feet)		Heavy Truck	0.865	0.027	0.108	0.0074
Autos:	0					
Medium Trucks:	2.3					
Heavy Trucks:	8					

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	54.2	63.0	61.2	55.1	63.7	64.3
Medium Trucks:	63.9	55.8	49.5	47.9	56.4	56.6
Heavy Trucks:	69.1	57.2	48.1	49.3	59.3	59.4
Vehicle Noise:	71.6	64.9	61.7	57.0	65.6	66.1

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	449
65 dBA	142
70 dBA	45
Mitigated	
60 dBA	
65 dBA	
70 dBA	



**Federal Highway Administration RD-77-108
Traffic Noise Prediction Model (CALVENO)**

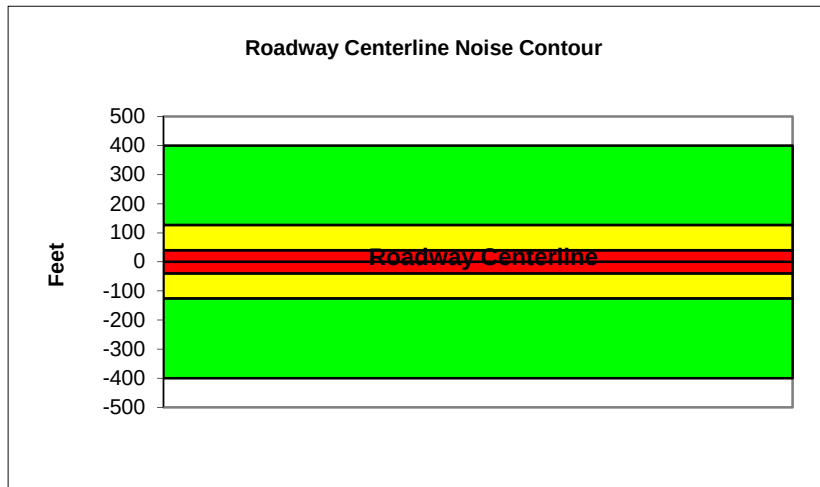
Project Name: South Garfield Village Specific Plan Scenario: Future Plus Project
Analyst: Alesia Hsiao Job #: 138142
Roadway: Via Campo
Road Segment: East of Wilcox Avenue

PROJECT DATA			SITE DATA					
Centerline Dist to Barrier	0		Road Grade:	0				
Barrier (0=wall, 1= berm):	0		Average Daily Traffic:	23200				
Receiver Barrier Dist:	0		Peak Hour Traffic:	2320				
Centerline Dist. To Observer:	100		Vehicle Speed:	35				
Barrier Near Lane CL Dist:	0		Centerline Separation:	27				
Barrier Far lane CL Dist:	0		NOISE INPUTS					
Pad Elevation:	0.5		Site conditions HARD SITE					
Road Elevation:	0		FLEET MIX					
Observer Height (above grade):	0		Type	Day	Evening	Night	Daily	
Barrier Height:	0		Auto	0.775	0.129	0.096	0.9742	
Rt View: 90		Lft View: -90	Med. Truck	0.848	0.049	0.103	0.0184	
NOISE SOURCE ELEVATIONS (Feet)			Heavy Truck	0.865	0.027	0.108	0.0074	
Autos:	0							
Medium Trucks:	2.3							
Heavy Trucks:	8							

UNMITIGATED NOISE LEVELS (No topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:	53.6	62.4	60.6	54.5	63.2	63.8
Medium Trucks:	63.3	55.3	48.9	47.3	55.8	56.0
Heavy Trucks:	68.6	56.6	47.6	48.8	58.7	58.8
Vehicle Noise:	71.0	64.4	61.2	56.5	65.1	65.5

MITIGATED NOISE LEVELS (With topographic or barrier attenuation)						
Vehicle Type	Peak Leq	Leq Day	Leq Evening	Leq Night	Ldn	CNEL
Autos:						
Medium Trucks:						
Heavy Trucks:						
Vehicle Noise:						

CENTERLINE NOISE CONTOUR	
Unmitigated	
60 dBA	400
65 dBA	126
70 dBA	40
Mitigated	
60 dBA	
65 dBA	
70 dBA	



Site Number: 1			
Recorded By: Alesia Hsiao			
Job Number: 138142			
Date: 01/07/15			
Time: 12:05 p.m.			
Location: Along W. Fernfield Drive, in the center portion of the project site.			
Source of Peak Noise: Traffic along W. Fernfield Drive, Garfield Drive, and SR-60 freeway, parking lot noise (car lock alarms).			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
61.8	57.5	71.9	91.3

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/18/2014	
	Microphone	Brüel & Kjær	4189	2543364	11/18/2014	
	Preamp	Brüel & Kjær	ZC 0032	4265	11/18/2014	
	Calibrator	Brüel & Kjær	4231	2545667	11/18/2014	
Weather Data						
Est.	Duration: 10minutes			Sky: ☀ Sunny		
	Note: dBA Offset = 0.01			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	< 5 mph		69		30.06	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.3.2
Start Time:		01/07/2015 12:05:59
End Time:		01/07/2015 12:15:59
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		138.44

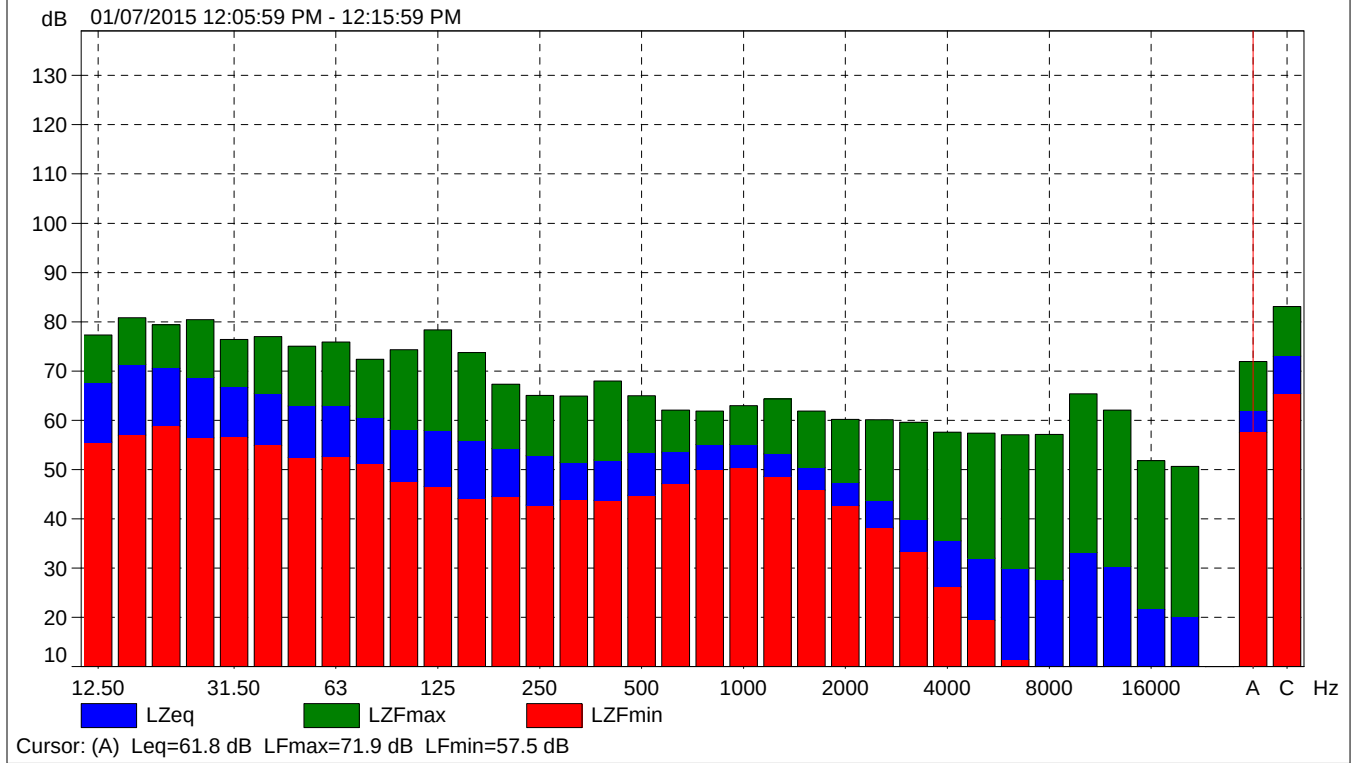
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

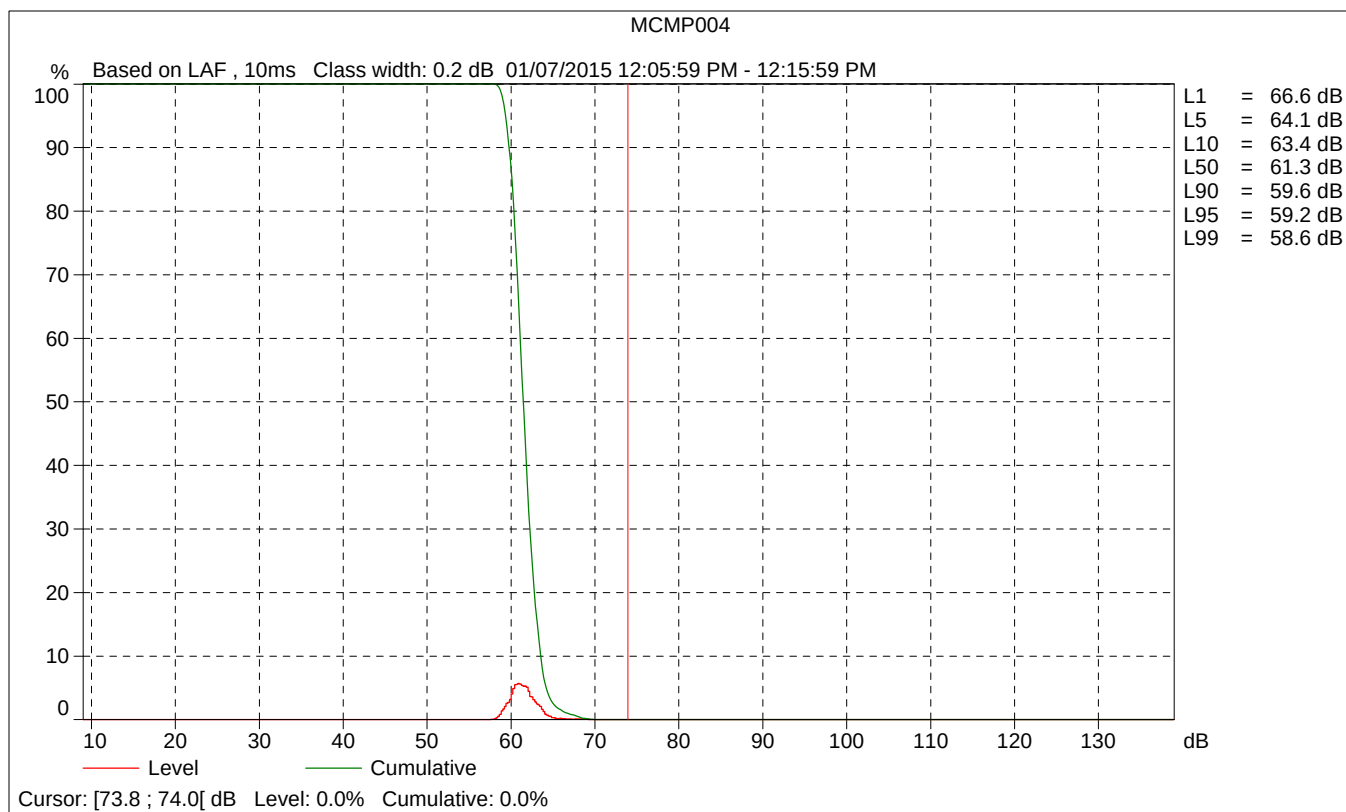
Instrument Serial Number:		2548189
Microphone Serial Number:		11111
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

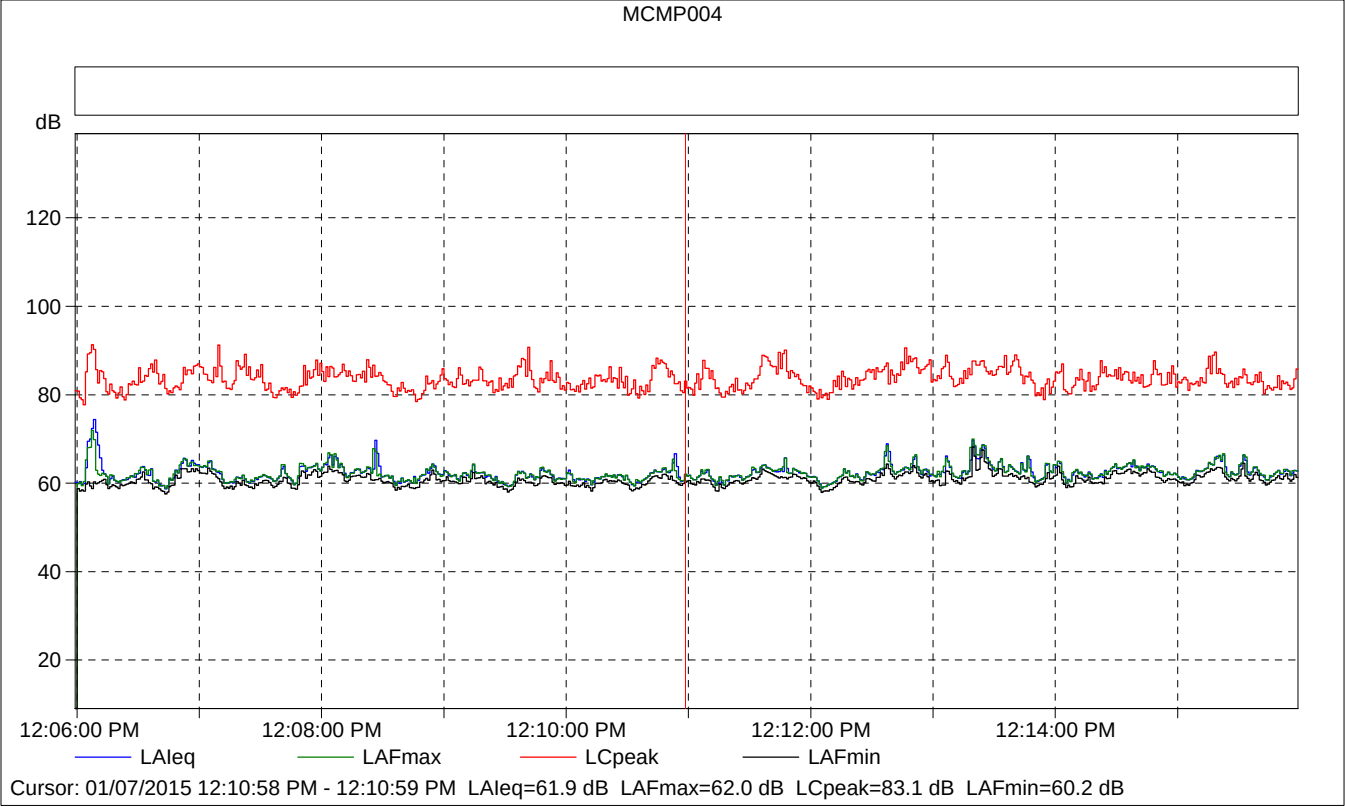
Calibration Time:		01/06/2015 16:26:30
Calibration Type:		External reference
Sensitivity:		66.7533949017525 mV/Pa

MCMP004

	Start time	End time	Elapsed time	Overload [%]	L _{Aeq} [dB]	L _{AFmax} [dB]	L _{AFmin} [dB]
Value				0.00	61.8	71.9	57.5
Time	12:05:59 PM	12:15:59 PM	0:10:00				
Date	01/07/2015	01/07/2015					

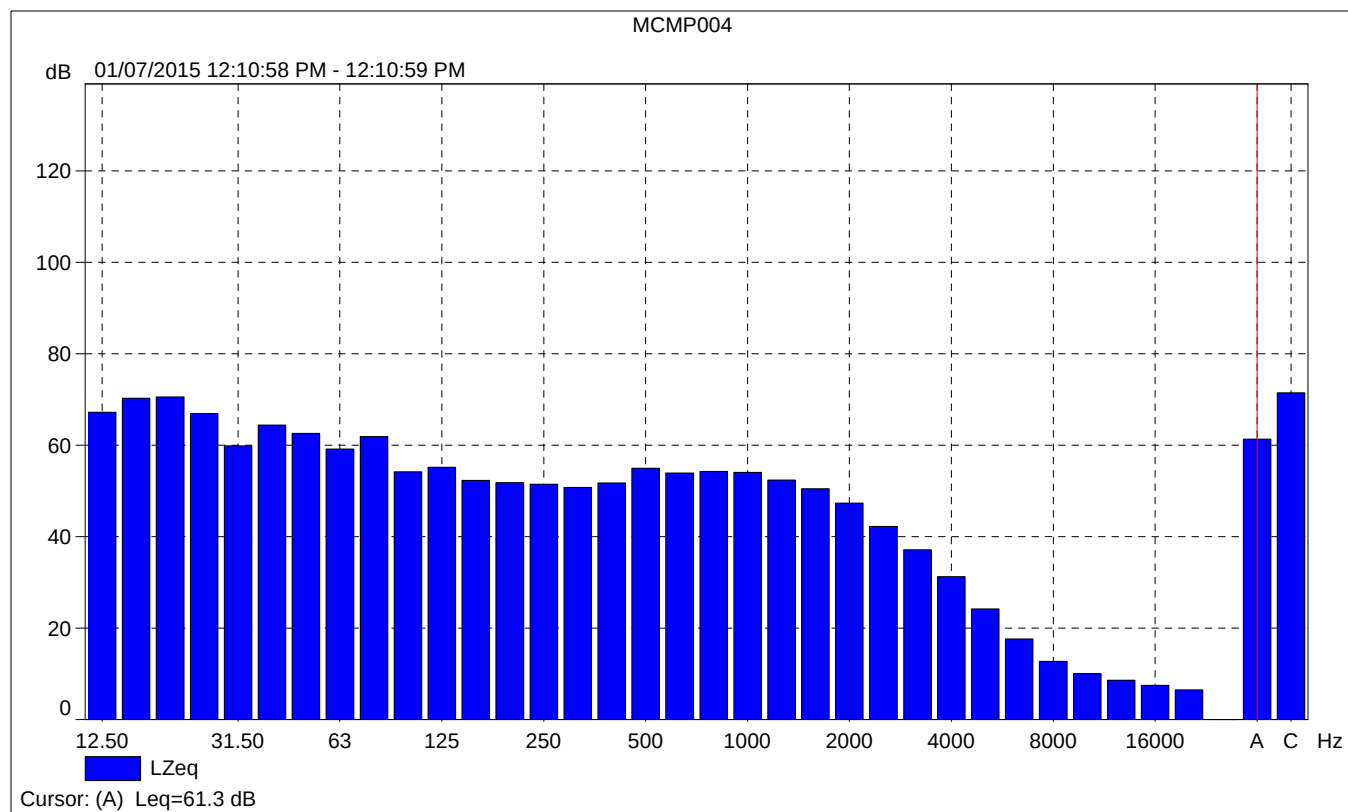


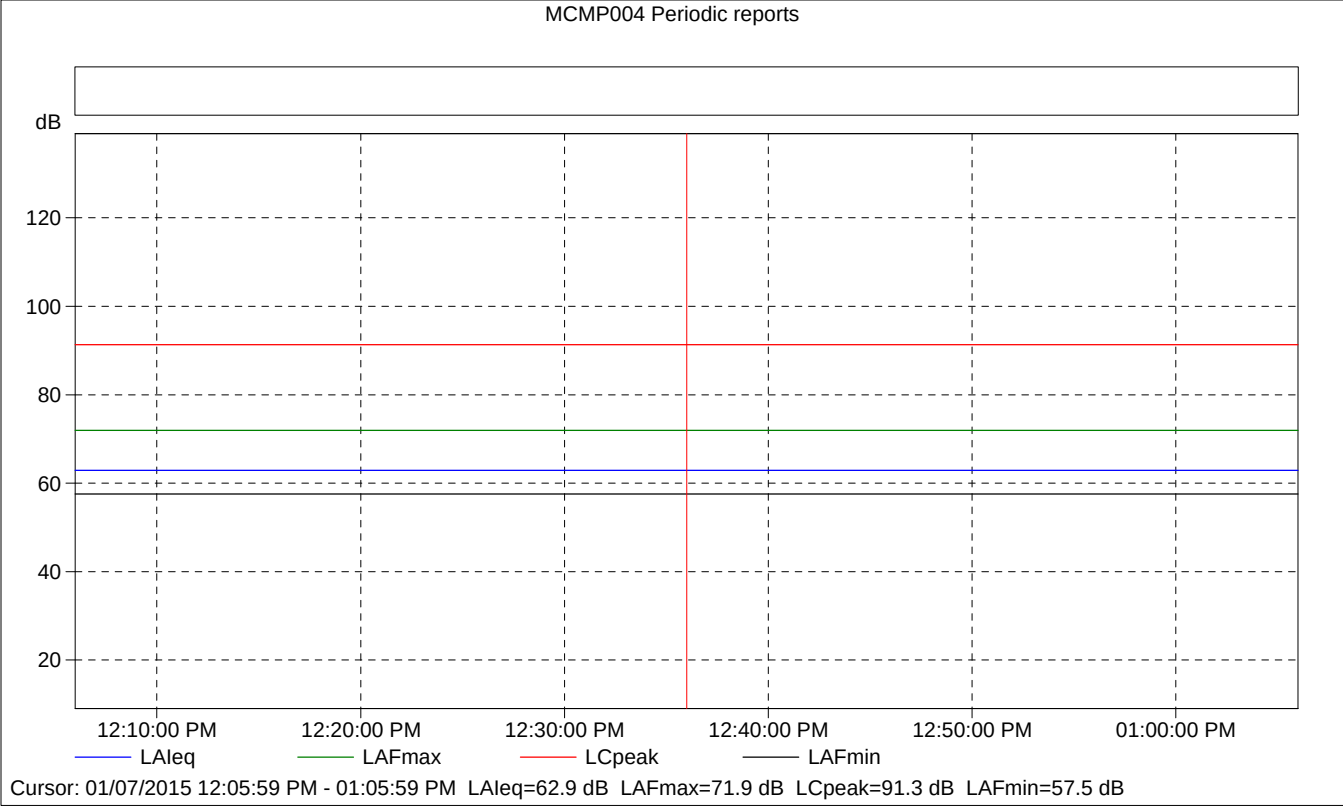




MCMP004

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			61.9	62.0	60.2
Time	12:10:58 PM	0:00:01			
Date	01/07/2015				

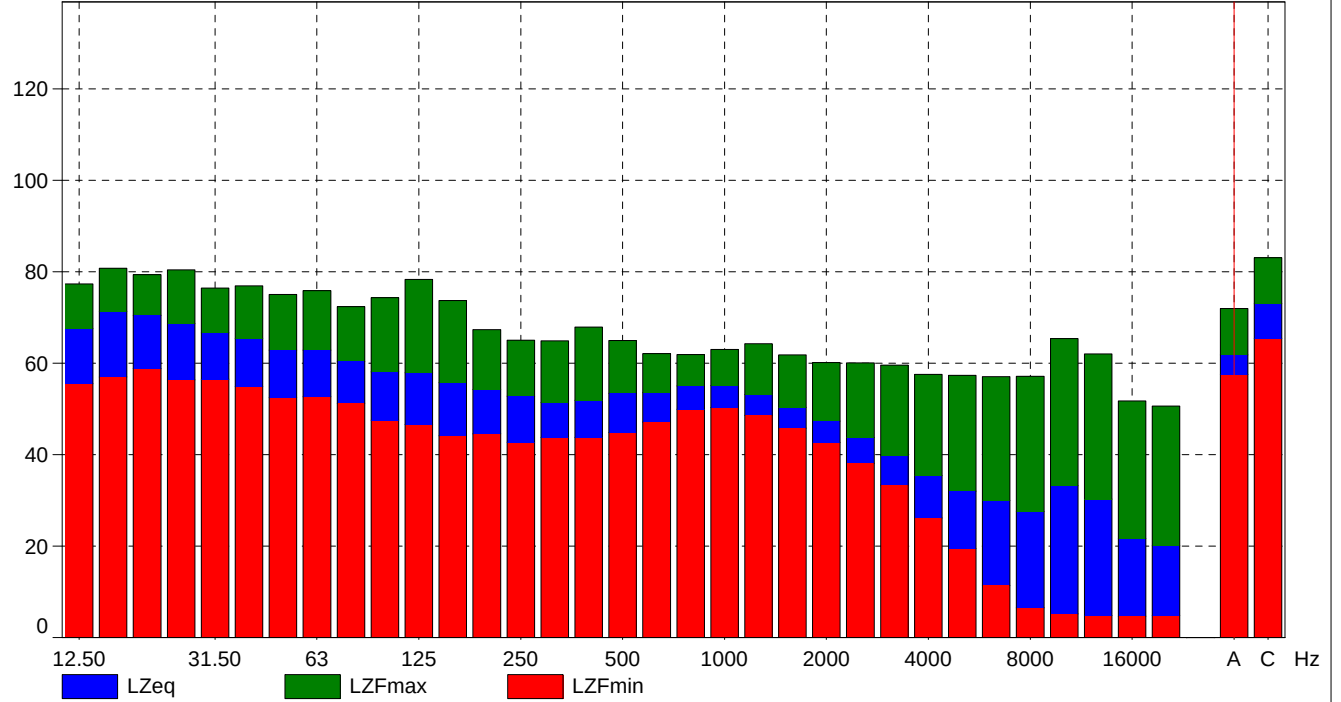




MCMP004 Periodic reports

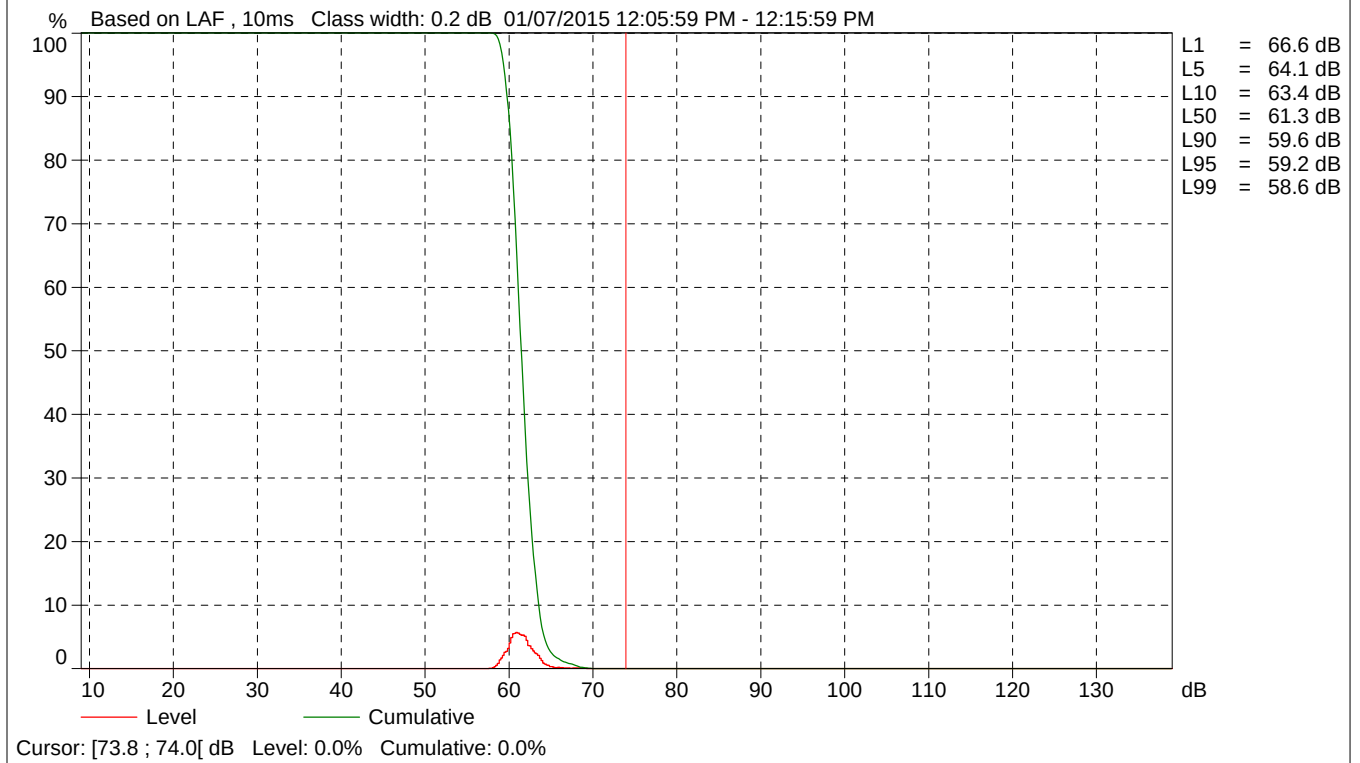
	Start time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			0.00	62.9	71.9	57.5
Time	12:05:59 PM	0:10:00				
Date	01/07/2015					

dB 01/07/2015 12:05:59 PM - 12:15:59 PM



Cursor: (A) Leq=61.8 dB LFmax=71.9 dB LFmin=57.5 dB

MCMP004 Periodic reports



Site Number: 2			
Recorded By: Alesia Hsiao			
Job Number: 138142			
Date: 01/07/15			
Time: 12:29 p.m.			
Location: Along E. Riggin Street, in the northern portion of the project site.			
Source of Peak Noise: Traffic along E. Riggin Street, Garfield Drive, motorcycle passerby, pedestrian traffic, pedestrian signal beeps, parking lot noise (car doors slamming, car lock alarms), cars honking, music from cars sitting idle at the intersection.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
64.4	50.6	78.9	100.7

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/18/2014	
	Microphone	Brüel & Kjær	4189	2543364	11/18/2014	
	Preamp	Brüel & Kjær	ZC 0032	4265	11/18/2014	
	Calibrator	Brüel & Kjær	4231	2545667	11/18/2014	
Weather Data						
Est.	Duration: 10minutes			Sky: ☀ Sunny		
	Note: dBA Offset = 0.01			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	< 5 mph		70		30.06	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.3.2
Start Time:		01/07/2015 12:29:04
End Time:		01/07/2015 12:39:04
Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		138.44

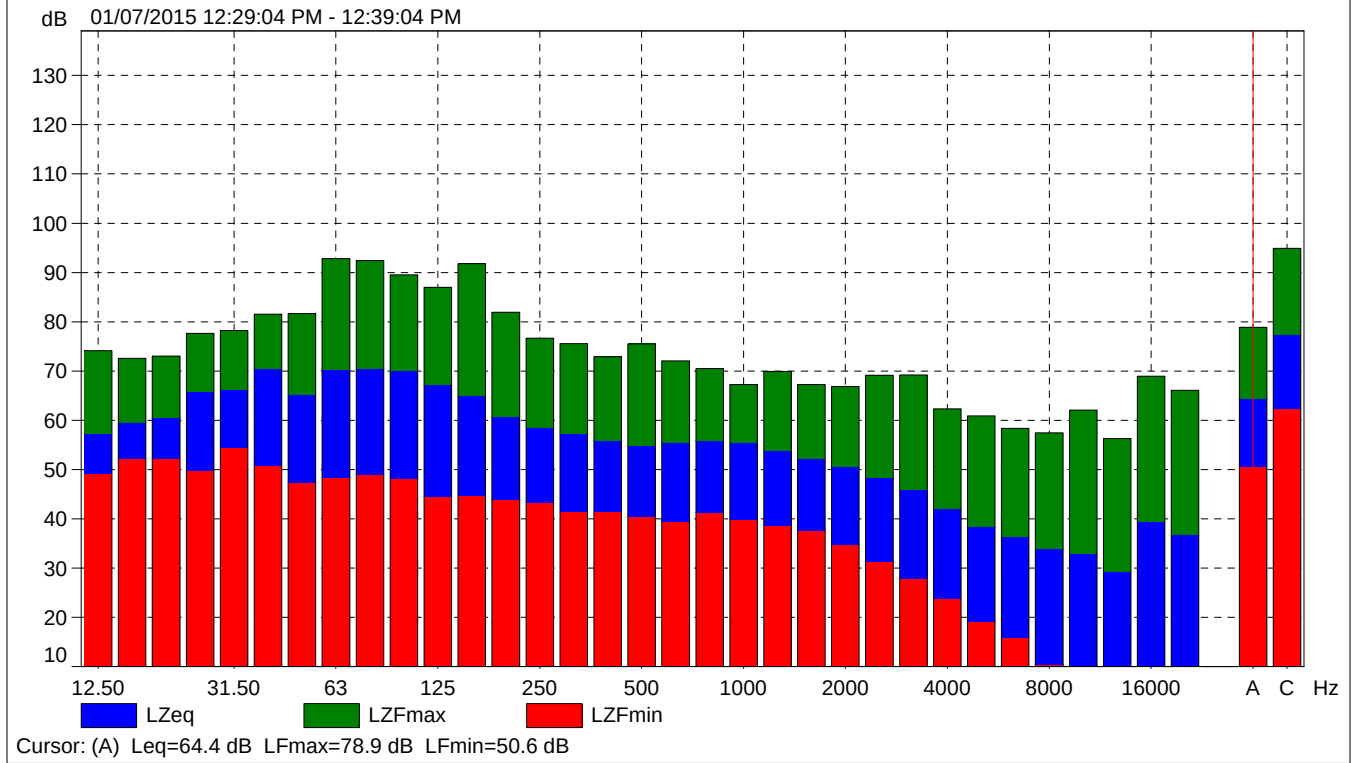
	Time	Frequency
Broadband (excl. Peak):	FSI	AC
Broadband Peak:		C
Spectrum:	FS	Z

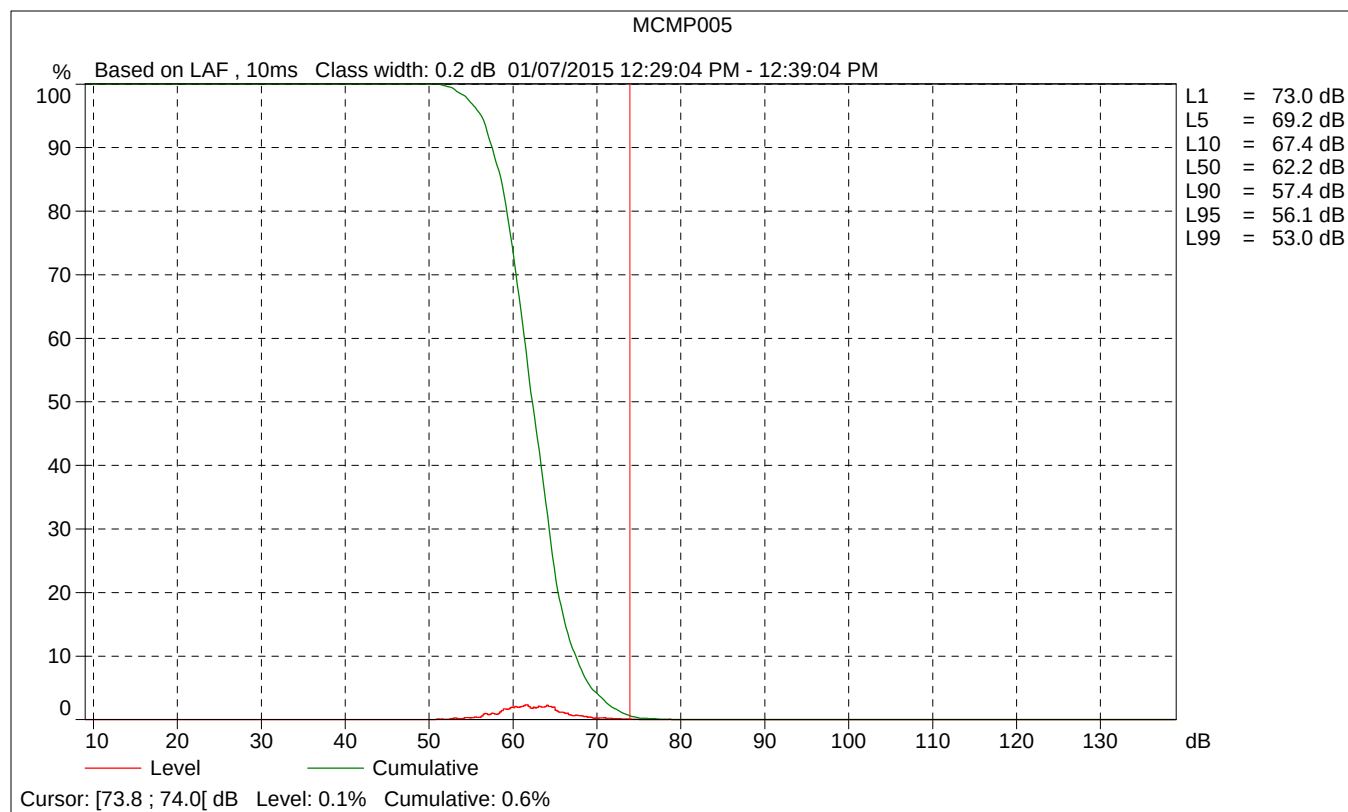
Instrument Serial Number:		2548189
Microphone Serial Number:		11111
Input:		Top Socket
Windscreen Correction:		None
Sound Field Correction:		Free-field

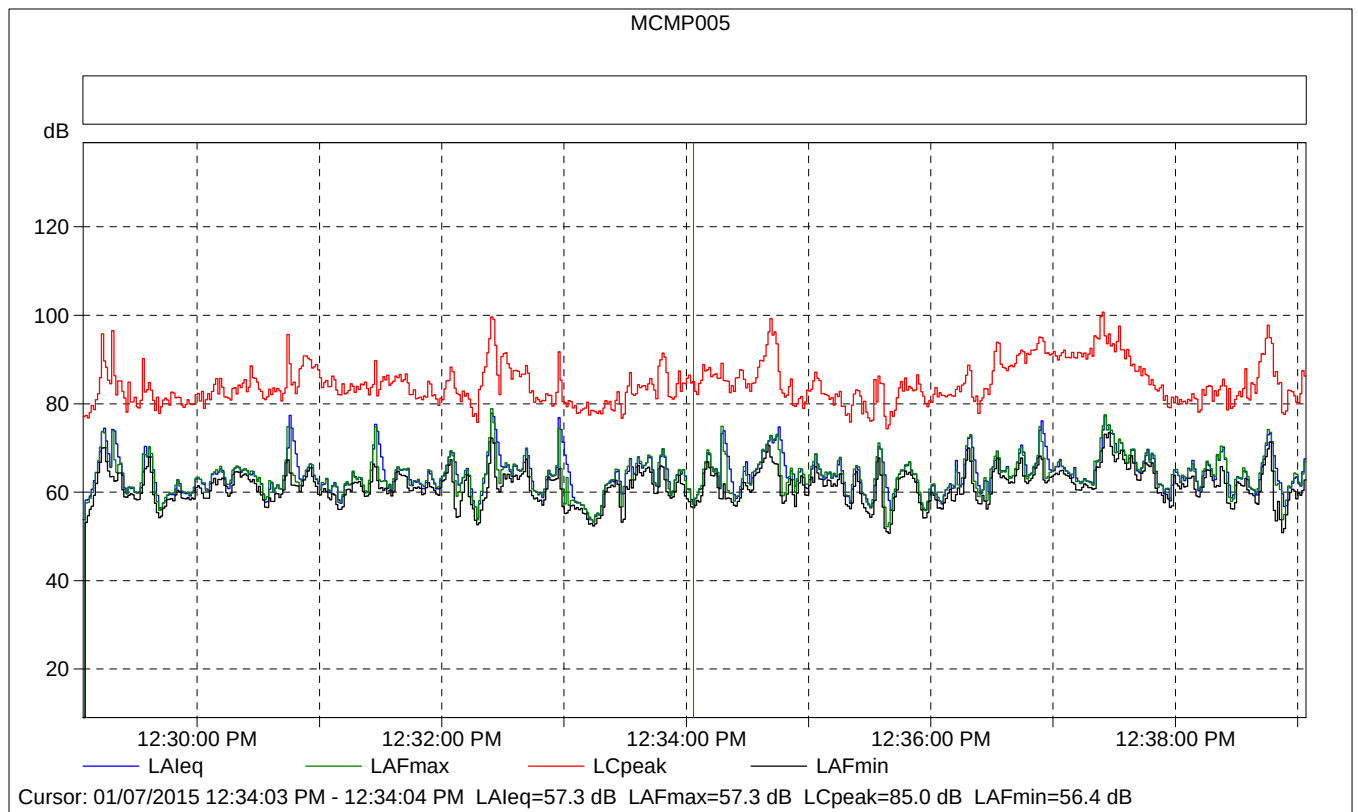
Calibration Time:		01/06/2015 16:26:30
Calibration Type:		External reference
Sensitivity:		66.7533949017525 mV/Pa

MCMP005

	Start time	End time	Elapsed time	Overload [%]	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value				0.00	64.4	78.9	50.6
Time	12:29:04 PM	12:39:04 PM	0:10:00				
Date	01/07/2015	01/07/2015					

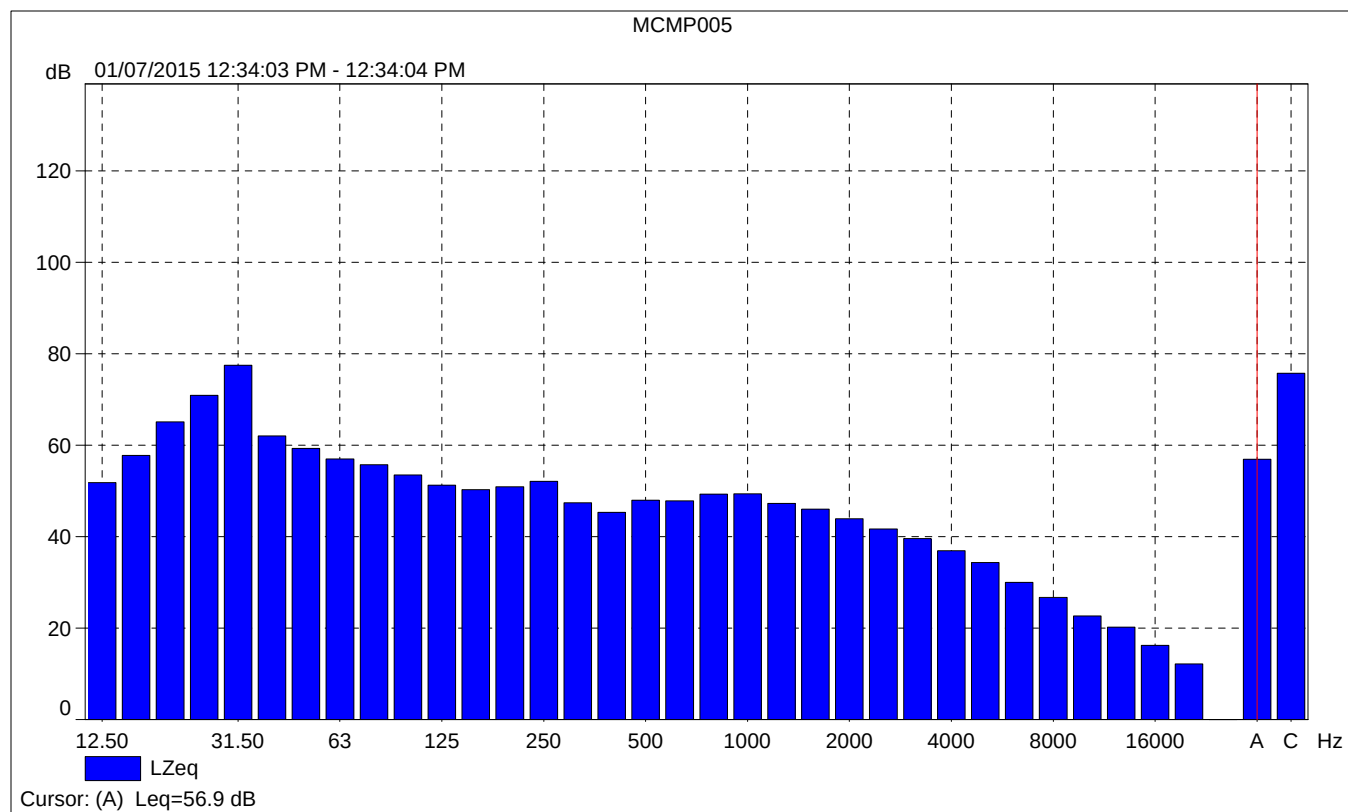


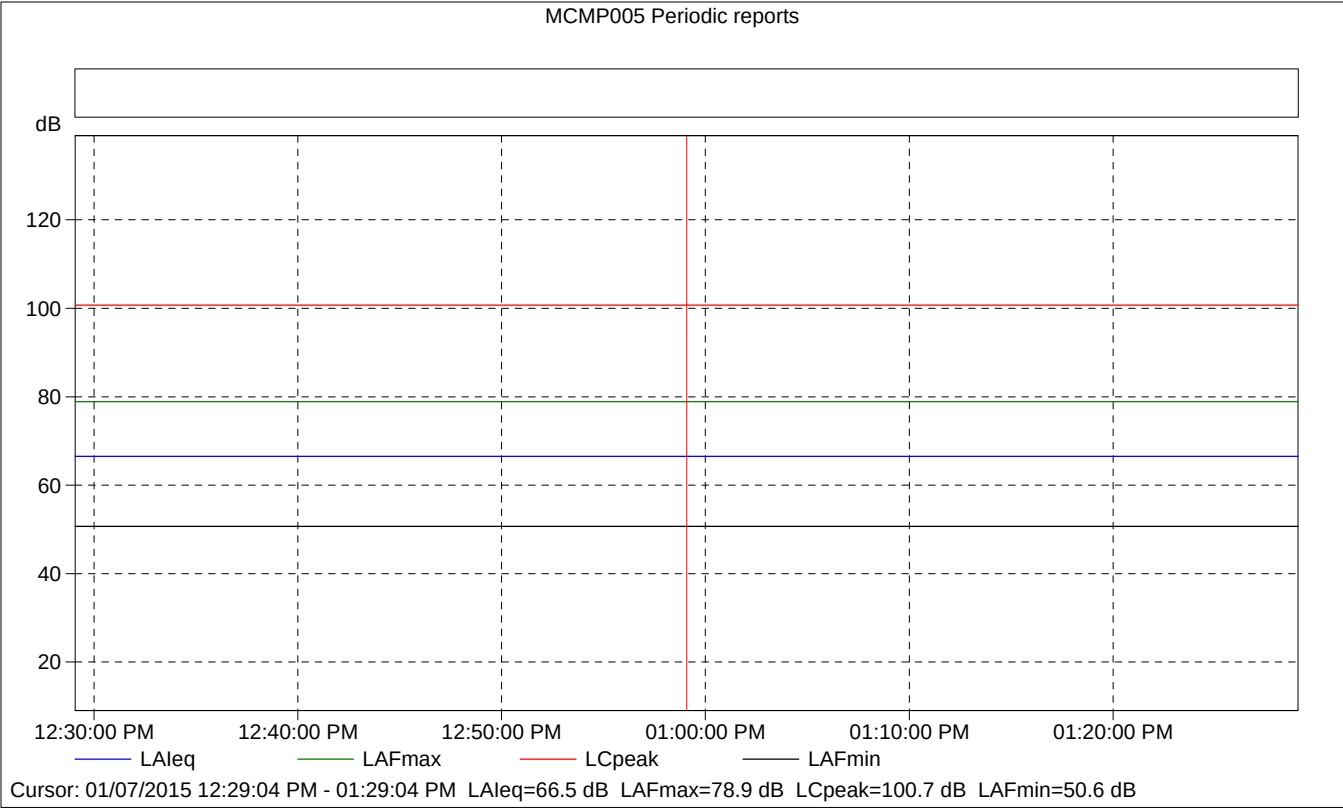




MCMP005

	Start time	Elapsed time	LAeq [dB]	LAFmax [dB]	LAFmin [dB]
Value			57.3	57.3	56.4
Time	12:34:03 PM	0:00:01			
Date	01/07/2015				



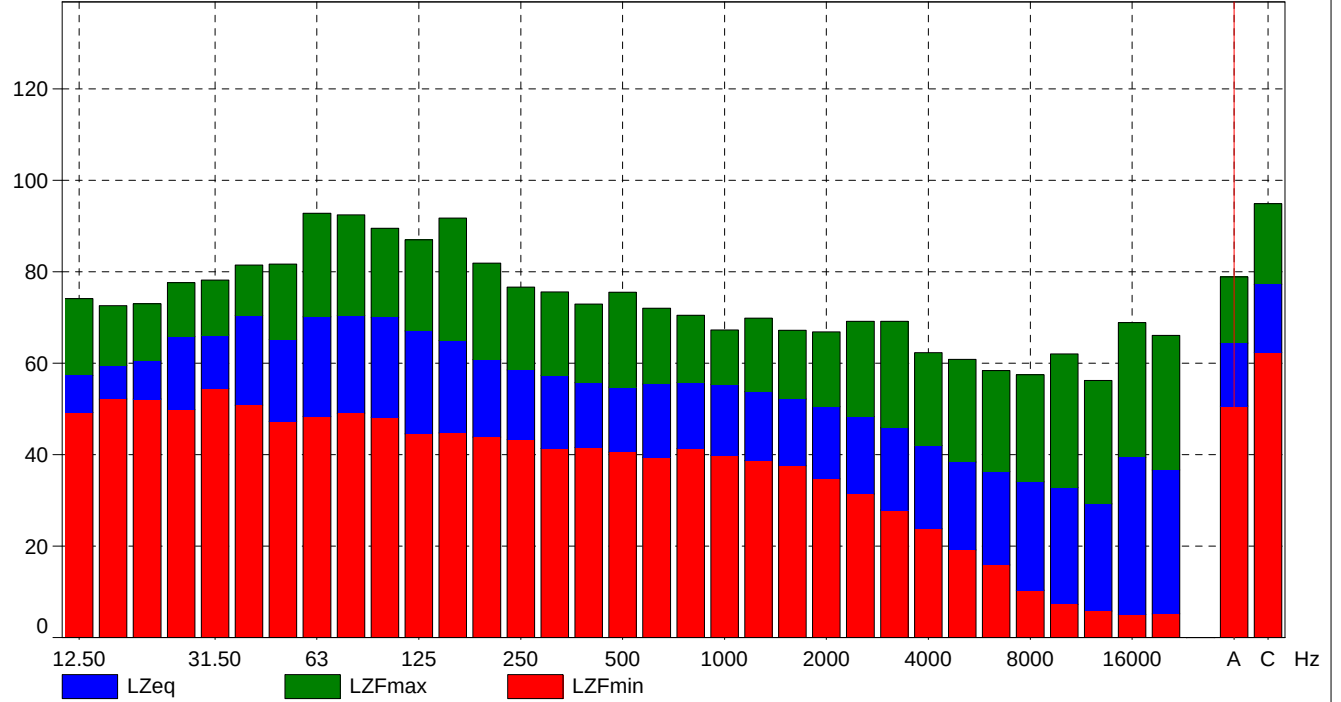


MCMP005 Periodic reports

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Date	01/07/2015					

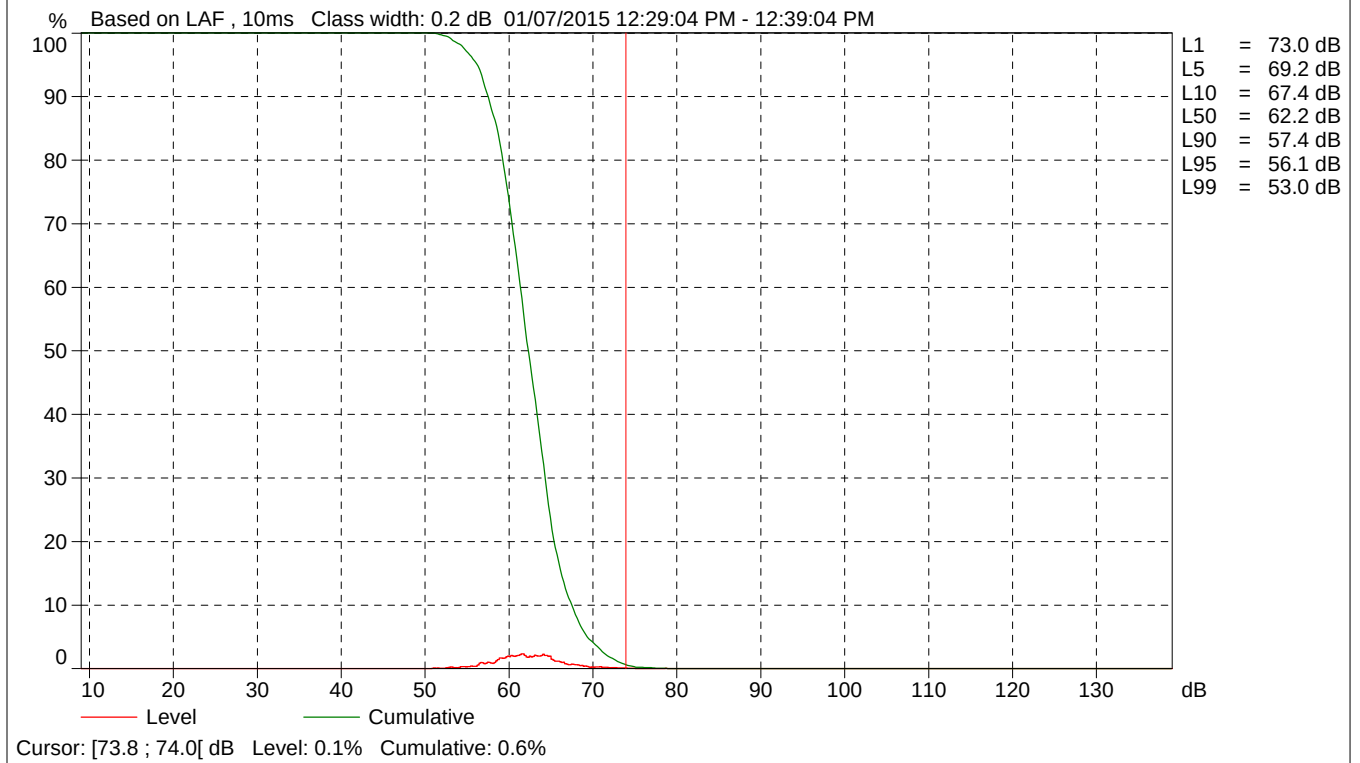
MCMP005 Periodic reports

dB 01/07/2015 12:29:04 PM - 12:39:04 PM



Cursor: (A) Leq=64.4 dB LFmax=78.9 dB LFmin=50.6 dB

MCMP005 Periodic reports



Site Number: 3			
Recorded By: Alesia Hsiao			
Job Number: 138142			
Date: 01/07/15			
Time: 12:51 p.m.			
Location: Cul-de-sac of E. Gleason Street.			
Source of Peak Noise: Gardener mowing grass, birds chirping, helicopter flying overhead, traffic along E. Gleason Street, people talking, car doors slamming.			
Noise Data			
Leq (dB)	Lmin (dB)	Lmax (dB)	Peak (dB)
56.2	48.5	73.8	95.2

Equipment						
Category	Type	Vendor	Model	Serial No.	Cert. Date	Note
Sound	Sound Level Meter	Brüel & Kjær	2250	2548189	11/18/2014	
	Microphone	Brüel & Kjær	4189	2543364	11/18/2014	
	Preamp	Brüel & Kjær	ZC 0032	4265	11/18/2014	
	Calibrator	Brüel & Kjær	4231	2545667	11/18/2014	
Weather Data						
Est.	Duration: 10minutes			Sky: ☀ Sunny		
	Note: dBA Offset = 0.01			Sensor Height (ft): 5 ft		
	Wind Ave Speed (mph / m/s)		Temperature (degrees Fahrenheit)		Barometer Pressure (hPa)	
	< 5 mph		72		30.06	

Photo of Measurement Location



2250

Instrument:		2250
Application:		BZ7225 Version 4.3.2
Start Time:		01/07/2015 12:51:58
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Elapsed Time:		00:10:00
Bandwidth:		Broadband
Max Input Level:		138.44

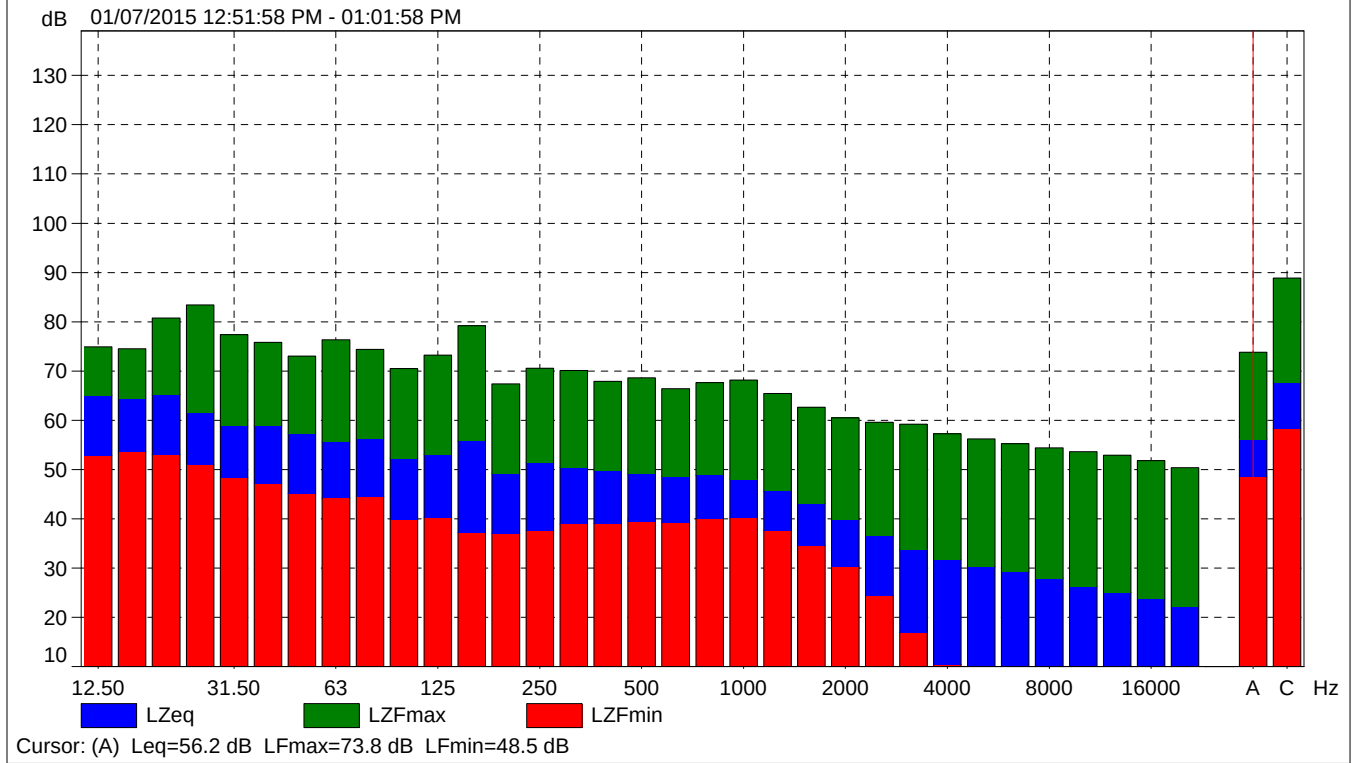
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Broadband Peak:		C
Spectrum:	FS	Z

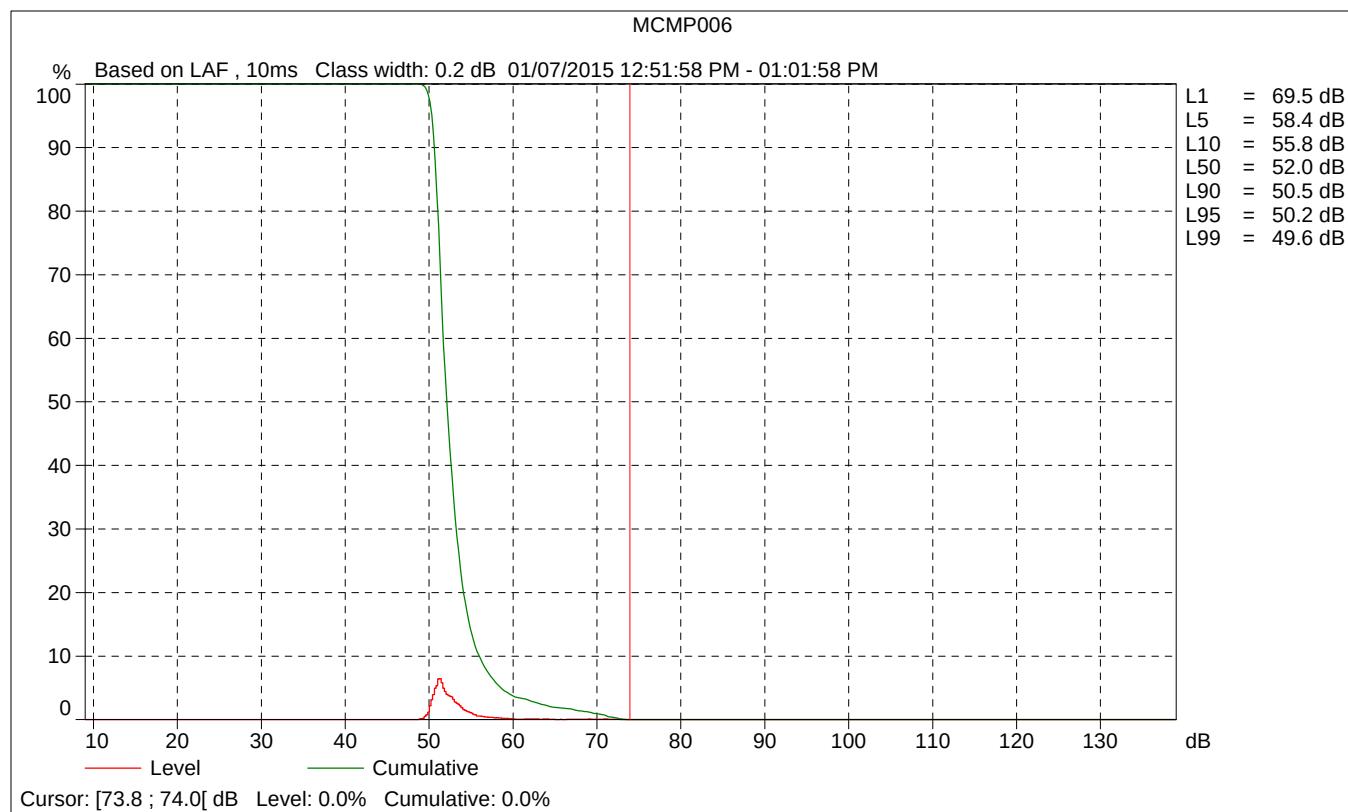
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Microphone Serial Number:		11111
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Sound Field Correction:		Free-field

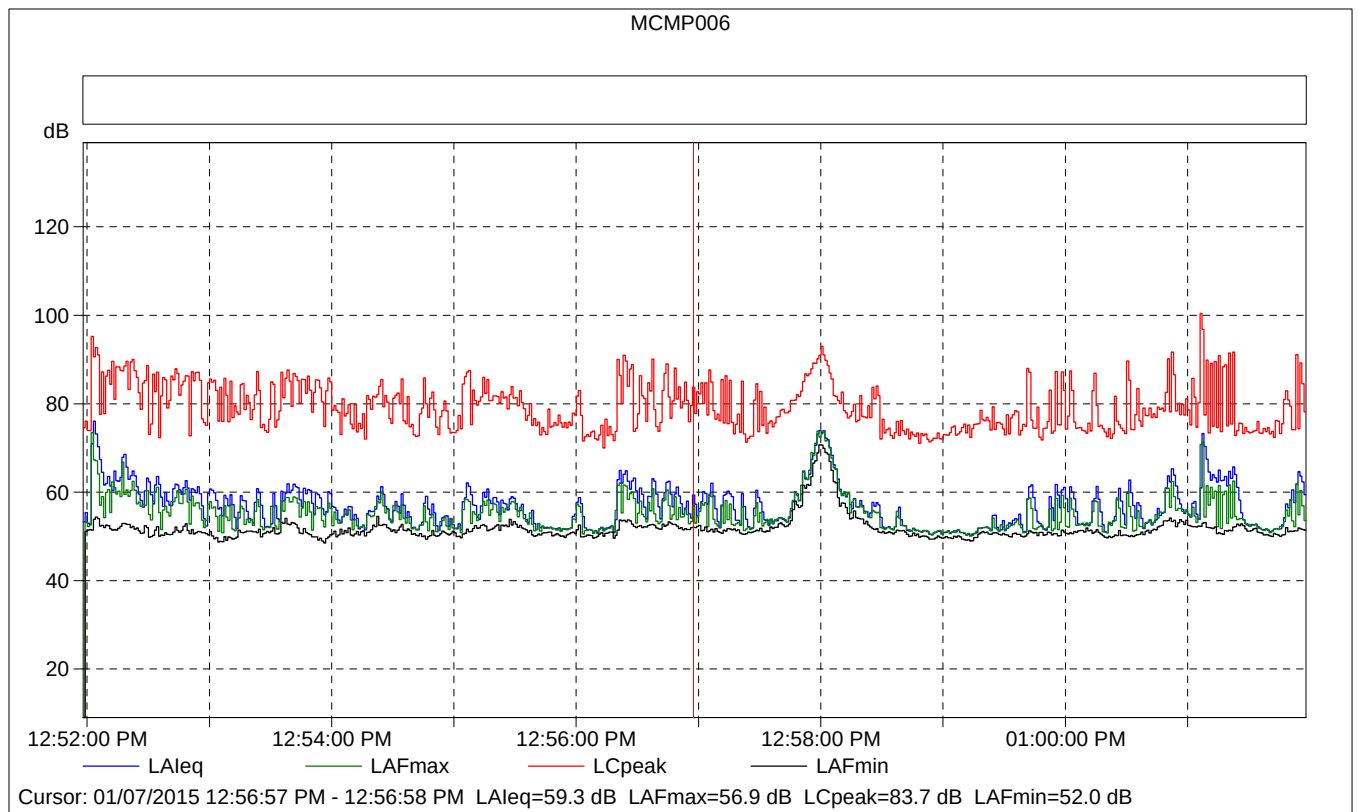
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MCMP006

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Date	01/07/2015	01/07/2015					

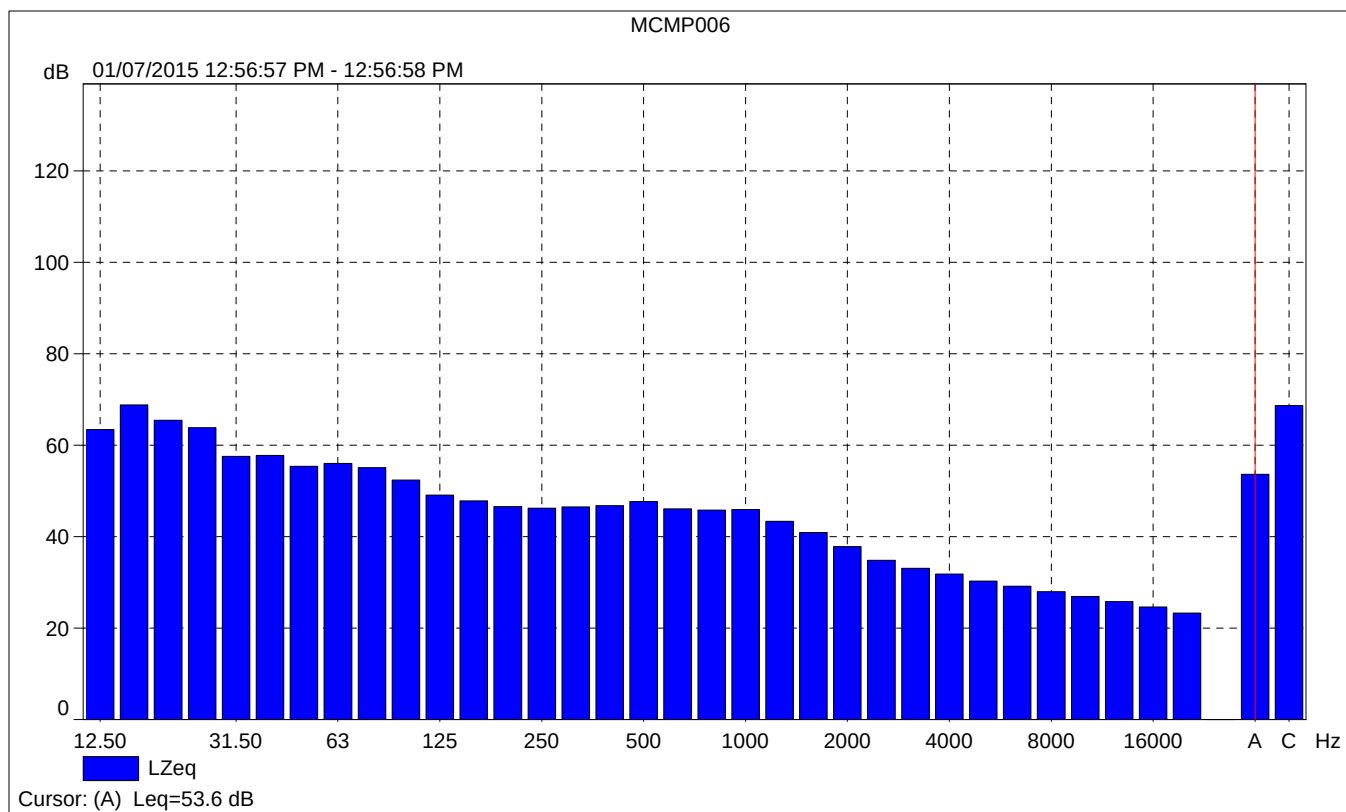


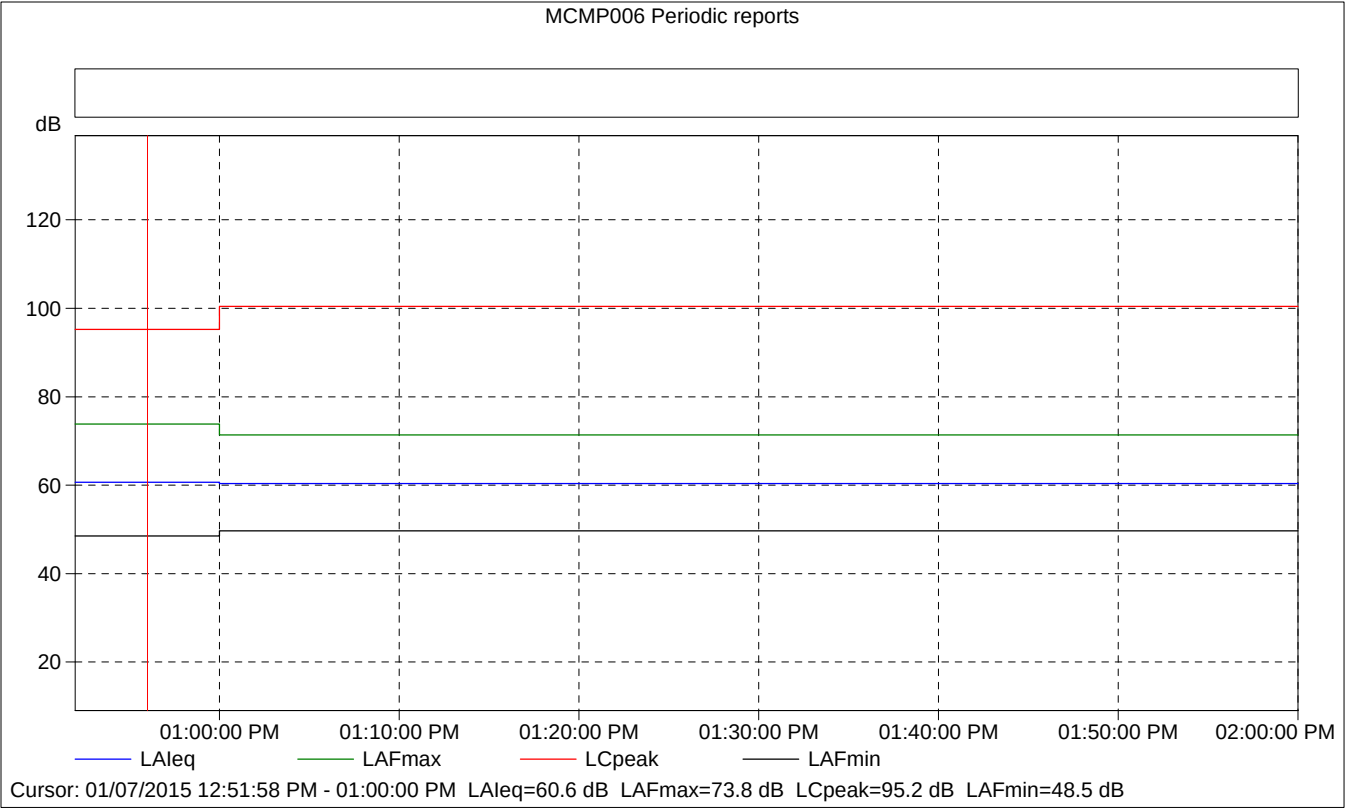




MCMP006

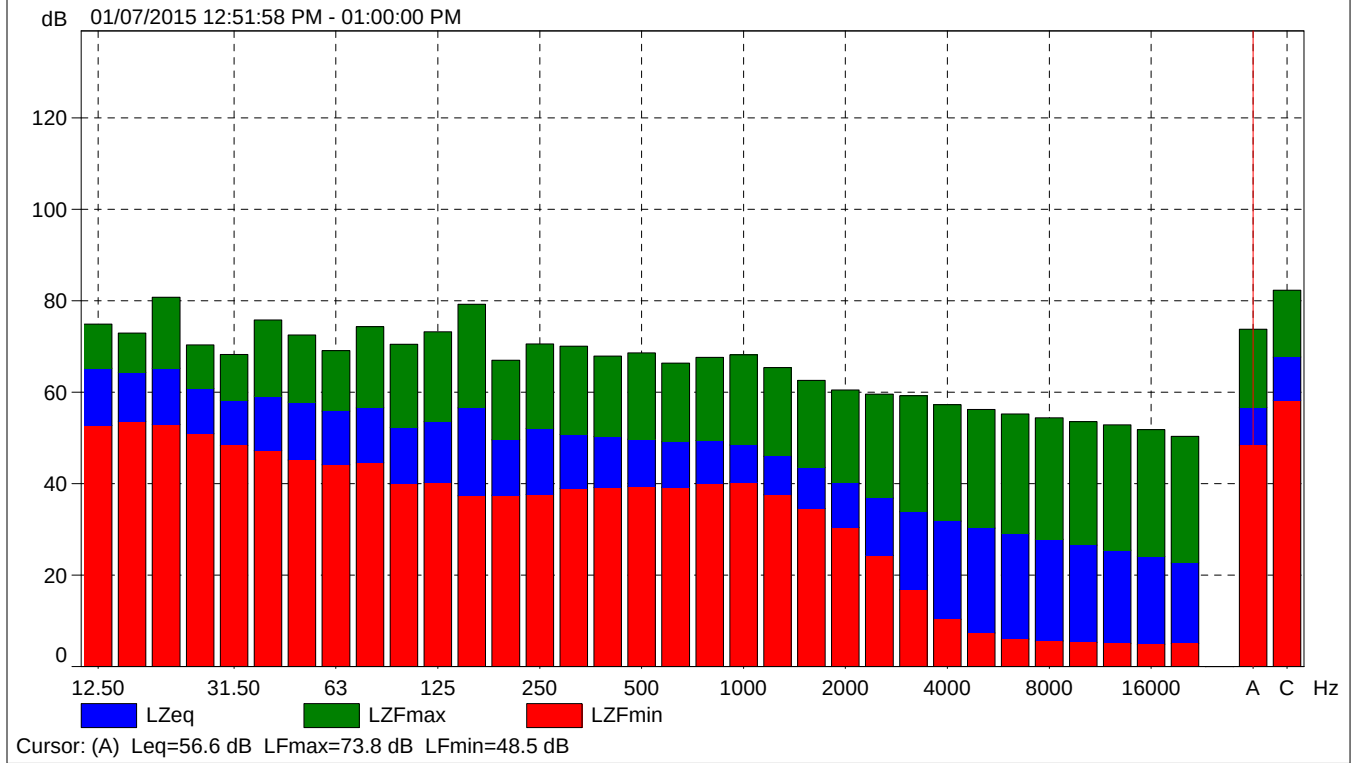
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Date	01/07/2015				



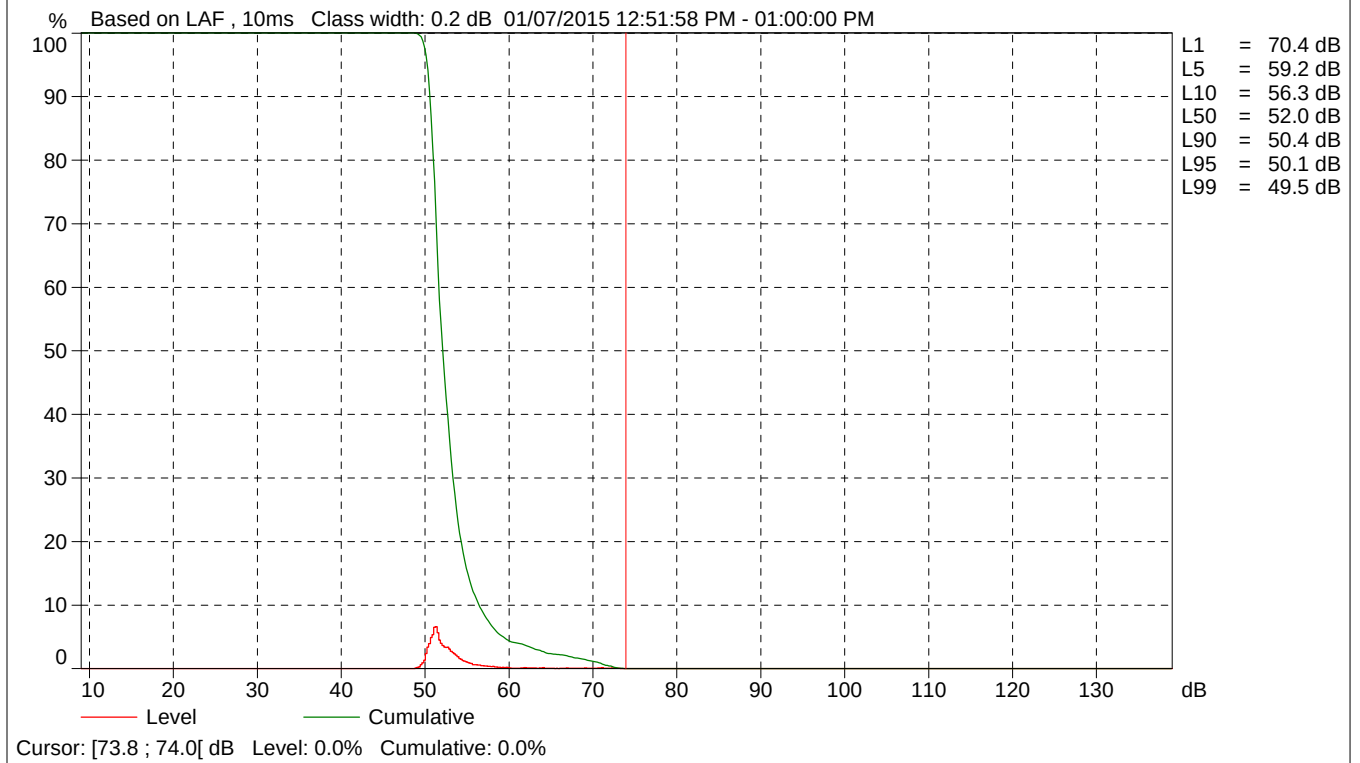


MCMP006 Periodic reports

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Time	12:51:58 PM	0:08:02				
Date	01/07/2015					



MCMP006 Periodic reports



APPENDIX C

Traffic Impact Analysis

DRAFT

SOUTH GARFIELD VILLAGE SPECIFIC PLAN TRAFFIC IMPACT ANALYSIS

City of Monterey Park, California

March 18, 2015

Prepared for

City of Monterey Park

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EXECUTIVE SUMMARY

This study analyzes forecast traffic conditions associated with the proposed South Garfield Village Specific Plan (Specific Plan) located in the City of Monterey Park, within the County of Los Angeles.

Implementation of the proposed Specific Plan could result in changes in land use and intensity within the Specific Plan area when compared to existing conditions. It is anticipated that an additional 109,948 square feet of non-residential development would be developed and seven existing residential units would be removed, resulting in approximately 329,965 square feet of non-residential development at buildout, based on the existing maximum allowable floor area ratios. For purposes of the analysis, it is assumed all sites with the opportunity for development would be developed to their full capacity over the next 20 years (to approximately 2035).

In addition to the changes in land use and intensity resulting from implementation of the proposed Specific Plan, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

The proposed Specific Plan is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions.

Based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios; hence, no traffic mitigation measures are required for the proposed project.

INTRODUCTION

This study analyzes forecast traffic conditions associated with the proposed South Garfield Village Specific Plan (Specific Plan) located in the City of Monterey Park, within the County of Los Angeles. Regional access to the project area is provided via State Route 60 (SR-60), located immediately south of the project site. Exhibit 1 shows the project site regional vicinity.

The approximately 22-acre Specific Plan area is located within the southern portion of the City and generally extends along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. The Specific Plan area primarily includes a variety of existing commercial uses with access points along Garfield Avenue, Pomona Boulevard and parallel alleyways. Exhibit 2 shows the project site location.

Implementation of the proposed Specific Plan could result in changes in land use and intensity within the Specific Plan area when compared to existing conditions. It is anticipated that an additional 109,948 square feet of non-residential development would be developed and seven existing residential units would be removed, resulting in approximately 329,965 square feet of non-residential development at buildout, based on the existing maximum allowable floor area ratios. For purposes of the analysis, it is assumed all sites with the opportunity for development would be developed to their full capacity over the next 20 years (to approximately 2035).

In addition to the changes in land use and intensity resulting from implementation of the proposed Specific Plan, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

Study Area

In coordination with City staff, ten intersections have been identified for analysis in this study. Table 1 summarizes the identified study intersections, corresponding traffic controls, and applicable jurisdiction. The study intersection locations are shown on Exhibit 3.

Table 1
Study Intersection Summary

ID	Study Intersection	Traffic Control ^[1]	Jurisdiction ^[2]	
			City of Monterey Park	City of Montebello
1	Isabella Ave/Riggin St	CSS	XX	
2	Isabella Ave/Fernfield Dr	AWS	XX	
3	Garfield Ave/Floral Dr	CSS	XX	
4	Garfield Ave/Riggin St	TS	XX	
5	Garfield Ave/Fernfield Dr	CSS	XX	
6	Garfield Ave/Pomona Blvd	TS	XX	X
7	Garfield Ave/Via Campo	TS		XX
8	Wilcox Ave/Riggin St	AWS	XX	
9	Wilcox Ave/Pomona Blvd	TS	XX	X
10	Wilcox Ave/Via Campo	TS		XX

[1] CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal.

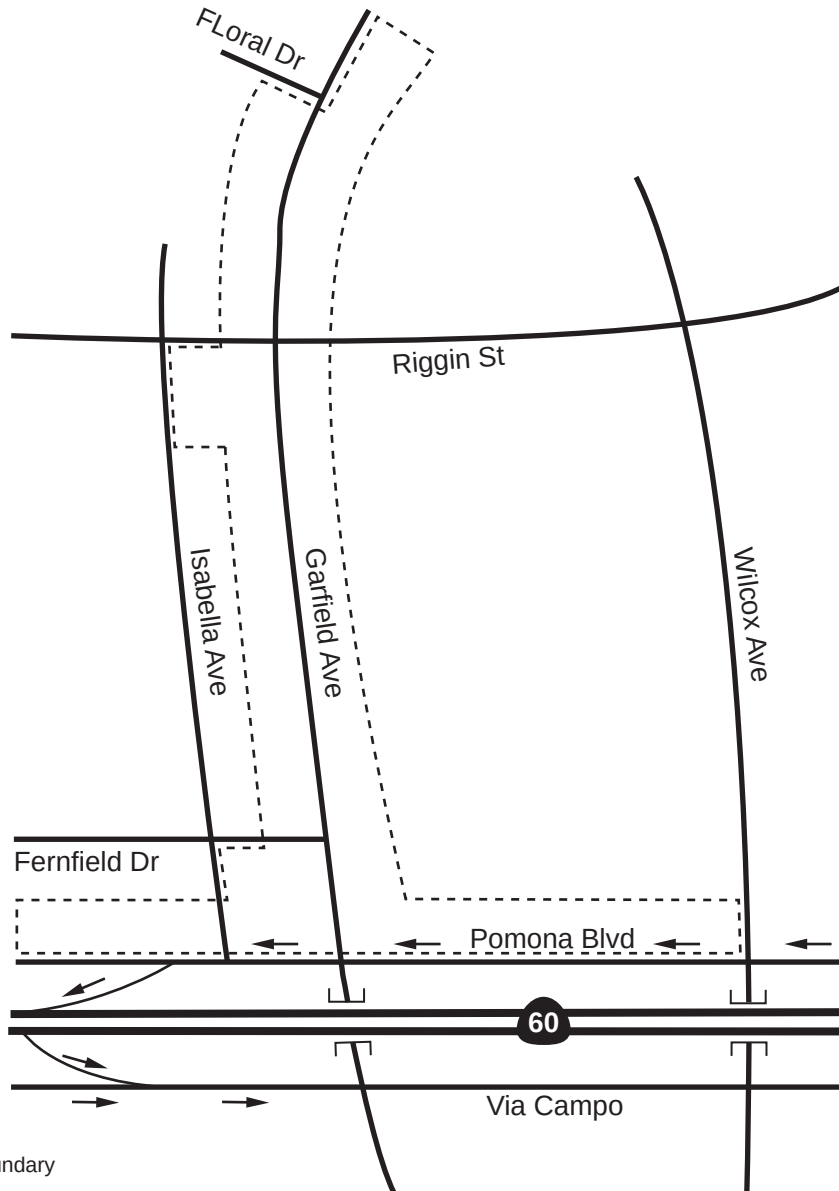
[2] Jurisdiction and corresponding thresholds of significance under which the study intersection is analyzed is shown in bold "XX".

As shown in Table 1, the study intersections along Pomona Boulevard are located on the boundary line between the City of Monterey Park and the City of Montebello; the study intersections along Via Campo are located in the City of Montebello. Table 1 indicates the applicable jurisdictions and corresponding thresholds of significance under which each of the study intersections are evaluated.

Analysis Scenarios

The study intersections are analyzed for the following study scenarios:

- Existing Conditions;
- Forecast Existing Plus Project Conditions;
- Forecast General Plan Buildout Without Project Conditions; and
- Forecast General Plan Buildout With Project Conditions.



Legend:

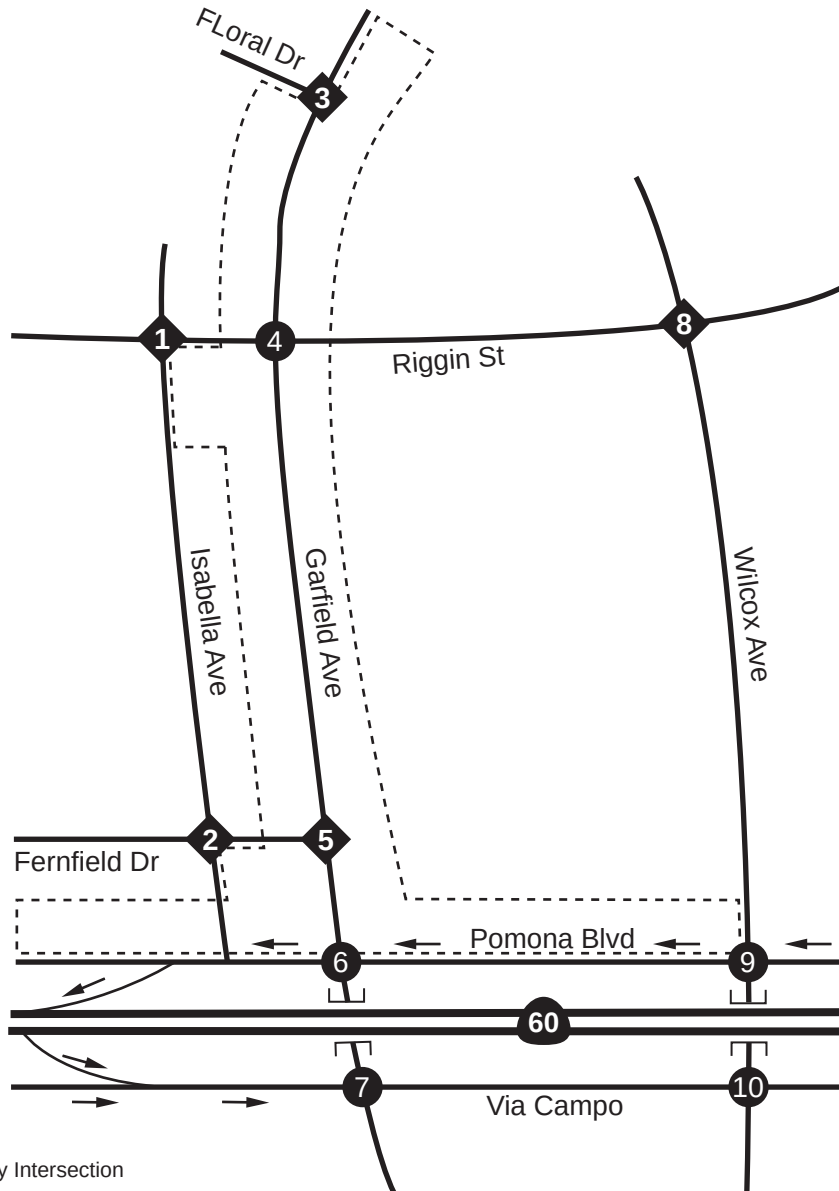
--- Project Site Boundary

← One-Way



Not to Scale

Michael Baker
INTERNATIONAL



Legend:



Signalized Study Intersection



Stop-Controlled Study Intersection



Project Site Boundary



One-Way



Not to Scale

METHODOLOGY

This section describes the intersection analysis methodologies, performance criteria, and thresholds of significance utilized in this traffic analysis. The analysis methodologies and parameters utilized in this analysis are consistent with the City of Monterey Park *Traffic Impact Study Guidelines* (February 2006).

Intersection Analysis Methodology

Level of Service (LOS) is commonly used as a qualitative description of intersection operation and is based on the capacity of the intersection and the volume of traffic using the intersection. This study utilizes the Intersection Capacity Utilization (ICU) analysis methodology to determine the operating LOS of the signalized study intersections. For stop-controlled study intersections, the Highway Capacity Manual (HCM) analysis methodology is utilized to determine the operating LOS.

Intersection Capacity Utilization Methodology for Signalized Intersections

The ICU analysis methodology is used by the City of Monterey Park to determine the operating LOS of signalized intersections. The ICU methodology calculates the volume-to-capacity (V/C) ratio for an intersection based on the sum of V/C ratios for the critical movements plus any applicable lost time adjustments. As shown in Table 2, the intersection V/C ratio correlates to a LOS ranging from LOS A (free-flow conditions) to LOS F (severely congested conditions).

In accordance with City of Monterey Park *Traffic Impact Study Guidelines*, the ICU calculations in this analysis utilize a lane type capacity of 1,600 vehicles per hour for left-turn lanes and shared lanes and 1,700 vehicles per hour for right-turn lanes and through lanes. Additionally, a yellow clearance/lost time adjustment of 0.100 is utilized.

Highway Capacity Manual Methodology for Unsignalized Intersections

The Highway Capacity Manual (HCM) intersection analysis methodology is used by the City of Monterey Park to analyze the operation of stop-controlled study intersections. The HCM analysis methodology describes the operation of a stop-controlled intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on the corresponding control delay as shown in Table 2.

Table 2
Study Intersection LOS Definition

Level of Service	Signalized Intersection: ICU Methodology ^[1]	Stop-Controlled Intersection: HCM Methodology ^[2]
	Volume to Capacity (V/C) Ratio	Control Delay (seconds/vehicle)
A	≤ 0.60	≤ 10.0
B	$0.61 \text{ to } \leq 0.70$	$> 10.0 \text{ to } \leq 15.0$
C	$0.71 \text{ to } \leq 0.80$	$> 15.0 \text{ to } \leq 25.0$
D	$0.81 \text{ to } \leq 0.90$	$> 25.0 \text{ to } \leq 35.0$
E	$0.91 \text{ to } \leq 1.00$	$> 35.0 \text{ to } \leq 50.0$
F	> 1.00	> 50.0

[1] Source: 1990 Transportation Research Board.

[2] Source: 2000 Highway Capacity Manual.

Control delay quantifies the increase in travel time associated with the intersection traffic control. For all-way stop-controlled intersections, control delay and corresponding LOS is based on the average stopped delay per vehicle for all movements; for one-way or two-way stop-controlled intersections (cross-street stop), LOS is based on the worst stop-controlled approach.

Performance Criteria

The General Plan Circulation Elements for the Cities of Monterey Park and Montebello do not identify a target LOS for peak hour intersection operation.

Thresholds of Significance

City of Monterey Park

To determine whether the addition of project-generated trips results in a significant impact at a signalized study intersection, and thus requires mitigation, the City of Monterey Park has established the following thresholds of significance based on the project-related increase in ICU:

<u>Existing ICU</u>	<u>Project-Related Increase in ICU</u>
0.00 – 0.69	0.06
0.70 – 0.79	0.04
0.80 – 0.89	0.02
0.90+	0.01

For study intersections along Pomona Boulevard, which are on the boundary line between the City of Monterey Park and Montebello, the City of Monterey Park thresholds of significance have been utilized to evaluate the potential significance of an impact.

Many local jurisdictions, including the City of Monterey Park, have not established thresholds of significance for stop-controlled intersections. The operation of stop-controlled study intersections is reported in this analysis for informational purposes.

City of Montebello

To determine whether the addition of project-generated trips results in a significant impact at a signalized study intersection, and thus requires mitigation, the City of Montebello utilizes the following thresholds of significance established by the County of Los Angeles *Traffic Impact Analysis Report Guidelines (January 1997)* based on the project-related increase in V/C:

<u>LOS</u>	<u>Pre-Project V/C</u>	<u>Project-Related V/C Increase</u>
C	0.71 – 0.80	0.04
D	0.81 – 0.90	0.02
E/F	0.91 or more	0.01

EXISTING CONDITIONS

This section describes the existing roadway, traffic volumes, and Level of Service conditions of the roadway system within the project study area.

Roadway Description

Following this section, Exhibit 4 shows the existing study area lane geometry and traffic controls. The characteristics of the roadway system in the vicinity of the project site are described below:

Isabella Avenue is a two-lane undivided roadway trending in a north-south direction. There is no posted speed limit on Isabella Avenue within the project vicinity; on-street parking is permitted.

Garfield Avenue is generally a four-lane divided roadway with a painted median trending in a north-south direction within the project vicinity. Garfield Avenue has a two-way left-turn lane with intermittent raised medians between Riggins Street and Pomona Boulevard. The posted speed limit on Garfield Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.

Wilcox Avenue is a two-lane undivided roadway trending in a north-south direction between Riggins Street and Pomona Boulevard. Wilcox Avenue transitions to a four-lane divided roadway immediately north of Pomona Boulevard to Via Campo, then transitions to a five-lane roadway (three lanes northbound, two lanes southbound) south of Via Campo. The posted speed limit on Wilcox Avenue is 35 miles per hour within the project vicinity; on-street parking is generally permitted.

Floral Drive is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Floral Drive within the project vicinity; on-street parking is permitted.

Riggins Street is a two-lane undivided roadway trending in an east-west direction. The posted speed limit on Riggins Street is 30 miles per hour within the project vicinity; on-street parking is generally permitted.

Fernfield Drive is a two-lane undivided roadway trending in an east-west direction. There is no posted speed limit on Fernfield Drive within the project vicinity; on-street parking is permitted.

Pomona Boulevard is a one-way three-lane roadway trending in a westbound direction. The posted speed limit on Pomona Boulevard is 40 miles per hour within the project vicinity; on-street parking is prohibited.

Via Campo is a one-way two- to three-lane roadway trending in an eastbound direction west of Garfield Avenue. East of Garfield Avenue, Via Campo is two-way five-lane undivided roadway trending one-way in an east-west direction. The posted speed limit on Via Campo is generally 35 miles per hour within the project vicinity; on-street parking is prohibited.

Existing Conditions Traffic Volumes

To determine existing operation of the study intersections, a.m. peak period and p.m. peak period traffic movement counts were collected in November 2014 during typical weekday conditions. The a.m. peak period intersection counts were collected from 7:00 a.m. to 9:00 a.m.; the p.m. peak period intersection counts were collected from 4:00 p.m. to 6:00 p.m. The traffic volumes used in this analysis were taken from the highest hour within the two-hour peak period counted. Detailed traffic count data sheets are contained in Appendix A.

Following this section, Exhibit 5 shows existing conditions a.m. peak hour and p.m. peak hour traffic volumes at the study intersections.

Existing Conditions Study Intersection Peak Hour Level of Service

Table 3 summarizes existing conditions a.m. peak hour and p.m. peak hour LOS of the study intersections; detailed LOS analysis sheets are contained in Appendix B.

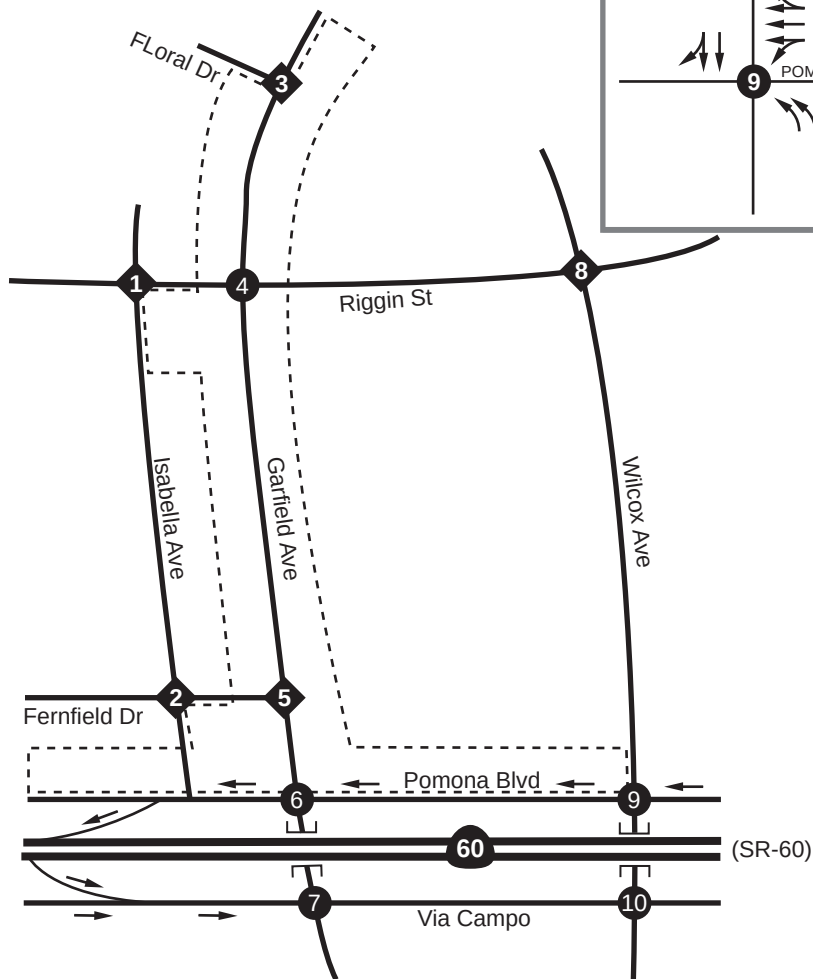
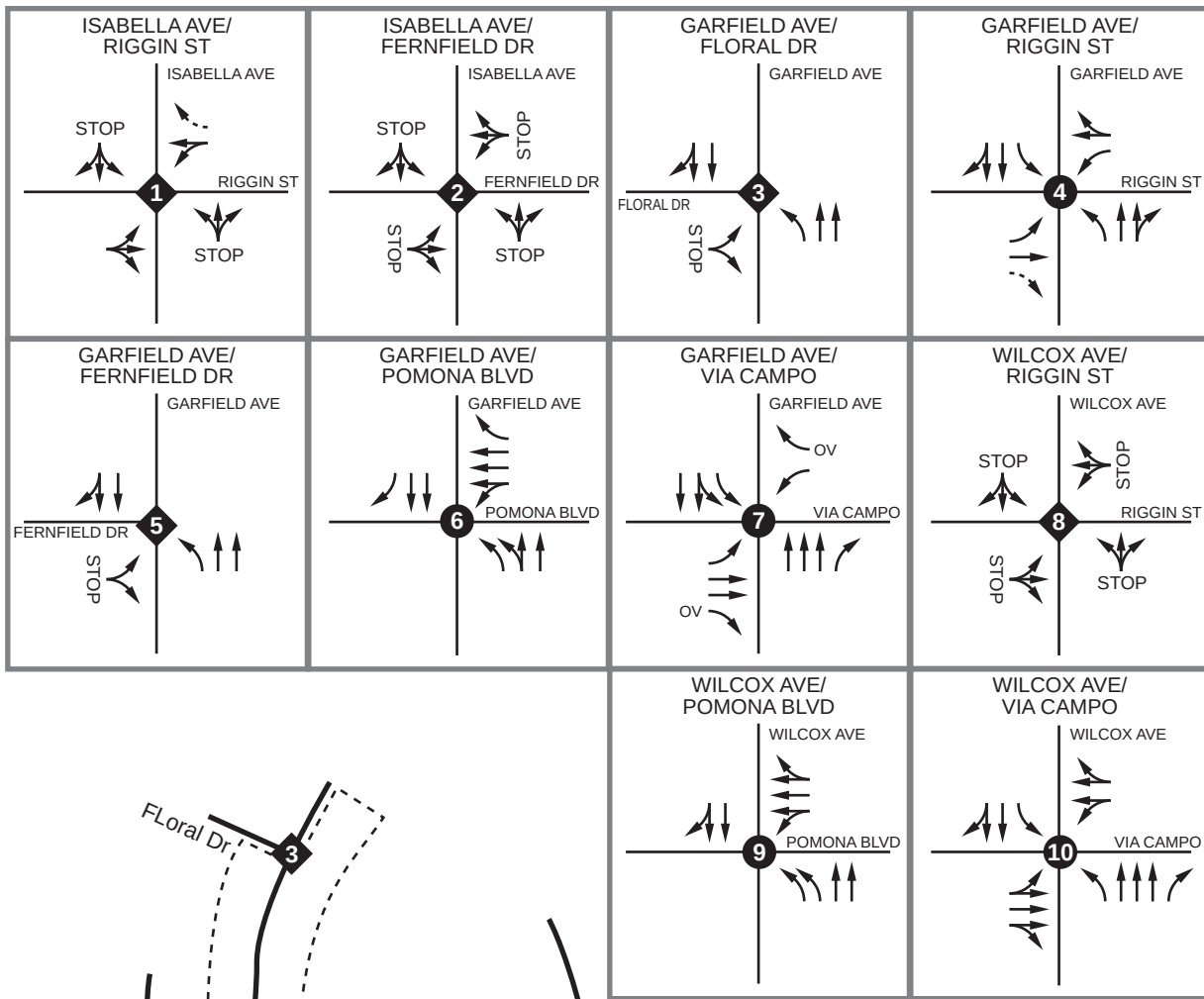
Table 3
Existing Conditions
AM & PM Peak Hour Study Intersection LOS

Signalized Study Intersection	V/C – LOS ^[1]	
	AM Peak Hour	PM Peak Hour
4. Garfield Ave/Riggin St	0.799 – C	0.724 – C
6. Garfield Ave/Pomona Blvd	0.890 – D	0.812 – D
7. Garfield Ave/Via Campo	0.587 – A	0.774 – C
9. Wilcox Ave/Pomona Blvd	0.642 – B	0.633 – B
10. Wilcox Ave/Via Campo	0.736 – C	0.733 – C
Stop-Controlled Study Intersection	Delay – LOS ^[2]	
	AM Peak Hour	AM Peak Hour
1. Isabella Ave/Riggin St	18.3 – C	16.7 – C
2. Isabella Ave/Fernfield Dr	7.5 – A	7.1 – A
3. Garfield Ave/Floral Dr	30.0 – D	26.1 – D
5. Garfield Ave/Fernfield Dr	14.6 – B	15.8 – C
8. Wilcox Ave/Riggin St	16.3 – C	19.3 – C

[1] V/C = volume to capacity ratio.

[2] Delay shown in seconds.

As shown in Table 3, the study intersections are currently operating at LOS D or better.

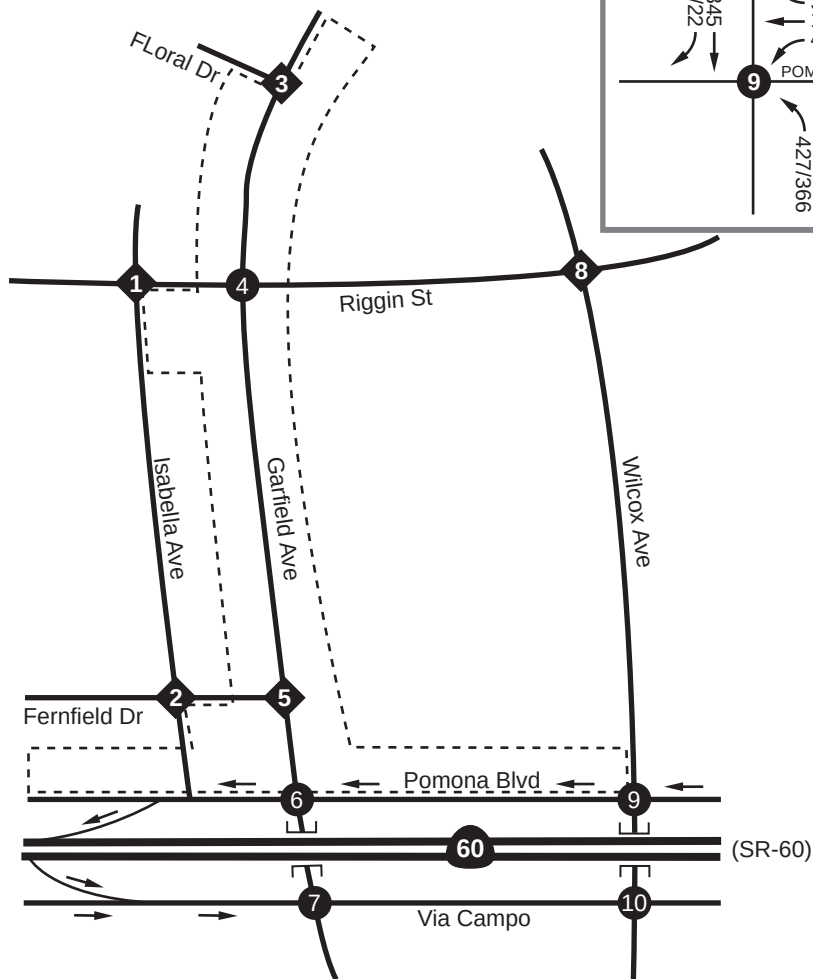
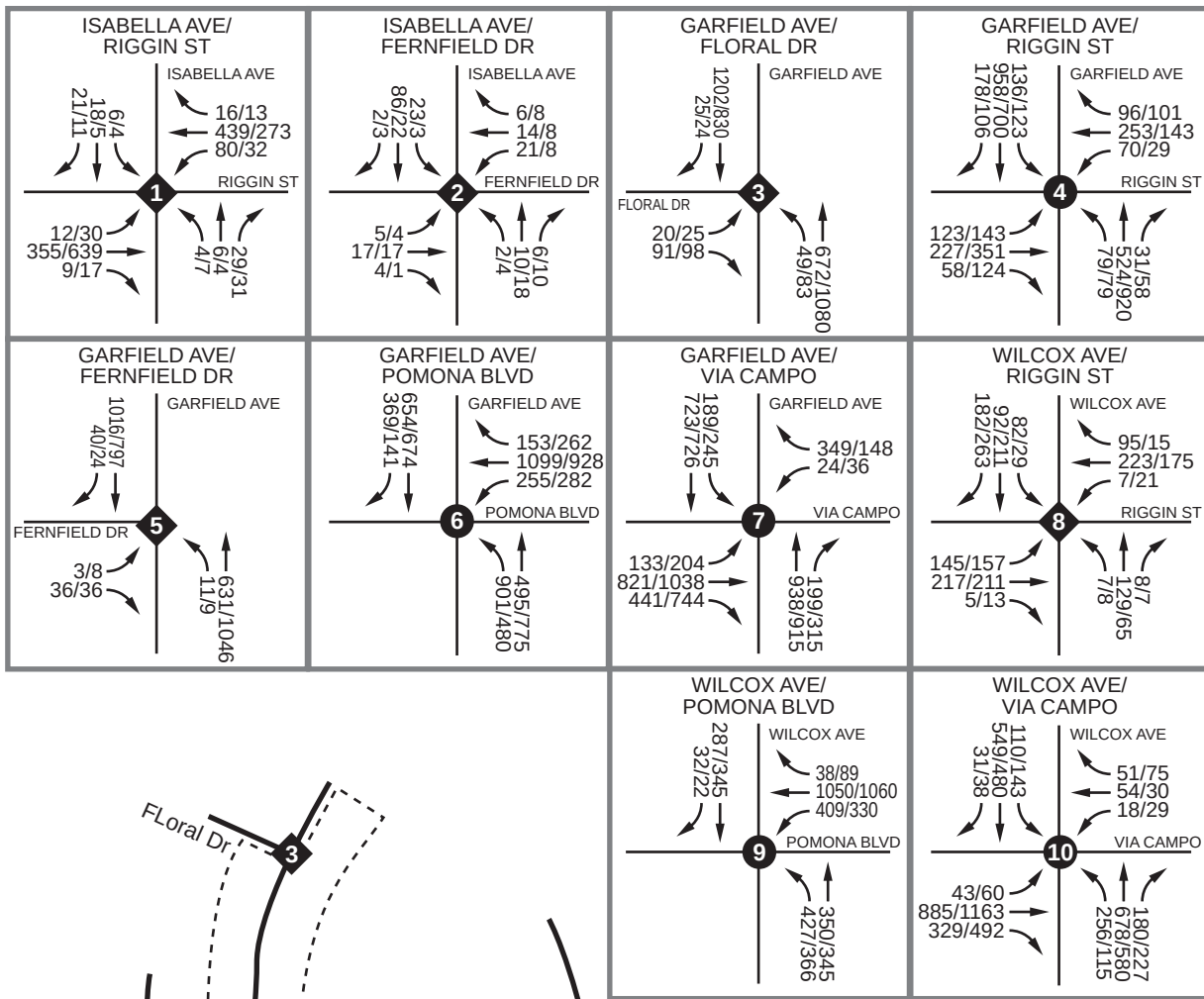


Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- Right-Turn Overlap
- Defacto Right-Turn Lane
- Stop-Controlled Approach



Not to Scale



Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale

PROPOSED PROJECT

The approximately 22-acre Specific Plan area is located within the southern portion of the City and generally extends along South Garfield Avenue from just north of Floral Drive to SR-60 and along the north side of Pomona Boulevard from Ferdinand Avenue to Wilcox Avenue. The Specific Plan area primarily includes a variety of existing commercial uses with access points along Garfield Avenue, Pomona Boulevard and parallel alleyways.

Implementation of the proposed Specific Plan could result in changes in land use and intensity within the Specific Plan area when compared to existing conditions. It is anticipated that an additional 109,948 square feet of non-residential development would be developed and seven existing residential units would be removed, resulting in approximately 329,965 square feet of non-residential development at buildout, based on the existing maximum allowable floor area ratios. For purposes of the analysis, it is assumed all sites with the opportunity for development would be developed to their full capacity over the next 20 years (to approximately 2035).

In addition to the changes in land use and intensity resulting from implementation of the proposed Specific Plan, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

Following this section, Exhibit 6 shows the proposed Specific Plan concept.

Project Trip Generation

For purposes of this analysis, “project” refers to implementation of the proposed Specific Plan and “project-generated trips” refers to the forecast net project trip generation resulting from buildout of the proposed Specific Plan at its full capacity.

To calculate net trips forecast to be generated by the proposed Specific Plan, trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual (9th Edition, 2012)* were utilized. Table 4 summarizes the ITE trip generation rates used to calculate the number of trips forecast to be generated by the proposed project.

Table 4
ITE Trip Generation Rates Utilized

Land Use	ITE Land Use Code	Units ^[1]	Trip Generation Rates ^[2]						
			AM Peak Hour			PM Peak Hour			Daily
			In	Out	Total	In	Out	Total	
Specialty Retail	826/820 ^[3]	tsf	0.60	0.36	0.96	1.19	1.52	2.71	44.32
Single-Family Detached Residential	210	du	0.19	0.56	0.75	0.63	0.37	1.00	9.52
Apartment	220	du	0.10	0.41	0.51	0.40	0.22	0.62	6.65

[1] tsf = thousand square feet; du = dwelling units.

[2] Source: ITE *Trip Generation Manual* (9th Edition, 2012).

[3] To provide a conservative analysis, specialty retail trip generation rates were supplemented with shopping center trip generation rates for the a.m. peak hour.

In accordance with the ITE *Trip Generation Manual*, a pass-by trip reduction is applicable to commercial retail land uses located along busy arterial highways to account for the proposed land uses attracting vehicle trips already on the roadway; this is particularly the case when the roadway is experiencing peak operating conditions. For example, a motorist already traveling along Garfield Avenue on the way home from work may decide to visit one of the proposed uses within the Specific Plan area. A pass-by trip reduction under this example would eliminate both the inbound trip and the outbound trip from the forecast project trip generation since the vehicle was already traveling on the roadway.

Table 5 summarizes the forecast project trip generation based on the applicable pass-by trip reduction, trip generation rates shown in Table 4, and displaced existing land uses.

Table 5
Forecast Project Trip Generation

Land Use ^[1]	Trips Generated ^[2]						
	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
<i>Additional Non-Residential Development</i>							
109.948-tsf Specialty Retail	66	40	106	131	167	298	4,873
Pass-By Trip Reduction (10% AM, 34% PM, 10% Daily) ^[3]	-7	-4	-11	-45	-57	-102	-487
Gross Project Trip Generation	59	36	95	86	110	196	4,386
<i>Displaced Existing Land Uses</i>							
1-du Single-Family Detached Residential	0	-1	-1	-1	0	-1	-10
6-du Multi-Family Residential (Apartment)	-1	-2	-3	-2	-1	-3	-40
Net Project Trip Generation	58	33	91	83	109	192	4,336

[1] tsf = thousand square feet; du = dwelling units.

[2] Based on ITE trip generation rates shown in Table 4.

[3] Source: ITE *Trip Generation Manual* (9th Edition, 2012), land use code 820.

As shown in Table 4, the proposed Specific Plan is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions.

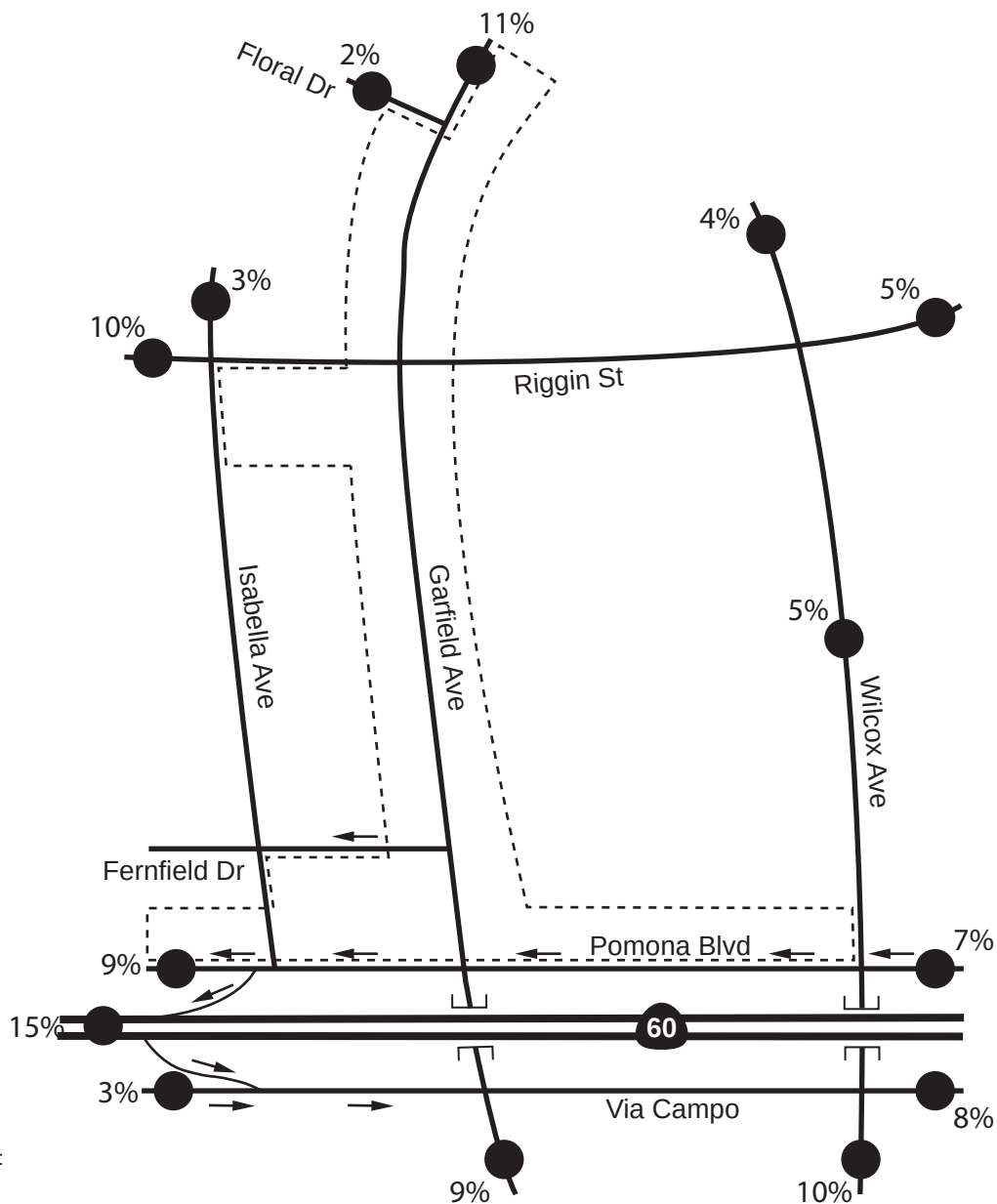
Project Trip Distribution and Assignment

Exhibit 7 shows the forecast trip distribution patterns of the proposed project based on review of existing traffic data, land uses, and the roadway network in the project vicinity.

Exhibit 8 shows the corresponding assignment of project-generated a.m. peak hour and p.m. peak hour trips assuming the trip distribution patterns shown in Exhibit 7.



Exhibit 6
Proposed Specific Plan Concept

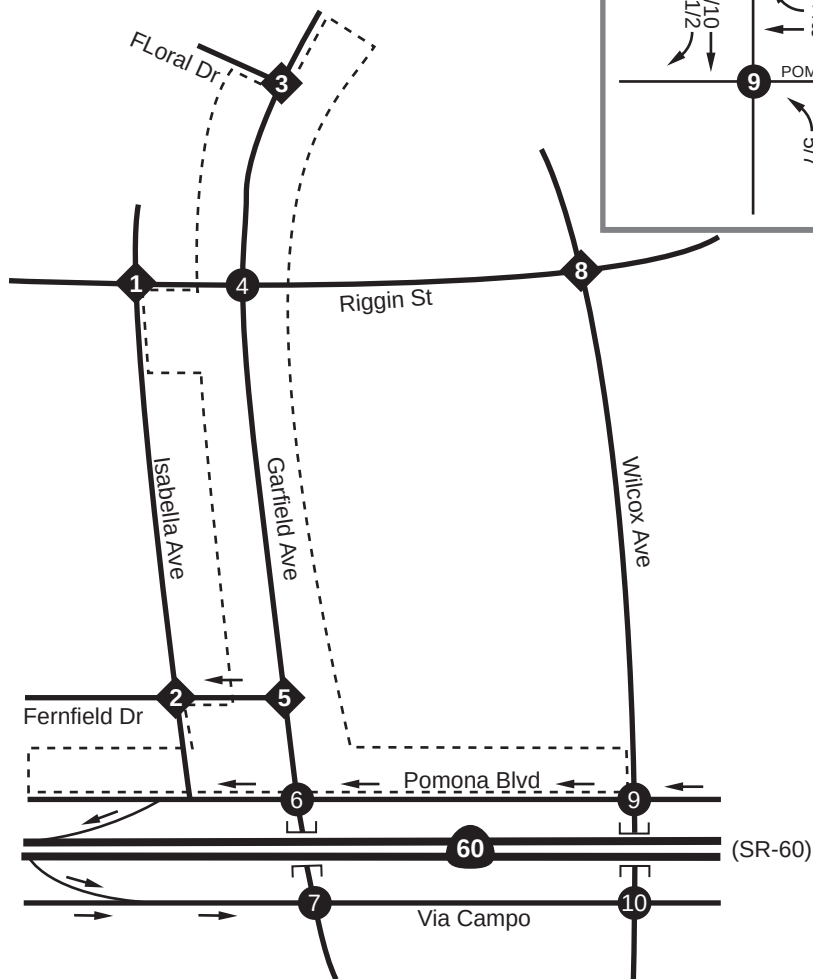
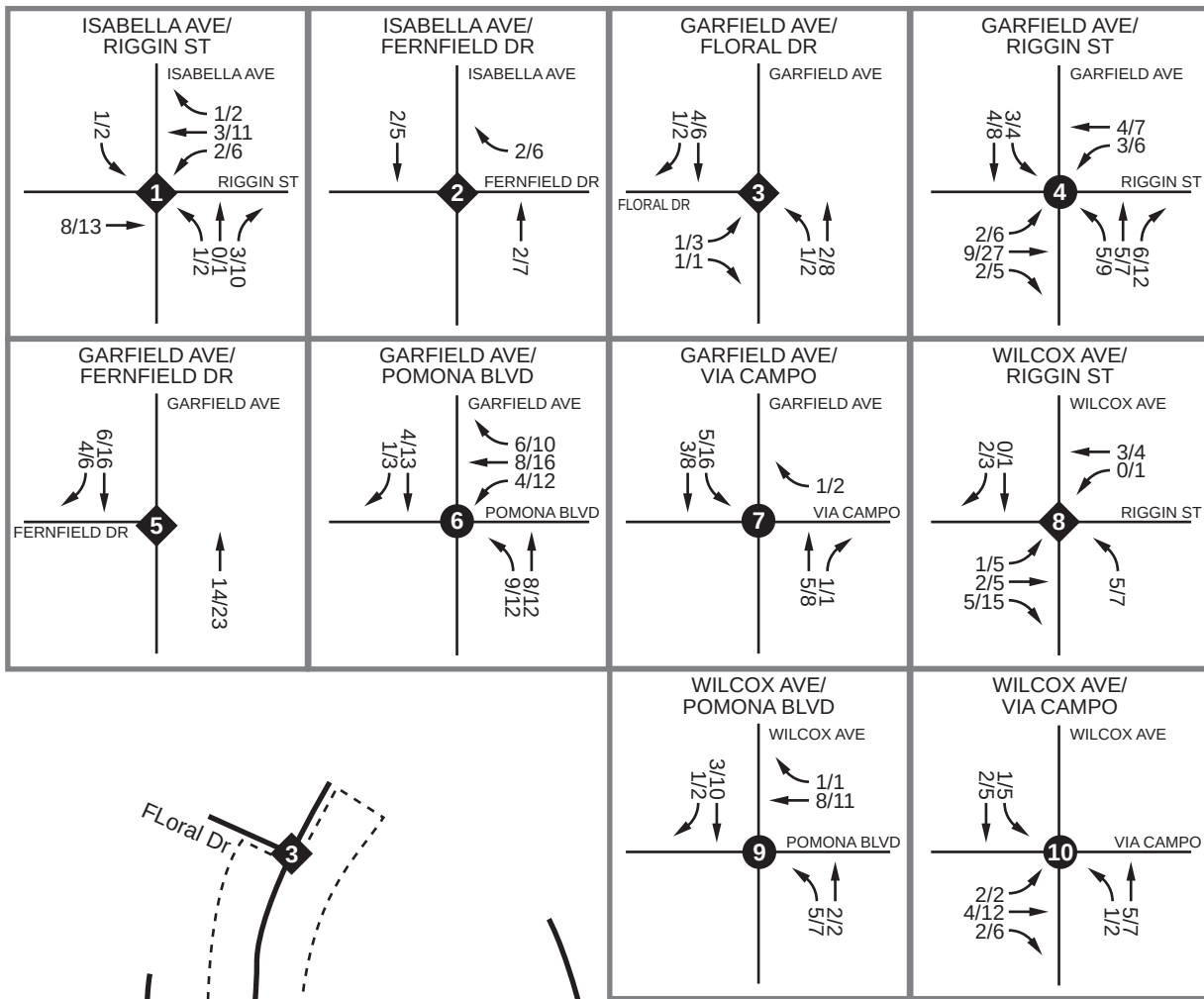


Legend:

- XX% Trip Percent Distribution
- Project Site Boundary
- ← One-Way



Not to Scale



Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- AM/PM Peak Hour Volumes



Not to Scale

FORECAST TRAFFIC VOLUMES

This section describes how forecast traffic volumes were derived for each of the analysis scenarios evaluated in this study.

Forecast Existing Plus Project Conditions Traffic Volumes

Forecast existing plus project conditions traffic volumes were derived by adding forecast project-generated trips to existing conditions traffic volumes. Exhibit 9 shows forecast existing plus project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout Without Project Conditions Traffic Volumes

The forecast General Plan buildout without project scenario represents the conditions at the time the City of Monterey Park is expected to be fully built out as designated in the General Plan, with exception of the proposed project. For purposes of the analysis, it is assumed the City will be built out over the next 20 years (to approximately 2035).

Forecast General Plan buildout without project traffic volumes were derived by applying an annual growth rate of 0.42-percent per year to existing traffic volumes over a 20-year period to account for background/ambient growth. The annual growth rate of 0.42-percent was derived from the traffic volume growth factors contained in the Los Angeles County 2010 Congestion Management Program for the San Gabriel Valley area (Regional Statistical Area 25). It should be noted this is a conservative assumption since the growth rate is applied to all movements at the study intersections.

Additionally, forecast General Plan buildout without project traffic volumes include the addition of trips associated with the following nine (9) cumulative projects identified by City of Monterey Park and City of Montebello staff that are assumed to be constructed and generating trips by General Plan buildout:

1. Atlantic Gateway Marriot Courtyard project, 303-room hotel (521-633 North Atlantic Boulevard, Monterey Park);
2. Atlantic Garvey Hotel project, 148-room hotel and 98 apartment dwelling units (808 West Garvey Avenue, Monterey Park);
3. Double Tree Hotel project, 187-room hotel (220 North Atlantic Boulevard, Monterey Park);
4. Monterey Park Town Centre project, 109 condominium dwelling units and 71,366 square foot shopping center (100 South Garfield Avenue, Monterey Park);
5. Monterey Park Market Place project, 600,000 square foot shopping center (2550 Greenwood Avenue, Monterey Park);
6. Home of Christian Church project, 22,378 square foot church, (400 North Garfield Avenue, Monterey Park);
7. Able Storage project, 123,062 square foot storage facility, (500 East Markland Drive, Monterey Park);
8. Olson Company Residential project, 80 single-family detached residential dwelling units, (2015 Potrero Grande Drive, Monterey Park); and

9. Montebello Hills Specific Plan project, 1,200 residential dwelling units (Generally bounded by Montebello Boulevard/Lincoln Avenue/Los Amigos Avenue, City of Montebello).

Table 6 summarizes the identified cumulative projects and corresponding trips forecast to be generated.

Table 6
Forecast Cumulative Projects Trip Generation

Cumulative Project	Trips Generated ^[1]						
	AM Peak Hour			PM Peak Hour			Daily
	In	Out	Total	In	Out	Total	
1. Atlantic Gateway Marriot Courtyard (Monterey Park)	94	67	161	94	88	182	2,476
2. Atlantic Garvey Hotel (Monterey Park)	56	73	129	85	65	150	1,861
3. Double Tree Hotel (Monterey Park)	58	41	99	58	54	112	1,528
4. Monterey Park Towne Centre (Monterey Park) ^[2]	51	66	117	103	93	196	3,089
5. Monterey Park Market Place (Monterey Park)	383	301	684	674	680	1,354	19,719
6. Home of Christian Church (Monterey Park)	8	5	13	6	6	12	204
7. Able Storage (Monterey Park)	10	7	17	16	16	32	308
8. Olson Company Residential (Monterey Park)	15	45	60	50	30	80	762
9. Montebello Hills Specific Plan (Montebello)	139	527	666	558	297	855	8,675
Total Forecast Cumulative Project Trip Generation	814	1,132	1,946	1,644	1,329	2,973	38,622

[1] Source: ITE *Trip Generation Manual* (9th Edition, 2012) land use codes 151, 210, 220, 230, 310, 560, 820.

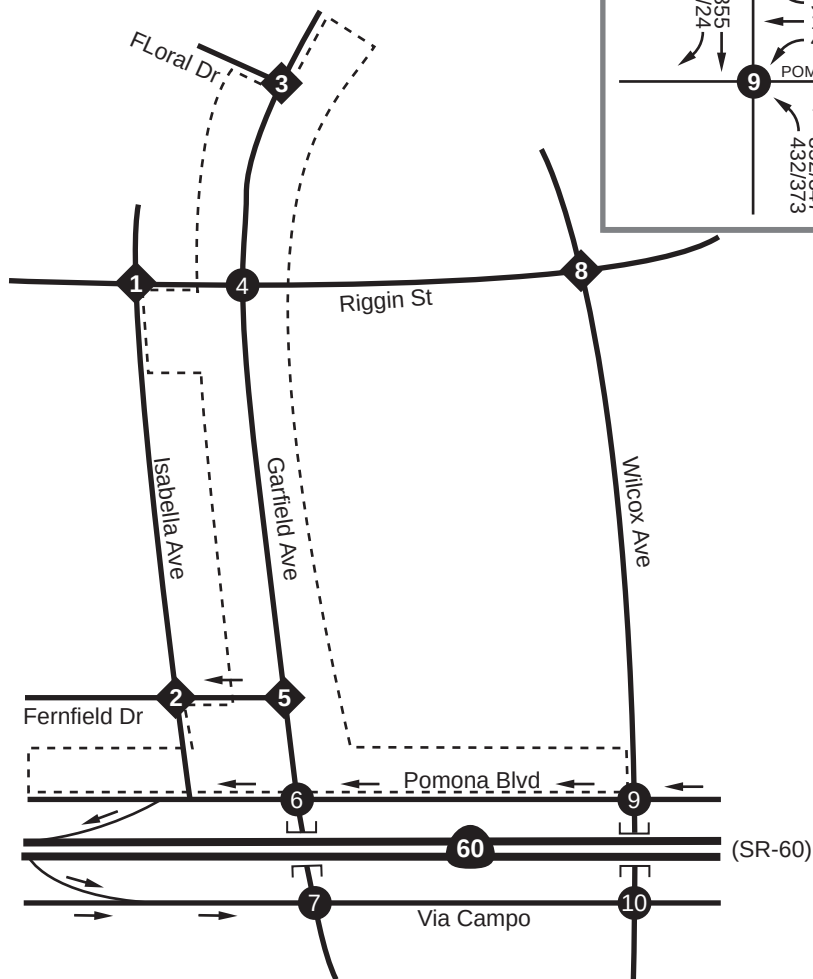
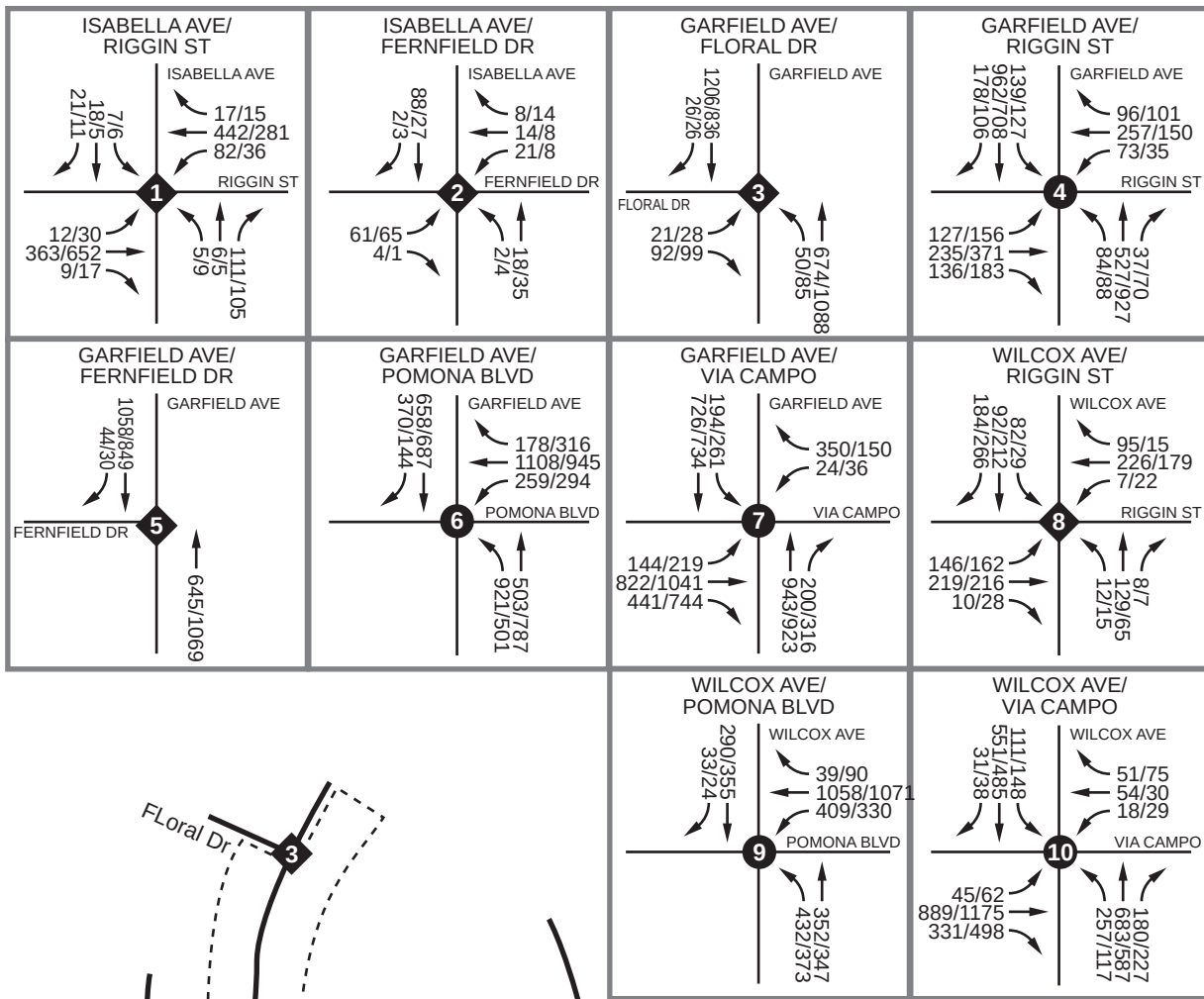
[2] Trip generation includes applicable internal capture trip reduction (16% PM, 14% daily) and pass-by trip reduction (34% PM, shopping center trips only).

As shown in Table 6, the cumulative projects are forecast to generate approximately 38,622 daily trips, which includes approximately 1,946 a.m. peak hour trips and approximately 2,973 p.m. peak hour trips.

Exhibit 10 shows forecast General Plan buildout without project conditions a.m. and p.m. peak hour volumes at the study intersections.

Forecast General Plan Buildout With Project Conditions Traffic Volumes

Forecast General Plan buildout with project conditions traffic volumes were derived by adding forecast project-generated trips to forecast General Plan buildout without project conditions traffic volumes. Exhibit 11 shows forecast General Plan buildout with project conditions a.m. and p.m. peak hour volumes at the study intersections.

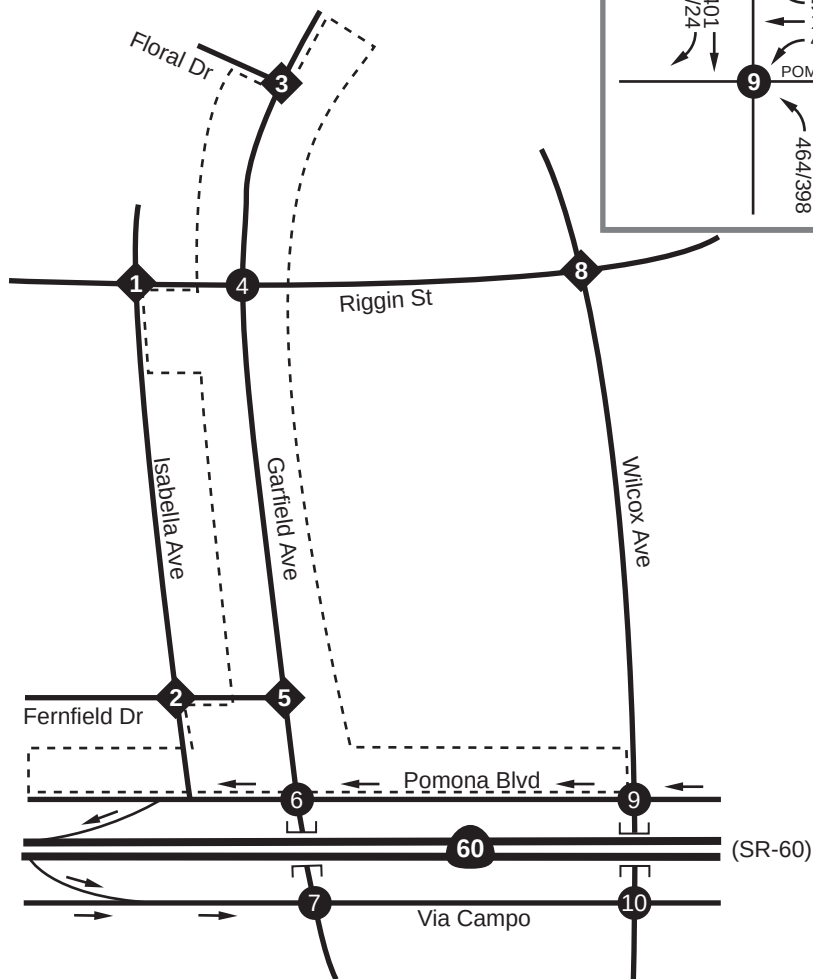
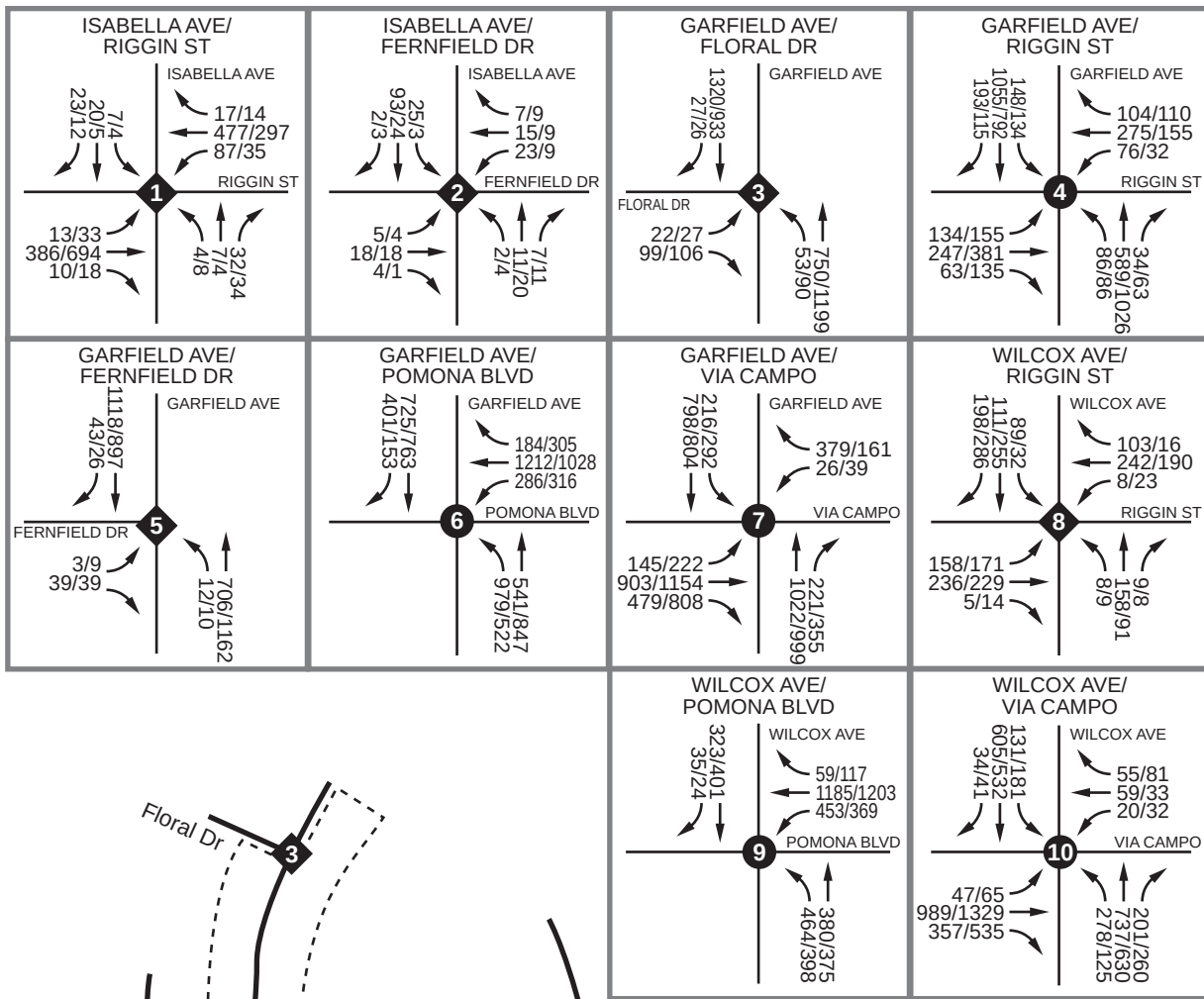


Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale



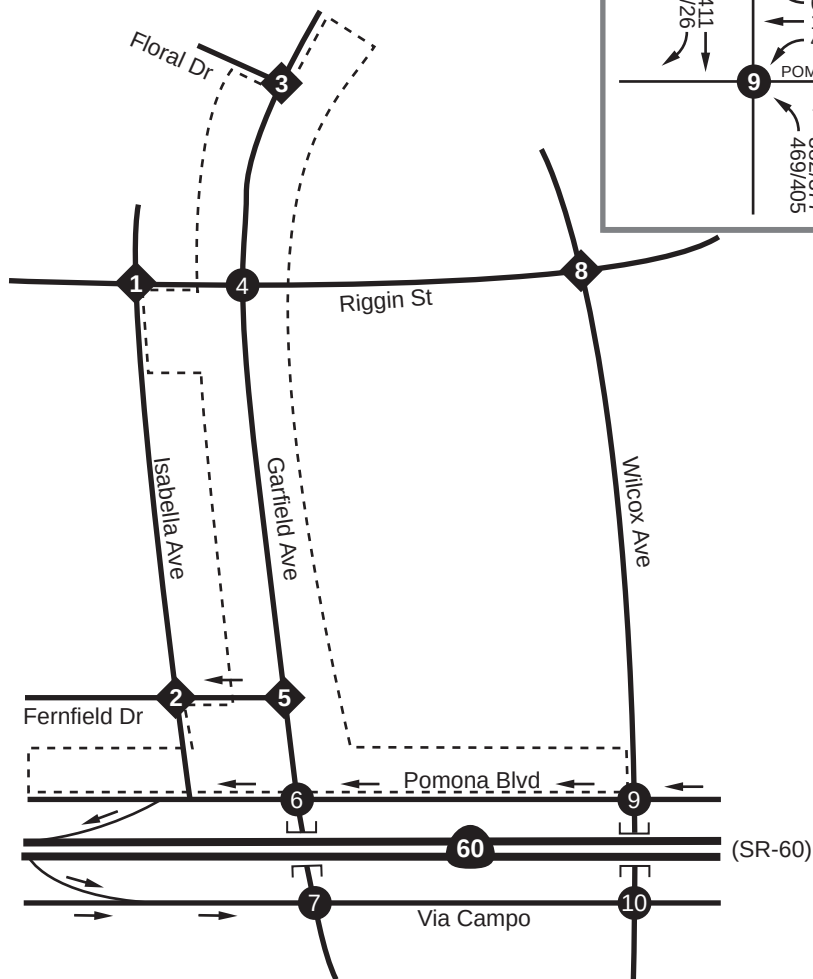
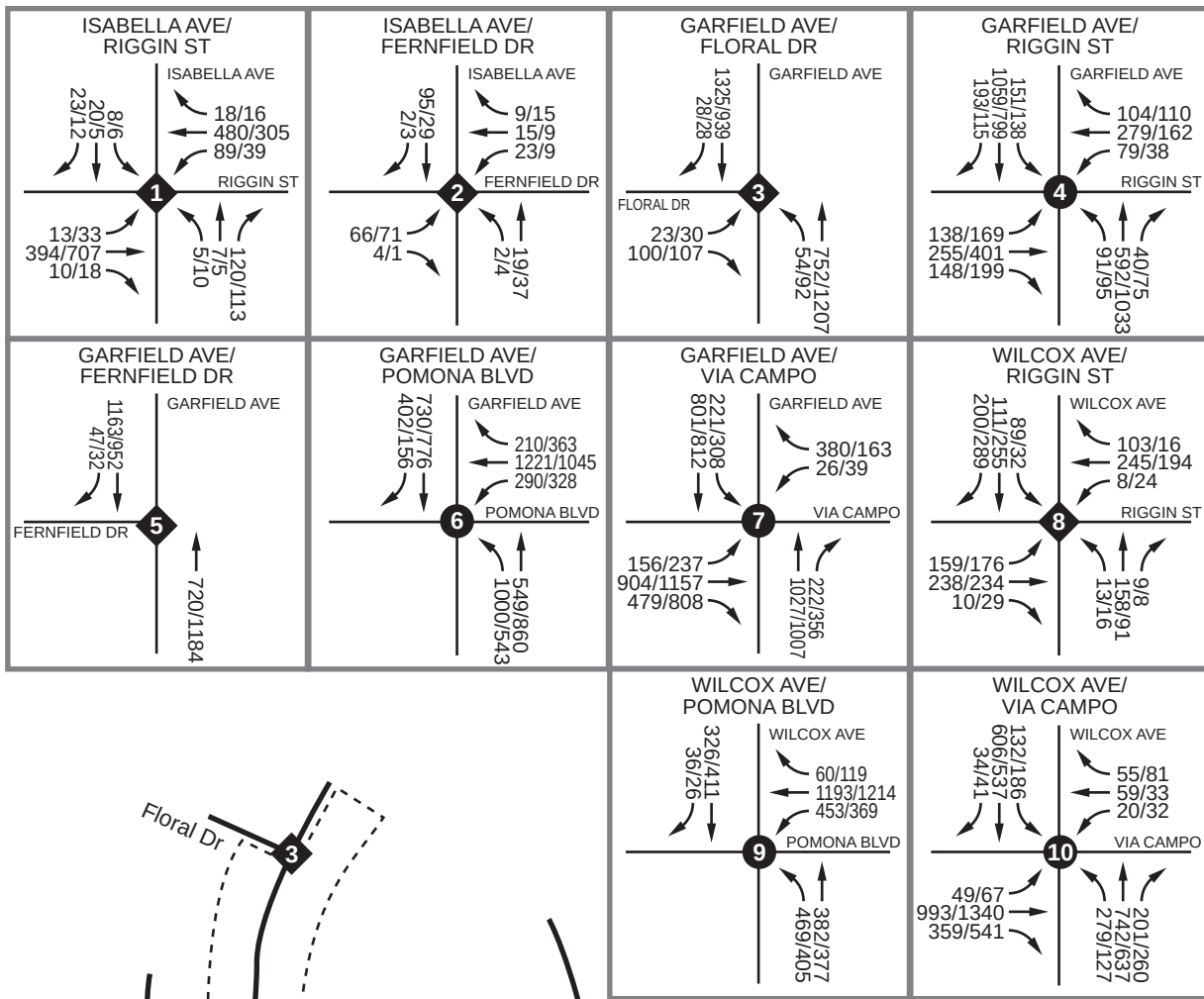
Legend:

-  Signalized Study Intersection
-  Unsignalized Study Intersection
-  Project Site Boundary
-  One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale

Exhibit 10 Forecast General Plan Buildout Without Project Conditions AM & PM Peak Hour Study Intersection Volumes



- Legend:
- Signalized Study Intersection
 - Unsignalized Study Intersection
 - Project Site Boundary
 - One-Way
 - XX/YY AM/PM Peak Hour Volumes

Exhibit 11
Forecast General Plan Buildout With Project Conditions
AM & PM Peak Hour Study Intersection Volumes

FORECAST CONDITIONS AND IMPACT ANALYSIS

This section analyzes forecast traffic conditions at the study intersections and provides an evaluation of potential significant traffic impacts. Detailed LOS analysis sheets for each of the following analysis scenarios are contained in Appendix B.

Existing Plus Project Conditions Study Intersection Level of Service

This scenario addresses the impacts associated with the addition of project-generated trips to existing conditions traffic volumes. This scenario also accounts for any changes to the circulation system associated with the proposed project. Table 7 summarizes existing plus project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections.

Table 7
Existing Plus Project Conditions Study Intersection LOS

Signalized Study Intersection	V/C – LOS ^[1]				Change in V/C		Significant Impact?
	Existing Conditions		Existing Plus Project Conditions		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
4. Garfield Ave/Riggin St	0.799 – C	0.724 – C	0.809 – D	0.745 – C	0.010	0.021	No
6. Garfield Ave/Pomona Blvd	0.890 – D	0.812 – D	0.899 – D	0.829 – D	0.009	0.017	No
7. Garfield Ave/Via Campo	0.587 – A	0.774 – C	0.588 – A	0.776 – C	0.001	0.002	No
9. Wilcox Ave/Pomona Blvd	0.642 – B	0.633 – B	0.646 – B	0.646 – B	0.004	0.013	No
10. Wilcox Ave/Via Campo	0.736 – C	0.733 – C	0.739 – C	0.740 – C	0.003	0.007	No
Stop-Controlled Study Intersection	Delay – LOS ^[2]				Change in Delay		
	Existing Conditions		Existing Plus Project Conditions		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1. Isabella Ave/Riggin St	18.3 – C	16.7 – C	19.7 – C	20.0 – C	1.4	3.3	
2. Isabella Ave/Fernfield Dr	7.5 – A	7.1 – A	7.6 – A	7.4 – A	0.1	0.3	
3. Garfield Ave/Floral Dr	30.0 – D	26.1 – D	31.4 – D	29.0 – D	1.4	2.9	
5. Garfield Ave/Fernfield Dr	14.6 – B	15.8 – C	n/a ^[3]	n/a	n/a	n/a	
8. Wilcox Ave/Riggin St	16.3 – C	19.3 – C	16.8 – C	21.0 – C	0.5	1.7	

[1] V/C = volume to capacity ratio.

[2] Delay shown in seconds.

[3] n/a = not applicable; intersection converted to one-way, southbound right-turn only.

As shown in Table 7, based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for existing plus project conditions.

Forecast General Plan Buildout Conditions Study Intersection Level of Service

Table 8 summarizes forecast General Plan buildout without and with project conditions a.m. peak hour and p.m. peak hour LOS of the study intersections.

Table 8
Forecast General Plan Buildout Conditions Study Intersection LOS

Signalized Study Intersection	V/C – LOS ^[1]				Change in V/C		Significant Impact?
	General Plan Buildout Without Project Conditions		General Plan Buildout With Project Conditions		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
4. Garfield Ave/Riggin St	0.864 – D	0.787 – C	0.874 – D	0.808 – D	0.010	0.021	No
6. Garfield Ave/Pomona Blvd	0.965 – E	0.890 – D	0.974 – E	0.907 – E	0.009	0.017	No
7. Garfield Ave/Via Campo	0.633 – B	0.836 – D	0.634 – B	0.839 – D	0.001	0.003	No
9. Wilcox Ave/Pomona Blvd	0.707 – C	0.704 – C	0.711 – C	0.717 – C	0.004	0.013	No
10. Wilcox Ave/Via Campo	0.805 – D	0.819 – D	0.808 – D	0.826 – D	0.003	0.007	No
Stop-Controlled Study Intersection	Delay – LOS ^[2]				Change in Delay		
	General Plan Buildout Without Project Conditions		General Plan Buildout With Project Conditions		AM Peak Hour	PM Peak Hour	
	AM Peak Hour	PM Peak Hour	AM Peak Hour	PM Peak Hour			
1. Isabella Ave/Riggin St	20.5 – C	18.4 – C	22.4 – C	22.8 – C	1.9	4.4	
2. Isabella Ave/Fernfield Dr	7.6 – A	7.1 – A	7.6 – A	7.4 – A	0.0	0.3	
3. Garfield Ave/Floral Dr	43.5 – E	38.5 – E	46.3 – E	44.7 – E	2.8	6.2	
5. Garfield Ave/Fernfield Dr	15.9 – C	18.1 – C	n/a ^[3]	n/a	n/a	n/a	
8. Wilcox Ave/Riggin St	21.7 – C	31.4 – D	22.8 – C	35.8 – E	1.1	4.4	

[1] V/C = volume to capacity ratio.

[2] Delay shown in seconds.

[3] n/a = not applicable; intersection converted to one-way, southbound right-turn only.

As shown in Table 8, based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant impacts at the study intersections for forecast General Plan buildout with project conditions.

CONCLUSIONS

This section summarizes key findings documented in earlier sections of this study.

Proposed Project

In addition to the changes in land use and intensity resulting from implementation of the proposed Specific Plan, this analysis accounts for proposed circulation system changes and associated redistribution of existing trips which would affect the operation of the study intersections.

The proposed Specific Plan is forecast to generate approximately 4,336 net daily trips, which includes approximately 91 net a.m. peak hour trips and approximately 192 net p.m. peak hour trips, compared to existing conditions.

Significant Traffic Impacts and Mitigation Measures

Based on the applicable agency-established thresholds of significance, the proposed project is forecast to result in no significant traffic impacts at the study intersections for the evaluated scenarios; hence, no traffic mitigation measures are required for the proposed project.

APPENDIX A

Existing Intersection Count Data

INTERSECTION TURNING MOVEMENT COUNTS

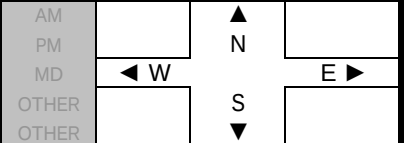
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Nov 13, 14

LOCATION: Monterey Park
NORTH & SOUTH: Isabella
EAST & WEST: Riffin

PROJECT #: SC0497
LOCATION #: 1
CONTROL: Stop 2 ways N/S

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Isabella			Isabella			Riffin			Riffin			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	7:00 AM	0	0	6	2	8	0	1	44	2	6	62	1	132
	7:15 AM	0	1	3	3	10	3	3	63	3	11	104	4	208
	7:30 AM	0	2	4	3	8	1	6	77	2	16	98	4	221
	7:45 AM	0	3	6	2	8	9	2	76	4	13	131	5	259
	8:00 AM	1	2	10	1	5	5	7	116	1	28	85	4	265
	8:15 AM	1	0	9	2	0	3	1	98	1	24	104	4	247
	8:30 AM	2	1	4	1	5	4	2	65	3	15	119	3	224
	8:45 AM	4	0	9	0	9	1	0	58	5	9	94	4	193
	VOLUMES	8	9	51	14	53	26	22	597	21	122	797	29	1,751
	APPROACH %	12%	13%	75%	15%	57%	28%	3%	93%	3%	13%	84%	3%	
PM	APP/DEPART	68	/	60	93	/	196	641	/	663	949	/	832	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	4	6	29	6	18	21	12	355	9	80	439	16	995
	APPROACH %	10%	15%	74%	13%	40%	47%	3%	94%	2%	15%	82%	3%	
	PEAK HR FACTOR	0.750			0.592			0.758			0.898			0.939
	APP/DEPART	39	/	34	45	/	107	376	/	390	535	/	464	0
	4:00 PM	4	0	7	1	3	1	2	157	6	5	67	5	258
	4:15 PM	4	0	10	3	1	0	1	137	2	9	54	5	226
	4:30 PM	3	4	5	1	2	1	5	146	3	7	66	3	246
	4:45 PM	2	3	11	3	2	5	7	137	5	7	65	6	253
PM	5:00 PM	2	2	6	2	0	1	7	171	2	5	72	6	276
	5:15 PM	2	1	10	0	3	1	8	142	4	10	75	3	259
	5:30 PM	2	0	5	2	0	6	6	165	3	9	59	2	259
	5:45 PM	1	1	10	0	2	3	9	161	8	8	67	2	272
	VOLUMES	20	11	64	12	13	18	45	1,216	33	60	525	32	2,049
	APPROACH %	21%	12%	67%	28%	30%	42%	3%	94%	3%	10%	85%	5%	
	APP/DEPART	95	/	88	43	/	106	1,294	/	1,292	617	/	563	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	7	4	31	4	5	11	30	639	17	32	273	13	1,066
	APPROACH %	17%	10%	74%	20%	25%	55%	4%	93%	2%	10%	86%	4%	
	PEAK HR FACTOR	0.808			0.625			0.953			0.903			0.966
	APP/DEPART	42	/	47	20	/	54	686	/	674	318	/	291	0

INTERSECTION TURNING MOVEMENT COUNTS

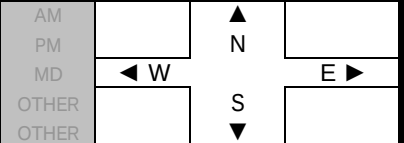
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Nov 13, 14

LOCATION: Monterey Park
NORTH & SOUTH: Isabella
EAST & WEST: Fernfield

PROJECT #: SC0497
LOCATION #: 2
CONTROL: Stop All Ways

NOTES:



	NORTHBOUND Isabella			SOUTHBOUND Isabella			EASTBOUND Fernfield			WESTBOUND Fernfield			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	7:00 AM	1	3	0	1	18	0	1	0	1	2	3	0	30
	7:15 AM	1	2	0	3	21	0	1	6	3	2	2	2	43
	7:30 AM	0	2	1	10	23	0	0	3	2	4	1	0	46
	7:45 AM	2	1	2	2	14	0	1	5	0	6	6	2	41
	8:00 AM	0	5	2	6	29	1	3	2	2	6	5	0	61
	8:15 AM	0	2	1	5	20	1	1	7	0	5	2	4	48
	8:30 AM	0	1	0	5	20	1	2	2	1	3	1	3	39
	8:45 AM	1	5	2	2	19	0	0	2	1	1	1	1	35
	VOLUMES	5	21	8	34	164	3	9	27	10	29	21	12	343
	APPROACH %	15%	62%	24%	17%	82%	1%	20%	59%	22%	47%	34%	19%	
	APP/DEPART	34	/	42	201	/	203	46	/	69	62	/	29	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	2	10	6	23	86	2	5	17	4	21	14	6	196
	APPROACH %	11%	56%	33%	21%	77%	2%	19%	65%	15%	51%	34%	15%	
	PEAK HR FACTOR	0.643			0.771			0.813			0.732			0.803
	APP/DEPART	18	/	21	111	/	111	26	/	46	41	/	18	0
	4:00 PM	0	2	2	2	7	1	0	2	0	1	2	2	21
	4:15 PM	1	6	2	3	7	0	0	4	0	0	2	1	26
	4:30 PM	2	5	3	1	6	1	1	7	0	2	2	5	35
	4:45 PM	1	4	1	1	5	0	1	3	0	0	0	1	17
	5:00 PM	1	2	3	1	5	0	0	1	0	3	3	2	21
	5:15 PM	0	7	3	0	6	2	2	6	1	3	3	0	33
	5:30 PM	1	4	1	2	4	1	0	7	1	2	2	0	25
	5:45 PM	1	3	1	2	8	1	2	3	1	1	0	2	25
	VOLUMES	7	33	16	12	48	6	6	33	3	12	14	13	204
	APPROACH %	13%	59%	29%	18%	73%	9%	14%	79%	7%	31%	36%	33%	
	APP/DEPART	57	/	52	66	/	64	42	/	61	39	/	27	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	4	18	10	3	22	3	4	17	1	8	8	8	106
	APPROACH %	13%	56%	31%	11%	79%	11%	18%	77%	5%	33%	33%	33%	
	PEAK HR FACTOR	0.800			0.875			0.611			0.667			0.757
	APP/DEPART	32	/	30	28	/	31	22	/	30	24	/	15	0

INTERSECTION TURNING MOVEMENT COUNTS

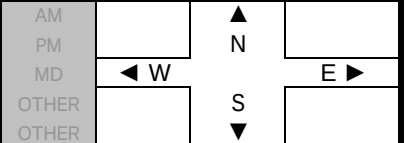
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Nov 13, 14

LOCATION: Monterey Park
NORTH & SOUTH: Garfield
EAST & WEST: Floral

PROJECT #: SC0497
LOCATION #: 3
CONTROL: Stop W way

NOTES:



	NORTHBOUND Garfield			SOUTHBOUND Garfield			EASTBOUND Floral			WESTBOUND Floral			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	X	X	2	0	0	X	0	X	X	X	

AM	7:00 AM	5	125	0	0	191	2	1	0	22	0	0	0	346
	7:15 AM	17	152	0	0	224	3	1	0	29	0	0	0	426
	7:30 AM	22	171	0	0	262	1	3	0	36	0	0	0	495
	7:45 AM	17	171	0	0	304	3	2	0	23	0	0	0	520
	8:00 AM	12	165	0	0	322	7	7	0	21	0	0	0	534
	8:15 AM	5	172	0	0	294	9	5	0	20	0	0	0	505
	8:30 AM	15	164	0	0	282	6	6	0	27	0	0	0	500
	8:45 AM	11	169	0	0	259	3	3	0	21	0	0	0	466
	VOLUMES	104	1,289	0	0	2,138	34	28	0	199	0	0	0	3,793
	APPROACH %	7%	93%	0%	0%	98%	2%	12%	0%	88%	0%	0%	0%	
	APP/DEPART	1,394	/	1,317	2,172	/	2,338	227	/	0	0	/	138	0
PM	BEGIN PEAK HR	7:45 AM												
	VOLUMES	49	672	0	0	1,202	25	20	0	91	0	0	0	2,059
	APPROACH %	7%	93%	0%	0%	98%	2%	18%	0%	82%	0%	0%	0%	
	PEAK HR FACTOR	0.959			0.932			0.841			0.000			0.964
	APP/DEPART	721	/	692	1,227	/	1,293	111	/	0	0	/	74	0
	4:00 PM	21	214	0	0	182	5	2	0	27	0	0	0	451
	4:15 PM	23	198	0	0	170	6	4	0	24	0	0	0	425
	4:30 PM	15	220	0	0	191	6	3	0	22	0	0	0	457
	4:45 PM	28	230	0	0	175	2	4	0	39	0	0	0	478
	5:00 PM	16	248	0	0	208	4	3	0	31	0	0	0	510
	5:15 PM	27	283	0	0	222	5	5	0	20	0	0	0	562
	5:30 PM	18	261	0	0	209	8	7	0	25	0	0	0	528
	5:45 PM	22	288	0	0	191	7	10	0	22	0	0	0	540
	VOLUMES	170	1,942	0	0	1,548	43	38	0	210	0	0	0	3,955
	APPROACH %	8%	92%	0%	0%	97%	3%	15%	0%	85%	0%	0%	0%	
	APP/DEPART	2,116	/	1,980	1,591	/	1,762	248	/	0	0	/	213	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	83	1,080	0	0	830	24	25	0	98	0	0	0	2,140
	APPROACH %	7%	93%	0%	0%	97%	3%	20%	0%	80%	0%	0%	0%	
	PEAK HR FACTOR	0.938			0.941			0.904			0.000			0.952
	APP/DEPART	1,163	/	1,105	854	/	928	123	/	0	0	/	107	0

INTERSECTION TURNING MOVEMENT COUNTS

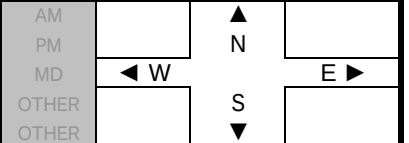
PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Nov 13, 14

LOCATION: Monterey Park
NORTH & SOUTH: Garfield
EAST & WEST: Riggins

PROJECT #: SC0497
LOCATION #: 4
CONTROL: SIGNAL

NOTES:



	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Garfield			Garfield			Riggins			Riggins			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	2	0	1	2	0	1	1	0	1	1	0	

AM	7:00 AM	18	105	2	22	169	24	13	24	10	14	28	15	444
	7:15 AM	27	118	3	26	192	35	19	31	21	25	57	30	584
	7:30 AM	24	140	4	40	222	36	19	55	13	8	59	31	651
	7:45 AM	21	133	4	33	243	47	27	38	14	12	76	32	680
	8:00 AM	16	118	14	40	258	42	43	78	14	23	56	20	722
	8:15 AM	18	133	9	23	235	53	34	56	17	27	62	13	680
	8:30 AM	28	134	6	26	232	50	25	42	11	11	65	19	649
	8:45 AM	16	145	6	41	191	45	21	30	14	17	42	17	585
	VOLUMES	168	1,026	48	251	1,742	332	201	354	114	137	445	177	4,995
	APPROACH %	14%	83%	4%	11%	75%	14%	30%	53%	17%	18%	59%	23%	
	APP/DEPART	1,242	/	1,404	2,325	/	1,993	669	/	653	759	/	945	0
PM	BEGIN PEAK HR	7:30 AM												
	VOLUMES	79	524	31	136	958	178	123	227	58	70	253	96	2,733
	APPROACH %	12%	83%	5%	11%	75%	14%	30%	56%	14%	17%	60%	23%	
	PEAK HR FACTOR	0.943			0.935			0.756			0.873			0.946
	APP/DEPART	634	/	743	1,272	/	1,086	408	/	394	419	/	510	0
	4:00 PM	27	168	15	31	160	19	42	84	28	10	31	26	641
	4:15 PM	24	163	12	29	146	19	41	82	32	4	30	17	599
	4:30 PM	13	173	16	32	153	29	44	84	34	8	33	19	638
	4:45 PM	27	195	13	46	144	24	28	80	36	7	30	35	665
	5:00 PM	18	192	7	32	179	27	46	96	35	6	41	25	704
	5:15 PM	17	246	16	25	184	33	40	77	27	5	42	24	736
	5:30 PM	18	219	24	30	186	19	32	105	36	8	35	29	741
	5:45 PM	26	263	11	36	151	27	25	73	26	10	25	23	696
	VOLUMES	170	1,619	114	261	1,303	197	298	681	254	58	267	198	5,421
	APPROACH %	9%	85%	6%	15%	74%	11%	24%	55%	21%	11%	51%	38%	
	APP/DEPART	1,903	/	2,116	1,762	/	1,615	1,233	/	1,056	523	/	634	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	79	920	58	123	700	106	143	351	124	29	143	101	2,877
	APPROACH %	7%	87%	5%	13%	75%	11%	23%	57%	20%	11%	52%	37%	
	PEAK HR FACTOR	0.881			0.960			0.873			0.948			0.971
	APP/DEPART	1,057	/	1,164	929	/	853	618	/	532	273	/	328	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Garfield Fernfield	PROJECT #: LOCATION #: CONTROL:	SC0497 5 Stop W way
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NOTES:	AM PM MD OTHER	◀ W S ▶	▲ N ▼	E ▶
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	NORTHBOUND Garfield			SOUTHBOUND Garfield			EASTBOUND Fernfield			WESTBOUND Fernfield			
LANES:	NL 1	NT 2	NR X	SL X	ST 2	SR 0	EL 0	ET X	ER 0	WL X	WT X	WR X	TOTAL

AM	7:00 AM	1	116	0	0	171	7	0	0	3	0	0	0	298
	7:15 AM	4	162	0	0	224	3	0	0	9	0	0	0	402
	7:30 AM	2	159	0	0	238	6	0	0	14	0	0	0	419
	7:45 AM	7	132	0	0	239	8	1	0	8	0	0	0	395
	8:00 AM	3	153	0	0	273	12	1	0	8	0	0	0	450
	8:15 AM	1	172	0	0	259	11	1	0	13	0	0	0	457
	8:30 AM	0	174	0	0	245	9	0	0	7	0	0	0	435
	8:45 AM	2	161	0	0	213	0	2	0	5	0	0	0	383
	VOLUMES	20	1,229	0	0	1,862	56	5	0	67	0	0	0	3,242
	APPROACH %	2%	98%	0%	0%	97%	3%	7%	0%	93%	0%	0%	0%	
PM	APP/DEPART	1,251	/	1,235	1,919	/	1,931	72	/	0	0	/	76	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	11	631	0	0	1,016	40	3	0	36	0	0	0	1,737
	APPROACH %	2%	98%	0%	0%	96%	4%	8%	0%	92%	0%	0%	0%	
	PEAK HR FACTOR	0.922			0.926			0.696			0.000			0.950
	APP/DEPART	642	/	634	1,056	/	1,052	39	/	0	0	/	51	0
	4:00 PM	3	202	0	0	185	6	0	0	8	0	0	0	404
	4:15 PM	3	194	0	0	190	2	0	1	9	0	0	0	399
	4:30 PM	4	207	0	0	172	5	1	0	10	0	0	0	399
	4:45 PM	1	221	0	0	170	3	1	0	5	0	0	0	401
	5:00 PM	3	232	0	0	197	4	0	0	6	0	0	0	442
	5:15 PM	1	272	0	0	215	6	1	0	7	0	0	0	502
	5:30 PM	1	269	0	0	194	6	3	0	12	0	0	0	485
	5:45 PM	4	273	0	0	191	8	4	0	11	0	0	0	491
	VOLUMES	20	1,870	0	0	1,514	40	10	1	68	0	0	0	3,530
	APPROACH %	1%	99%	0%	0%	97%	3%	13%	1%	86%	0%	0%	0%	
	APP/DEPART	1,897	/	1,880	1,554	/	1,589	79	/	1	0	/	60	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	9	1,046	0	0	797	24	8	0	36	0	0	0	1,920
	APPROACH %	1%	99%	0%	0%	97%	3%	18%	0%	82%	0%	0%	0%	
	PEAK HR FACTOR	0.952			0.929			0.733			0.000			0.956
	APP/DEPART	1,055	/	1,054	821	/	833	44	/	0	0	/	33	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Garfield Pomona	PROJECT #: LOCATION #: CONTROL:	SC0497 6 SIGNAL
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NOTES:	AM PM MD OTHER	◀ W S ▶	▲ N ▼	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Garfield			Garfield			Pomona			Pomona			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1.5	1.5	X	X	2	1	X	X	X	0	3	1	

AM	7:00 AM	217	82	0	0	93	81	0	0	0	42	260	35	810
	7:15 AM	241	130	0	0	141	102	0	0	0	67	286	36	1,003
	7:30 AM	233	122	0	0	171	81	0	0	0	51	282	39	979
	7:45 AM	251	112	0	0	153	94	0	0	0	69	277	43	999
	8:00 AM	176	131	0	0	189	92	0	0	0	68	254	35	945
	8:15 AM	161	138	0	0	181	92	0	0	0	59	253	36	920
	8:30 AM	152	129	0	0	171	81	0	0	0	73	224	45	875
	8:45 AM	185	114	0	0	151	68	0	0	0	64	185	50	817
	VOLUMES	1,616	958	0	0	1,250	691	0	0	0	493	2,021	319	7,348
	APPROACH %	63%	37%	0%	0%	64%	36%	0%	0%	0%	17%	71%	11%	
PM	APP/DEPART	2,574	/	1,277	1,941	/	1,743	0	/	0	2,833	/	4,328	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	901	495	0	0	654	369	0	0	0	255	1,099	153	3,926
	APPROACH %	65%	35%	0%	0%	64%	36%	0%	0%	0%	17%	73%	10%	
	PEAK HR FACTOR	0.941			0.910			0.000			0.969			0.979
	APP/DEPART	1,396	/	648	1,023	/	909	0	/	0	1,507	/	2,369	0
	4:00 PM	139	146	0	0	147	46	0	0	0	55	189	59	781
	4:15 PM	123	143	0	0	160	39	0	0	0	60	176	54	755
	4:30 PM	110	156	0	0	154	28	0	0	0	54	220	55	777
	4:45 PM	132	170	0	0	151	29	0	0	0	64	209	57	812
PM	5:00 PM	125	174	0	0	158	37	0	0	0	70	243	53	860
	5:15 PM	123	191	0	0	170	42	0	0	0	72	259	72	929
	5:30 PM	133	202	0	0	170	36	0	0	0	63	233	68	905
	5:45 PM	99	208	0	0	176	26	0	0	0	77	193	69	848
	VOLUMES	984	1,390	0	0	1,286	283	0	0	0	515	1,722	487	6,667
	APPROACH %	41%	59%	0%	0%	82%	18%	0%	0%	0%	19%	63%	18%	
	APP/DEPART	2,374	/	1,877	1,569	/	1,801	0	/	0	2,724	/	2,989	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	480	775	0	0	674	141	0	0	0	282	928	262	3,542
	APPROACH %	38%	62%	0%	0%	83%	17%	0%	0%	0%	19%	63%	18%	
PM	PEAK HR FACTOR	0.937			0.961			0.000			0.913			0.953
	APP/DEPART	1,255	/	1,037	815	/	956	0	/	0	1,472	/	1,549	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Garfield Via Campo	PROJECT #: LOCATION #: CONTROL:	SC0497 7 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	◀ W E ▶	▲ N S ▼
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	NORTHBOUND Garfield			SOUTHBOUND Garfield			EASTBOUND Via Campo			WESTBOUND Via Campo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	X	3	1	1.5	1.5	X	1	2	1	1	X	1	

AM	7:00 AM	0	185	31	24	109	0	19	132	63	2	0	95	660
	7:15 AM	0	266	45	40	167	0	24	205	94	3	0	88	932
	7:30 AM	0	238	52	43	179	0	22	217	99	5	0	96	951
	7:45 AM	0	248	50	41	179	0	41	216	140	6	0	82	1,003
	8:00 AM	0	186	52	65	198	0	46	183	108	10	0	83	931
	8:15 AM	0	203	39	58	191	0	44	176	93	6	0	57	867
	8:30 AM	0	187	28	54	190	0	36	165	95	3	0	57	815
	8:45 AM	0	212	55	32	191	0	45	184	85	12	0	48	864
	VOLUMES	0	1,725	352	357	1,404	0	277	1,478	777	47	0	606	7,023
	APPROACH %	0%	83%	17%	20%	80%	0%	11%	58%	31%	7%	0%	93%	
PM	APP/DEPART	2,077	/	2,608	1,761	/	2,228	2,532	/	2,187	653	/	0	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	0	938	199	189	723	0	133	821	441	24	0	349	3,817
	APPROACH %	0%	82%	18%	21%	79%	0%	10%	59%	32%	6%	0%	94%	
	PEAK HR FACTOR	0.914												
	APP/DEPART	1,137	/	1,420	912	/	1,188	1,395	/	1,209	373	/	0	0
	4:00 PM	0	206	76	63	145	0	42	260	154	5	0	45	996
	4:15 PM	0	187	93	54	165	0	43	275	184	6	0	39	1,046
	4:30 PM	0	188	68	53	154	0	49	261	192	8	0	32	1,005
	4:45 PM	0	209	87	58	166	0	46	266	188	4	0	48	1,072
PM	5:00 PM	0	199	77	61	168	0	55	256	178	13	0	47	1,054
	5:15 PM	0	235	86	53	198	0	37	262	178	7	0	45	1,101
	5:30 PM	0	258	81	65	172	0	53	257	202	7	0	32	1,127
	5:45 PM	0	223	71	66	188	0	59	263	186	9	0	24	1,089
	VOLUMES	0	1,705	639	473	1,356	0	384	2,100	1,462	59	0	312	8,490
	APPROACH %	0%	73%	27%	26%	74%	0%	10%	53%	37%	16%	0%	84%	
	APP/DEPART	2,344	/	2,401	1,829	/	2,877	3,946	/	3,212	371	/	0	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	0	915	315	245	726	0	204	1,038	744	36	0	148	4,371
	APPROACH %	0%	74%	26%	25%	75%	0%	10%	52%	37%	20%	0%	80%	
	PEAK HR FACTOR	0.907												
PM	APP/DEPART	1,230	/	1,267	971	/	1,506	1,986	/	1,598	184	/	0	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Wilcox Pomona	PROJECT #: LOCATION #: CONTROL:	SC0497 8 Stop All Ways
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NOTES:	AM PM MD OTHER OTHER	◀ W S ▶ E	▲ N ▼
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	NORTHBOUND Wilcox			SOUTHBOUND Wilcox			EASTBOUND Pomona			WESTBOUND Pomona			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	7:00 AM	6	22	0	3	11	32	27	25	2	0	24	6	158
	7:15 AM	1	45	2	3	24	35	39	37	5	3	39	9	242
	7:30 AM	1	32	3	6	21	62	49	53	3	3	32	8	273
	7:45 AM	1	30	1	7	22	38	57	48	1	2	38	20	265
	8:00 AM	0	36	4	37	31	61	28	50	1	3	49	22	322
	8:15 AM	3	35	2	28	21	41	26	69	2	1	68	26	322
	8:30 AM	3	28	1	10	18	42	34	50	1	1	68	27	283
	8:45 AM	1	19	2	1	21	49	39	29	0	2	26	2	191
	VOLUMES	16	247	15	95	169	360	299	361	15	15	344	120	2,056
	APPROACH %	6%	89%	5%	15%	27%	58%	44%	53%	2%	3%	72%	25%	
PM	APP/DEPART	278	/	666	624	/	199	675	/	471	479	/	720	0
	BEGIN PEAK HR	7:45 AM												
	VOLUMES	7	129	8	82	92	182	145	217	5	7	223	95	1,192
	APPROACH %	5%	90%	6%	23%	26%	51%	40%	59%	1%	2%	69%	29%	
	PEAK HR FACTOR	0.900			0.690			0.866			0.846			0.925
	APP/DEPART	144	/	369	356	/	104	367	/	307	325	/	412	0
	4:00 PM	5	11	1	4	52	71	36	29	6	4	28	5	252
	4:15 PM	4	10	2	8	46	56	35	43	5	3	29	4	245
	4:30 PM	3	15	3	1	42	65	37	35	4	3	28	6	242
	4:45 PM	2	11	1	2	66	69	40	47	3	3	47	12	303
PM	5:00 PM	2	12	2	8	43	65	44	43	4	3	45	2	273
	5:15 PM	3	25	2	5	56	56	38	63	5	8	41	1	303
	5:30 PM	2	19	3	9	55	62	35	43	2	6	41	3	280
	5:45 PM	1	9	0	7	57	80	40	62	2	4	48	9	319
	VOLUMES	22	112	14	44	417	524	305	365	31	34	307	42	2,217
	APPROACH %	15%	76%	9%	4%	42%	53%	44%	52%	4%	9%	80%	11%	
	APP/DEPART	148	/	459	985	/	482	701	/	423	383	/	853	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	8	65	7	29	211	263	157	211	13	21	175	15	1,175
	APPROACH %	10%	81%	9%	6%	42%	52%	41%	55%	3%	10%	83%	7%	
	PEAK HR FACTOR	0.667			0.873			0.899			0.865			0.921
	APP/DEPART	80	/	237	503	/	245	381	/	247	211	/	446	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Wilcox Pomona	PROJECT #: LOCATION #: CONTROL:	SC0497 9 SIGNAL
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NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND Wilcox			SOUTHBOUND Wilcox			EASTBOUND Pomona			WESTBOUND Pomona			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	2	2	X	X	2	0	X	X	X	0	2.5	0.5	

AM	7:00 AM	84	51	0	0	52	11	0	0	0	58	203	6	465
	7:15 AM	117	75	0	0	60	9	0	0	0	107	258	7	633
	7:30 AM	120	108	0	0	68	9	0	0	0	100	245	8	658
	7:45 AM	86	78	0	0	68	5	0	0	0	117	278	12	644
	8:00 AM	104	89	0	0	91	9	0	0	0	85	269	11	658
	8:15 AM	76	78	0	0	77	7	0	0	0	85	261	12	596
	8:30 AM	95	84	0	0	94	12	0	0	0	88	221	7	601
	8:45 AM	85	48	0	0	48	7	0	0	0	67	202	6	463
	VOLUMES	767	611	0	0	558	69	0	0	0	707	1,937	69	4,718
	APPROACH %	56%	44%	0%	0%	89%	11%	0%	0%	0%	26%	71%	3%	
PM	APP/DEPART	1,378	/	680	627	/	1,265	0	/	0	2,713	/	2,773	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	427	350	0	0	287	32	0	0	0	409	1,050	38	2,593
	APPROACH %	55%	45%	0%	0%	90%	10%	0%	0%	0%	27%	70%	3%	
	PEAK HR FACTOR	0.852			0.798			0.000			0.920			0.985
	APP/DEPART	777	/	388	319	/	696	0	/	0	1,497	/	1,509	0
	4:00 PM	89	64	0	0	81	7	0	0	0	67	193	17	518
	4:15 PM	90	69	0	0	76	5	0	0	0	77	212	16	545
	4:30 PM	72	69	0	0	70	4	0	0	0	79	249	16	559
	4:45 PM	85	92	0	0	92	9	0	0	0	93	240	20	631
PM	5:00 PM	93	102	0	0	94	6	0	0	0	70	270	18	653
	5:15 PM	99	76	0	0	71	4	0	0	0	98	299	32	679
	5:30 PM	89	75	0	0	88	3	0	0	0	69	251	19	594
	5:45 PM	80	86	0	0	90	7	0	0	0	70	248	29	610
	VOLUMES	697	633	0	0	662	45	0	0	0	623	1,962	167	4,789
	APPROACH %	52%	48%	0%	0%	94%	6%	0%	0%	0%	23%	71%	6%	
	APP/DEPART	1,330	/	800	707	/	1,285	0	/	0	2,752	/	2,704	0
	BEGIN PEAK HR	4:45 PM												
	VOLUMES	366	345	0	0	345	22	0	0	0	330	1,060	89	2,557
	APPROACH %	51%	49%	0%	0%	94%	6%	0%	0%	0%	22%	72%	6%	
	PEAK HR FACTOR	0.912			0.908			0.000			0.862			0.941
	APP/DEPART	711	/	434	367	/	675	0	/	0	1,479	/	1,448	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE: Thu, Nov 13, 14	LOCATION: NORTH & SOUTH: EAST & WEST:	Monterey Park Wilcox Via Campo	PROJECT #: LOCATION #: CONTROL:	SC0497 10 SIGNAL
--------------------------	---	--------------------------------------	---------------------------------------	------------------------

NOTES:	AM PM MD OTHER OTHER	▲ N ◀ W S ▼	E ▶
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	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	Wilcox			Wilcox			Via Campo			Via Campo			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	1	3	1	1	2	0	0	3	0	0	2	0	

AM	7:00 AM	70	134	22	23	85	3	10	130	34	2	9	8	530
	7:15 AM	64	164	43	27	128	6	9	182	84	4	13	12	736
	7:30 AM	74	205	45	24	145	5	5	226	96	3	13	23	864
	7:45 AM	61	145	52	29	138	12	11	234	77	3	18	9	789
	8:00 AM	57	164	40	30	138	8	18	243	72	8	10	7	795
	8:15 AM	51	140	30	35	124	5	9	191	84	6	19	4	698
	8:30 AM	41	168	36	33	148	12	9	157	48	9	8	8	677
	8:45 AM	41	122	40	31	90	3	10	199	60	6	9	9	620
	VOLUMES	459	1,242	308	232	996	54	81	1,562	555	41	99	80	5,710
	APPROACH %	23%	62%	15%	18%	78%	4%	4%	71%	25%	19%	45%	36%	
PM	APP/DEPART	2,009	/	1,403	1,282	/	1,592	2,198	/	2,103	221	/	612	0
	BEGIN PEAK HR	7:15 AM												
	VOLUMES	256	678	180	110	549	31	43	885	329	18	54	51	3,184
	APPROACH %	23%	61%	16%	16%	80%	4%	3%	70%	26%	15%	44%	41%	
	PEAK HR FACTOR	0.860			0.964			0.944			0.788			0.921
	APP/DEPART	1,114	/	772	690	/	896	1,257	/	1,175	123	/	341	0
	4:00 PM	30	144	55	34	108	5	13	254	76	4	8	12	743
	4:15 PM	28	121	53	30	122	4	11	304	106	5	6	8	798
	4:30 PM	24	147	60	32	105	7	9	247	102	1	11	13	758
	4:45 PM	29	129	59	31	143	6	12	249	141	3	14	19	835
PM	5:00 PM	29	174	65	32	131	8	17	253	109	10	6	19	853
	5:15 PM	33	125	64	38	127	10	18	277	136	9	8	24	869
	5:30 PM	31	149	54	35	118	9	12	306	120	6	7	19	866
	5:45 PM	22	132	44	38	104	11	13	327	127	4	9	13	844
	VOLUMES	226	1,121	454	270	958	60	105	2,217	917	42	69	127	6,567
	APPROACH %	13%	62%	25%	21%	74%	5%	3%	68%	28%	18%	29%	53%	
	APP/DEPART	1,801	/	1,353	1,288	/	1,917	3,240	/	2,941	238	/	356	0
	BEGIN PEAK HR	5:00 PM												
	VOLUMES	115	580	227	143	480	38	60	1,163	492	29	30	75	3,432
	APPROACH %	12%	63%	25%	22%	73%	6%	3%	68%	29%	22%	22%	56%	
	PEAK HR FACTOR	0.860			0.944			0.918			0.817			0.987
	APP/DEPART	922	/	715	661	/	1,001	1,715	/	1,533	134	/	183	0

INTERSECTION TURNING MOVEMENT COUNTS

PREPARED BY: AimTD LLC. tel: 951 249 3226 pacific@aimtd.com

DATE:
Thu, Nov 13, 14

LOCATION: Monterey Park
NORTH & SOUTH: Garfield Alleyway
EAST & WEST: Pomona Alleyway

PROJECT #: SC0497
LOCATION #: 11
CONTROL: Stop 2 ways E/W

NOTES:	AM		▲	
	PM		N	
	MD	◀ W		E ▶
	OTHER		S	
	OTHER		▼	

	NORTHBOUND Garfield Alleyway			SOUTHBOUND Garfield Alleyway			EASTBOUND Pomona Alleyway			WESTBOUND Pomona Alleyway			
LANES:	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
	0	1	0	0	1	0	0	1	0	0	1	0	

AM	7:00 AM	0	0	0	3	0	0	0	1	0	0	0	1	5
	7:15 AM	0	0	0	0	1	0	0	2	0	1	4	0	8
	7:30 AM	0	0	0	2	0	1	0	2	0	0	6	0	11
	7:45 AM	0	0	1	3	1	0	0	5	0	0	3	0	13
	8:00 AM	0	1	0	4	0	0	0	2	0	1	2	0	10
	8:15 AM	0	2	0	4	2	1	0	6	2	0	2	0	19
	8:30 AM	0	0	0	0	0	0	0	4	1	0	0	0	5
	8:45 AM	0	0	0	0	1	0	0	8	0	0	1	0	10
	VOLUMES	0	3	1	16	5	2	0	30	3	2	18	1	82
	APPROACH %	0%	75%	25%	70%	22%	9%	0%	91%	9%	10%	86%	5%	
PM	APP/DEPART	4	/	4	23	/	10	34	/	47	21	/	21	0
	BEGIN PEAK HR	7:30 AM												
	VOLUMES	0	3	1	13	3	2	0	15	2	1	13	0	53
	APPROACH %	0%	75%	25%	72%	17%	11%	0%	88%	12%	7%	93%	0%	
	PEAK HR FACTOR	0.500			0.643			0.531			0.583			0.697
	APP/DEPART	4	/	3	18	/	6	17	/	29	14	/	15	0
	4:00 PM	0	1	0	1	0	1	0	5	0	0	3	0	11
	4:15 PM	0	1	0	2	0	1	0	5	0	0	1	0	10
	4:30 PM	0	1	5	3	2	5	0	5	0	0	3	0	24
	4:45 PM	2	4	1	7	0	3	1	2	0	0	3	1	24
	5:00 PM	1	1	2	1	1	1	1	5	1	1	3	0	18
	5:15 PM	1	3	1	5	0	0	0	4	1	0	3	0	18
	5:30 PM	0	1	0	1	2	2	2	6	0	0	1	3	18
	5:45 PM	0	1	1	1	2	3	1	7	0	0	0	1	17
	VOLUMES	4	13	10	21	7	16	5	39	2	1	17	5	141
	APPROACH %	15%	48%	37%	48%	16%	36%	11%	85%	4%	4%	74%	22%	
	APP/DEPART	27	/	23	44	/	10	47	/	70	23	/	38	0
	BEGIN PEAK HR	4:30 PM												
	VOLUMES	4	9	9	16	3	9	2	16	2	1	12	1	84
	APPROACH %	18%	41%	41%	57%	11%	32%	10%	80%	10%	7%	86%	7%	
	PEAK HR FACTOR	0.786			0.700			0.714			0.875			0.875
	APP/DEPART	22	/	12	28	/	6	20	/	41	14	/	25	0

APPENDIX B

LOS Analysis Sheets

Existing Conditions

South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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*****
Level Of Service Computation Report
2000 HCM Unsignalized Method (Base Volume Alternative)
*****
Intersection #1 ISABELLA AVE / RIGGIN ST
*****
Average Delay (sec/veh):      2.2      Worst Case Level Of Service: C[ 18.3]
*****
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          Ignore
Lanes:          0 0 1! 0 0      0 0 1! 0 0      0 0 1! 0 0      0 1 0 0 1
*****
Volume Module:
Base Vol:       4      6      29      6      18      21      12      355      9      80      439      16
Growth Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:     4      6      29      6      18      21      12      355      9      80      439      16
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 0.00
PHF Volume:     4      6      29      6      18      21      12      355      9      80      439      0
Reduct Vol:     0      0      0      0      0      0      0      0      0      0      0      0
FinalVolume:    4      6      29      6      18      21      12      355      9      80      439      0
*****
Critical Gap Module:
Critical Gap:   7.1  6.5  6.2  7.1  6.5  6.2  4.1 xxxx xxxxx 4.1 xxxx xxxxx
FollowUpTim:   3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxxx 2.2 xxxx xxxxx
*****
Capacity Module:
Conflict Vol: 1002 983 360 1000 987 439 439 xxxx xxxxx 364 xxxx xxxxx
Potent Cap.: 223 251 689 224 249 622 1132 xxxx xxxxx 1206 xxxx xxxxx
Move Cap.:   190 231 689 197 230 622 1132 xxxx xxxxx 1206 xxxx xxxxx
Volume/Cap: 0.02 0.03 0.04 0.03 0.08 0.03 0.01 xxxx xxxxx 0.07 xxxx xxxxx
*****
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx
Control Del:  xxxx xxxx xxxxx xxxx xxxx xxxxx 8.2 xxxx xxxxx 8.2 xxxx xxxxx
LOS by Move:   *      *      *      *      *      *      A      *      *      A      *      *
Movement:      LT - LTR - RT  LT - LTR - RT  LT - LTR - RT  LT - LTR - RT
Shared Cap.:   xxxx 438 xxxx xxxx 316 xxxx xxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
SharedQueue:  xxxx 0.3 xxxx xxxx 0.5 xxxx xxxx xxxx xxxx 0.2 xxxx xxxx
Shrd ConDel:  xxxx 14.0 xxxx xxxx 18.3 xxxx xxxx xxxx xxxx 8.2 xxxx xxxx
Shared LOS:    *      B      *      *      C      *      *      *      *      A      *      *
ApproachDel:   14.0      18.3      xxxxxx      xxxxxx
ApproachLOS:   B      C      *      *
*****
Note: Queue reported is the number of cars per lane.
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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*****
Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #2 ISABELLA AVE / FERNFIELD DR
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.128
Loss Time (sec):  0      Average Delay (sec/veh):      7.5
Optimal Cycle:    0      Level Of Service:      A
*****
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
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:       2      10      6      23      86      2      5      17      4      21      14      6
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:     2      10      6      23      86      2      5      17      4      21      14      6
User Adj:       1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:        1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:     2      10      6      23      86      2      5      17      4      21      14      6
Reduct Vol:     0      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:    2      10      6      23      86      2      5      17      4      21      14      6
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:    2      10      6      23      86      2      5      17      4      21      14      6
*****
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:          0.11 0.56 0.33 0.21 0.77 0.02 0.19 0.66 0.15 0.51 0.34 0.15
Final Sat.:     99 493 296 180 673 16 162 549 129 426 284 122
*****
Capacity Analysis Module:
Vol/Sat:        0.02 0.02 0.02 0.13 0.13 0.13 0.03 0.03 0.03 0.05 0.05 0.05
Crit Moves:     ****
Delay/Veh:       7.0  7.0  7.0  7.7  7.7  7.7  7.3  7.3  7.3  7.4  7.4  7.4
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:      7.0  7.0  7.0  7.7  7.7  7.7  7.3  7.3  7.3  7.4  7.4  7.4
LOS by Move:     A      A      A      A      A      A      A      A      A      A      A      A
ApproachDel:     7.0      7.7      7.3      7.4
Delay Adj:       1.00      1.00      1.00      1.00
ApprAdjDel:      7.0      7.7      7.3      7.4
LOS by Appr:     A      A      A      A
AllWayAvgQ:      0.0  0.0  0.0  0.1  0.1  0.1  0.0  0.0  0.0  0.0  0.0  0.0
*****
Note: Queue reported is the number of cars per lane.
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[30.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	49 672 0	0 1202 25	20 0 91	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	49 672 0	0 1202 25	20 0 91	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	49 672 0	0 1202 25	20 0 91	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	49 672 0	0 1202 25	20 0 91	0 0 0

Critical Gap Module:

Critical Gap:	4.1 xxxx xxxxx xxxxx xxxxx	6.8 6.5	6.9 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx xxxxx xxxxx	3.5 4.0	3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	1227 xxxx xxxxx xxxxx xxxxx	1649 1985	614 xxxx xxxxx xxxxx
Potent Cap.:	575 xxxx xxxxx xxxxx xxxxx	92 62	440 xxxx xxxxx xxxxx
Move Cap.:	575 xxxx xxxxx xxxxx xxxxx	86 57	440 xxxx xxxxx xxxxx
Volume/Cap:	0.09 xxxx xxxxx xxxxx xxxxx	0.23 0.00	0.21 xxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del: 11.8 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: B * * * * *

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx xxxxx xxxxx	xxxx 252 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx	2.1 xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx	30.0 xxxxx	xxxxxx xxxx xxxxx	xxxxxx xxxx xxxxx
Shared LOS:	* * *	D	* * *	* * *
ApproachDel:	xxxxxx	xxxxxx	30.0	xxxxxx
ApproachLOS:	*	*	D	*

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

EX AM Wed Mar 4, 2015 12:02:17 Page 5-1

South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.799
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79 524 31	136 958 178	123 227 58	70 253 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:	79 524 31	136 958 178	123 227 58	70 253 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:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	79 524 31	136 958 178	123 227 58	70 253 96
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	79 524 31	136 958 178	123 227 58	70 253 96
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	79 524 31	136 958 178	123 227 58	70 253 96

Saturation Flow Module:

Sat/Lane:	1700 1700 1700	1700 1700 1700	1700 1700 1700	1700 1700 1700
Adjustment:	0.94 0.97 0.94	0.94 0.98 0.94	0.94 1.00 1.00	0.94 0.94 0.94
Lanes:	1.00 1.89 0.11	1.00 1.69 0.31	1.00 1.00 1.00	1.00 0.72 0.28
Final Sat.:	1600 3121 179	1600 2799 501	1600 1700 1700	1600 1160 440

Capacity Analysis Module:

Vol/Sat: 0.05 0.17 0.17 0.09 0.34 0.36 0.08 0.13 0.03 0.04 0.22 0.22

Crit Moves: ****

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South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #5 GARFIELD AVE / FERNFIELD DR

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: B[14.6]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	11 631 0	0 1016 40	3 0 36	0 0 0
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	11 631 0	0 1016 40	3 0 36	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	11 631 0	0 1016 40	3 0 36	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	11 631 0	0 1016 40	3 0 36	0 0 0

Critical Gap Module:

Critical Gap:	4.1 xxxx xxxxx xxxxx xxxxx xxxxx	6.8 6.5 6.9 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx xxxxx xxxxx xxxxx	3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	1056 xxxx xxxxx xxxxx xxxxx xxxxx	1374 1689 528 xxxxx xxxxx xxxxx
Potent Cap.:	667 xxxx xxxxx xxxxx xxxxx xxxxx	139 94 500 xxxxx xxxxx xxxxx
Move Cap.:	667 xxxx xxxxx xxxxx xxxxx xxxxx	137 93 500 xxxxx xxxxx xxxxx
Volume/Cap:	0.02 xxxx xxxxx xxxxx xxxxx xxxxx	0.02 0.00 0.07 xxxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ: 0.1 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del: 10.5 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: B * * * * *

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx xxxxx xxxxx xxxxx	xxxx 416 xxxxx xxxxx xxxxx xxxxx	xxxx 0.3 xxxxx xxxxx xxxxx xxxxx	xxxx 14.6 xxxxx xxxxx xxxxx xxxxx
SharedQueue:	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx	xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shared LOS:	* * * * *	* * * * *	* * * * *	* * * * *
ApproachDel:	xxxxxx xxxxx	xxxxxx 14.6	xxxxxx xxxxx	xxxxxx xxxxx
ApproachLOS:	* * * * *	B	* * * * *	* * * * *

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

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South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #6 GARFIELD AVE / POMONA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 1 0 0	0 0 2 0 1	0 0 0 0 0	0 1 2 0 1

Volume Module:

Base Vol:	901 495 0	0 654 369	0 0 0	255 1099 153
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	901 495 0	0 654 369	0 0 0	255 1099 153
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	901 495 0	0 654 369	0 0 0	255 1099 153
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	901 495 0	0 654 369	0 0 0	255 1099 153
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	901 495 0	0 654 369	0 0 0	255 1099 153

Saturation Flow Module:

Sat/Lane:	1700 1700 1700	1700 1700 1700	1700 1700 1700	1700 1700 1700
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00	0.94 0.99 1.00
Lanes:	1.94 1.06 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.56 2.44 1.00
Final Sat.:	3098 1802 0	0 3400 1700	0 0 0	904 4096 1700

Capacity Analysis Module:

Vol/Sat: 0.29 0.27 0.00 0.00 0.19 0.22 0.00 0.00 0.00 0.28 0.27 0.09

Crit Moves: ****

South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.587
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	938	199	189	723	0	133	821	441	24	0	349
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	938	199	189	723	0	133	821	441	24	0	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	938	199	189	723	0	133	821	441	24	0	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	938	199	189	723	0	133	821	441	24	0	349
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	938	199	189	723	0	133	821	441	24	0	349
OvlAdjVol:									128			0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.12	0.12	0.21	0.00	0.08	0.24	0.26	0.02	0.00	0.21
OvlAdjV/S:									0.08			0.00
Crit Moves:	****			****			****	****				

South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.648
Loss Time (sec):	0	Average Delay (sec/veh):	16.3
Optimal Cycle:	0	Level Of Service:	C

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:	7	129	8	82	92	182	145	217	5	7	223	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:	7	129	8	82	92	182	145	217	5	7	223	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	7	129	8	82	92	182	145	217	5	7	223	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	7	129	8	82	92	182	145	217	5	7	223	95
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:	7	129	8	82	92	182	145	217	5	7	223	95

-----|-----|-----|-----|

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:	0.05	0.90	0.05	0.23	0.26	0.51	0.40	0.59	0.01	0.02	0.69	0.29
Final Sat.:	23	419	26	132	148	293	224	335	8	12	392	167

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Capacity Analysis Module:

Vol/Sat:	0.31	0.31	0.31	0.62	0.62	0.62	0.65	0.65	0.65	0.57	0.57	0.57
Crit Moves:	****			****			****			****		
Delay/Veh:	11.9	11.9	11.9	16.8	16.8	16.8	18.3	18.3	18.3	15.5	15.5	15.5
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:	11.9	11.9	11.9	16.8	16.8	16.8	18.3	18.3	18.3	15.5	15.5	15.5
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
ApproachDel:	11.9			16.8			18.3			15.5		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	11.9			16.8			18.3			15.5		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	1.3	1.3	1.3	1.5	1.5	1.5	1.0	1.0	1.0

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

South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 WILCOX AVE / POMONA BLVD
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.642
Loss Time (sec):  10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:    100          Level Of Service:      B
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:       2  0  2  0  0  0  1  1  0      0  0  0  0  0      0  1  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    427 350  0      0 287 32  0  0  0      409 1050 38
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: 427 350  0      0 287 32  0  0  0      409 1050 38
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  427 350  0      0 287 32  0  0  0      409 1050 38
Reduct Vol:   0  0  0      0  0  0  0  0  0      0  0  0  0
Reduced Vol: 427 350  0      0 287 32  0  0  0      409 1050 38
PCE Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
FinalVolume: 427 350  0      0 287 32  0  0  0      409 1050 38
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  0.94 1.00 1.00 0.94 0.97 0.94 0.94 1.00 1.00 0.94 0.97 0.94
Lanes:       2.00 2.00 0.00 0.00 1.80 0.20 0.00 0.00 0.00 0.82 2.10 0.08
Final Sat.: 3200 3400  0      0 2979 321  0  0  0      1311 3467 122
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.13 0.10 0.00 0.00 0.10 0.10 0.00 0.00 0.00 0.24 0.30 0.31
Crit Moves:  ****          ****          ****          ****
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #10 WILCOX AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.736
Loss Time (sec):  10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:    100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Prot+Permit    Prot+Permit    Split Phase    Split Phase
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:       1  0  3  0  1  1  0  1  1  0  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    256 678 180 110 549 31  43 885 329 18 54 51
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: 256 678 180 110 549 31  43 885 329 18 54 51
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  256 678 180 110 549 31  43 885 329 18 54 51
Reduct Vol:   0  0  0      0  0  0  0  0  0  0  0  0
Reduced Vol: 256 678 180 110 549 31  43 885 329 18 54 51
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: 256 678 180 110 549 31  43 885 329 18 54 51
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  0.94 1.00 1.00 0.94 0.97 0.94 0.94 0.97 0.94 0.94 0.94 0.94
Lanes:       1.00 3.00 1.00 1.00 1.89 0.11 0.10 2.11 0.79 0.29 0.88 0.83
Final Sat.: 1600 5100 1700 1600 3129 171 164 3479 1256 468 1405 1327
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.16 0.13 0.11 0.07 0.18 0.18 0.26 0.25 0.26 0.04 0.04 0.04
Crit Moves:  ****          ****          ****          ****
*****

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 1.5 Worst Case Level Of Service: C[16.7]

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	Ignore
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	7	4	31	4	5	11	30	639	17	32	273	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:	7	4	31	4	5	11	30	639	17	32	273	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	7	4	31	4	5	11	30	639	17	32	273	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	7	4	31	4	5	11	30	639	17	32	273	0

Critical Gap Module:

Critical Gap:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1053	1045	648	1062	1053	273	273	xxxx	xxxxx	656	xxxx	xxxxx
Potent Cap.:	206	231	474	203	228	771	1302	xxxx	xxxxx	941	xxxx	xxxxx
Move Cap.:	191	218	474	179	215	771	1302	xxxx	xxxxx	941	xxxx	xxxxx
Volume/Cap:	0.04	0.02	0.07	0.02	0.02	0.01	0.02	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	9.0	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	A	*	*	A	*	*

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx 349 xxxxx	xxxx 334 xxxxx	xxxx xxxxx	xxxx xxxxx
SharedQueue:	xxxxx 0.4 xxxxx	xxxxx 0.2 xxxxx	xxxxx xxxxx	xxxxx xxxxx
Shrd ConDel:	xxxxx 16.7 xxxxx	xxxxx 16.5 xxxxx	xxxxx xxxxx	xxxxx xxxxx
Shared LOS:	* C	* C	* *	A *
ApproachDel:	16.7	16.5	xxxxxx	xxxxxx
ApproachLOS:	C	C	*	*

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

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.035
Loss Time (sec): 0 Average Delay (sec/veh): 7.1
Optimal Cycle: 0 Level Of Service: A

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:	4	18	10	3	22	3	4	17	1	8	8	8
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:	4	18	10	3	22	3	4	17	1	8	8	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	18	10	3	22	3	4	17	1	8	8	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	10	3	22	3	4	17	1	8	8	8
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:	4	18	10	3	22	3	4	17	1	8	8	8

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:	0.13	0.56	0.31	0.11	0.78	0.11	0.18	0.77	0.05	0.34	0.33	0.33
Final Sat.:	115	519	288	96	703	96	159	676	40	302	302	302

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.0	7.0	7.0	7.1	7.1	7.1	7.2	7.2	7.2	7.0	7.0	7.0
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:	7.0	7.0	7.0	7.1	7.1	7.1	7.2	7.2	7.2	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.0	7.1	7.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
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
ApprAdjDel:	7.0	7.1	7.2	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0	7.0
LOS by Appr:	A	A	A	A	A	A	A	A	A	A	A	A
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 1.9 Worst Case Level Of Service: D[26.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	83 1080	0	0 830	24	25	0	98	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
Initial Bse:	83 1080	0	0 830	24	25	0	98	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00 1.00	1.00	1.00
PHF Volume:	83 1080	0	0 830	24	25	0	98	0	0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0	0 0	0	0
FinalVolume:	83 1080	0	0 830	24	25	0	98	0	0	0

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	854	xxxx	xxxx	xxxx	xxxx	1548	2088	427	xxxx	xxxx	xxxx
Potent Cap.:	794	xxxx	xxxx	xxxx	xxxx	107	53	582	xxxx	xxxx	xxxx
Move Cap.:	794	xxxx	xxxx	xxxx	xxxx	98	48	582	xxxx	xxxx	xxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.17	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ: 0.3

Control Del:	10.1	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*

Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT

Shared Cap.: xxxx xxxx xxxx xxxx xxxx 291 xxxx xxxx xxxx

SharedQueue:xxxxx xxxx xxxx xxxx xxxx 2.0 xxxxx xxxxx xxxx xxxxx

Shrd ConDel:xxxxx xxxx xxxx xxxx xxxx 26.1 xxxxx xxxxx xxxx xxxxx

Shared LOS: * * * * *

ApproachDel: xxxxxx xxxxxx 26.1 xxxxxx

ApproachLOS: * * D *

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

South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.724

Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx

Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79 920	58	123 700	106	143 351	124	29 143	101
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	79 920	58	123 700	106	143 351	124	29 143	101
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	79 920	58	123 700	106	143 351	124	29 143	101
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	79 920	58	123 700	106	143 351	124	29 143	101
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	79 920	58	123 700	106	143 351	124	29 143	101

Saturation Flow Module:

Sat/Lane:	1700 1700	1700	1700 1700	1700	1700 1700	1700	1700 1700	1700
Adjustment:	0.94 0.97	0.94	0.94 0.98	0.94	0.94 1.00	1.00	0.94 0.94	0.94
Lanes:	1.00 1.88	0.12	1.00 1.74	0.26	1.00 1.00	1.00	1.00 0.59	0.41
Final Sat.:	1600 3110	190	1600 2879	421	1600 1700	1700	1600 938	662

Capacity Analysis Module:

Vol/Sat:	0.05 0.30	0.31	0.08 0.24	0.25	0.09 0.21	0.07	0.02 0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****

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South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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

Intersection #5 GARFIELD AVE / FERNFIELD DR

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.8]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	9 1046	0	0 797	24	8	0	36	0	0	0
Growth Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
Initial Bse:	9 1046	0	0 797	24	8	0	36	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	9 1046	0	0 797	24	8	0	36	0	0	0
Reduct Vol:	0 0	0	0 0	0	0 0	0	0	0	0	0
FinalVolume:	9 1046	0	0 797	24	8	0	36	0	0	0

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	821	xxxx	xxxx	xxxx	xxxx	1350	1873	411	xxxx	xxxx	xxxx
Potent Cap.:	817	xxxx	xxxx	xxxx	xxxx	144	73	596	xxxx	xxxx	xxxx
Move Cap.:	817	xxxx	xxxx	xxxx	xxxx	143	72	596	xxxx	xxxx	xxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	0.06	0.00	0.06	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	9.5	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	378	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	0.4	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	15.8	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	15.8	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	C	*	*	*	*	*	*	*	*

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

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South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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

Intersection #6 GARFIELD AVE / POMONA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.812
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 1 0 0	0 0 2 0 1	0 0 0 0 0	0 1 2 0 1

Volume Module:

Base Vol:	480	775	0	0	674	141	0	0	0	282	928	262
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:	480	775	0	0	674	141	0	0	0	282	928	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	480	775	0	0	674	141	0	0	0	282	928	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	480	775	0	0	674	141	0	0	0	282	928	262
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:	480	775	0	0	674	141	0	0	0	282	928	262

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.99	1.00
Lanes:	1.15	1.85	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.70	2.30	1.00
Final Sat.:	1836	3064	0	0	3400	1700	0	0	0	1119	3881	1700

Capacity Analysis Module:

Vol/Sat:	0.26	0.25	0.00	0.00	0.20	0.08	0.00	0.00	0.00	0.25	0.24	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #7 GARFIELD AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.774
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Split Phase      Split Phase      Permitted      Permitted
Rights:      Include      Include      Ovl      Ovl
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:       0  0  3  0  1    1  1  1  0  0    1  0  2  0  1    1  0  0  0  1
-----|-----|-----|-----|
Volume Module:
Base Vol:      0  915  315    245  726    0    204 1038    744    36    0  148
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  915  315    245  726    0    204 1038    744    36    0  148
User Adj:      1.00 1.00  1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00  1.00
PHF Volume:     0  915  315    245  726    0    204 1038    744    36    0  148
Reduct Vol:     0  0  0      0  0  0      0    0  0  0    0    0  0  0
Reduced Vol:    0  915  315    245  726    0    204 1038    744    36    0  148
PCE Adj:        1.00 1.00  1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00  1.00
MLF Adj:        1.00 1.00  1.00    1.00 1.00    1.00    1.00 1.00    1.00    1.00 1.00  1.00
FinalVolume:    0  915  315    245  726    0    204 1038    744    36    0  148
OvlAdjVol:      429          0
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:      1700 1700  1700    1700 1700    1700    1700 1700    1700    1700 1700  1700
Adjustment:    0.94 1.00  1.00    0.94 1.00    1.00    0.94 1.00    1.00    0.94 1.00  1.00
Lanes:         0.00 3.00  1.00    1.00 2.00    0.00    1.00 2.00    1.00    1.00 0.00  1.00
Final Sat.:    0 5100  1700    1600 3400    0    1600 3400    1700    1600    0  1700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.00 0.18  0.19    0.15 0.21    0.00    0.13 0.31    0.44    0.02 0.00  0.09
OvlAdjV/S:      0.25          0.00
Crit Moves:      ****          ****
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Base Volume Alternative)
*****
Intersection #8 WILCOX AVE / RIGGIN ST
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.784
Loss Time (sec):   0          Average Delay (sec/veh):    19.3
Optimal Cycle:     0          Level Of Service:      C
*****
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:      8  65  7  29  211  263  157  211  13  21  175  15
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:    8  65  7  29  211  263  157  211  13  21  175  15
User Adj:      1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Adj:        1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00    1.00 1.00  1.00
PHF Volume:     8  65  7  29  211  263  157  211  13  21  175  15
Reduct Vol:     0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:    8  65  7  29  211  263  157  211  13  21  175  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:    8  65  7  29  211  263  157  211  13  21  175  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:         0.10 0.81  0.09    0.06 0.42  0.52    0.41 0.56  0.03    0.10 0.83  0.07
Final Sat.:    47  382  41  37  269  335  237  319  20  53  440  38
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:       0.17 0.17  0.17    0.78 0.78  0.78    0.66 0.66  0.66    0.40 0.40  0.40
Crit Moves:      ****          ****
Delay/Veh:     10.6 10.6  10.6    23.8 23.8  23.8    18.7 18.7  18.7    12.7 12.7  12.7
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:    10.6 10.6  10.6    23.8 23.8  23.8    18.7 18.7  18.7    12.7 12.7  12.7
LOS by Move:    B  B  B      C  C  C      C  C  C      B  B  B
ApproachDel:    10.6          23.8          18.7          12.7
Delay Adj:      1.00          1.00          1.00          1.00
ApprAdjDel:     10.6          23.8          18.7          12.7
LOS by Appr:    B          C          C          B
AllWayAvgQ:     0.1  0.1  0.1    2.7 2.7  2.7    1.6 1.6  1.6    0.5 0.5  0.5
*****
Note: Queue reported is the number of cars per lane.
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #9 WILCOX AVE / POMONA BLVD
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.633
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      B
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:       2  0  2  0  0    0  0  1  1  0    0  0  0  0  0    0  1  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    366  345      0      0  345  22      0  0      0  330 1060  89
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:  366  345      0      0  345  22      0  0      0  330 1060  89
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:   366  345      0      0  345  22      0  0      0  330 1060  89
Reduct Vol:   0  0  0      0  0  0  0      0  0  0      0  0  0  0
Reduced Vol:  366  345      0      0  345  22      0  0      0  330 1060  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:  366  345      0      0  345  22      0  0      0  330 1060  89
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700 1700  1700  1700 1700  1700
Adjustment:  0.94  1.00  1.00  0.94 0.97  0.94 0.94  1.00  1.00 0.94 0.97  0.94
Lanes:       2.00  2.00  0.00  0.00 1.88  0.12 0.00 0.00  0.00 0.67 2.15  0.18
Final Sat.:  3200 3400      0      0 3108  192      0  0      0 1071 3540  289
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.11 0.10  0.00  0.00 0.11  0.11 0.00 0.00  0.00 0.19 0.30  0.31
Crit Moves:  ****          ****          ****          ****
*****

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South Garfield Transit Village Specific Plan
Existing Conditions
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Base Volume Alternative)
*****
Intersection #10 WILCOX AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.733
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Prot+Permit    Prot+Permit    Split Phase    Split Phase
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:       1  0  3  0  1    1  0  1  1  0    0  1  1  1  0    0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    115  580  227  143  480  38      60 1163  492  29  30  75
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:  115  580  227  143  480  38      60 1163  492  29  30  75
User Adj:    1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Adj:      1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00  1.00
PHF Volume:   115  580  227  143  480  38      60 1163  492  29  30  75
Reduct Vol:   0  0  0      0  0  0      0  0  0      0  0  0  0
Reduced Vol:  115  580  227  143  480  38      60 1163  492  29  30  75
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:  115  580  227  143  480  38      60 1163  492  29  30  75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700  1700 1700  1700 1700  1700  1700 1700  1700
Adjustment:  0.94  1.00  1.00  0.94 0.97  0.94 0.94  0.97  0.94 0.94 0.94  0.94
Lanes:       1.00  3.00  1.00  1.00 1.85  0.15 0.10 2.04  0.86 0.43 0.57  1.00
Final Sat.:  1600 5100  1700  1600 3065  235  168 3355  1377  693 907  1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.07 0.11  0.13  0.09 0.16  0.16 0.36 0.35  0.36 0.04 0.03  0.05
Crit Moves:  ****          ****          ****          ****
*****

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Existing Plus Project Conditions

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 3.1 Worst Case Level Of Service: C[19.7]

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			Ignore		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:

Base Vol:	4	6	108	6	18	21	12	355	9	80	439	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	6	108	6	18	21	12	355	9	80	439	16
Added Vol:	1	0	3	1	0	0	0	8	0	2	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	6	111	7	18	21	12	363	9	82	442	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	6	111	7	18	21	12	363	9	82	442	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	6	111	7	18	21	12	363	9	82	442	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1017	998	368	1056	1002	442	442	xxxx	xxxxx	372	xxxx	xxxxx
Potent Cap.:	218	246	682	205	244	620	1129	xxxx	xxxxx	1198	xxxx	xxxxx
Move Cap.:	185	226	682	158	224	620	1129	xxxx	xxxxx	1198	xxxx	xxxxx
Volume/Cap:	0.03	0.03	0.16	0.04	0.08	0.03	0.01	xxxx	xxxx	0.07	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.2 xxxx xxxxx 8.2 xxxx xxxxx

LOS by Move: * * * * * A * * *

Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	564	xxxxx	xxxx	290	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	0.8	xxxxx	xxxxx	0.6	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.2	xxxx	xxxxx
Shrd ConDel:xxxxx	13.1	xxxxx	xxxxx	19.7	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	8.2	xxxx	xxxxx
Shared LOS:	B			C			*	*	*	A	*	*
ApproachDel:	13.1			19.7			xxxxxx			xxxxxx		
ApproachLOS:	B			C								

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.106

Loss Time (sec): 0 Average Delay (sec/veh): 7.6

Optimal Cycle: 0 Level Of Service: A

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	1	0 0 0	0	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	2	16	0	0	86	2	61	0	4	21	14	6
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:	2	16	0	0	86	2	61	0	4	21	14	6
Added Vol:	0	2	0	0	2	0	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	18	0	0	88	2	61	0	4	21	14	8
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	18	0	0	88	2	61	0	4	21	14	8
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	18	0	0	88	2	61	0	4	21	14	8
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:	2	18	0	0	88	2	61	0	4	21	14	8

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:	0.10	0.90	0.00	0.00	0.98	0.02	0.94	0.00	0.06	0.49	0.32	0.19
Final Sat.:	83	744	0	0	831	19	763	0	50	409	273	156

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	xxxx	xxxx	0.11	0.11	0.08	xxxx	0.08	0.05	0.05	0.05
Crit Moves:	****				****		****			****		
Delay/Veh:	7.3	7.3	0.0	0.0	7.6	7.6	7.7	0.0	7.7	7.4	7.4	7.4
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:	7.3	7.3	0.0	0.0	7.6	7.6	7.7	0.0	7.7	7.4	7.4	7.4
LOS by Move:	A	A	*	*	A	A	A	*	A	A	A	A
ApproachDel:	7.3				7.6		7.7			7.4		
Delay Adj:	1.00				1.00		1.00			1.00		
ApprAdjDel:	7.3				7.6		7.7			7.4		
LOS by Appr:	A				A		A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 2.0 Worst Case Level Of Service: D[31.4]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1 0 0	0 0 0 0 0

Volume Module:

Base Vol:	49	672	0	0	1202	25	20	0	91	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	672	0	0	1202	25	20	0	91	0	0	0
Added Vol:	1	2	0	0	4	1	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	674	0	0	1206	26	21	0	92	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	50	674	0	0	1206	26	21	0	92	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	50	674	0	0	1206	26	21	0	92	0	0	0

Critical Gap Module:

Critical Gap:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1232	xxxx	xxxx	xxxx	xxxx	xxxx	1656	1993	616	xxxx	xxxx	xxxx
Potent Cap.:	573	xxxx	xxxx	xxxx	xxxx	xxxx	91	61	438	xxxx	xxxx	xxxx
Move Cap.:	573	xxxx	xxxx	xxxx	xxxx	xxxx	85	56	438	xxxx	xxxx	xxxx
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.25	0.00	0.21	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	11.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	247	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	2.2	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	31.4	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	D	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	31.4	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	D	*	*	*	*	*

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.809
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

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	0 0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79	524	31	136	958	178	126	227	134	70	253	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:	79	524	31	136	958	178	126	227	134	70	253	96
Added Vol:	5	3	6	3	4	0	1	8	2	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	527	37	139	962	178	127	235	136	73	257	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	527	37	139	962	178	127	235	136	73	257	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	527	37	139	962	178	127	235	136	73	257	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	527	37	139	962	178	127	235	136	73	257	96

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	0.94	0.94	0.98	0.94	0.94	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.87	0.13	1.00	1.69	0.31	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	3090	210	1600	2800	500	1600	1700	1700	1600	1165	435

Capacity Analysis Module:

Vol/Sat:	0.05	0.17	0.18	0.09	0.34	0.36	0.08	0.14	0.08	0.05	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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*****
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #5 GARFIELD AVE / FERNFIELD DR
*****
Average Delay (sec/veh):      0.0      Worst Case Level Of Service: A[ 0.0]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      0 0 2 0 0      0 0 1 1 0      0 0 0 0 0      0 0 0 0 0
-----|-----|-----|-----|
Volume Module:
Base Vol:      0 631 0      0 1052 40      0 0 0 0      0 0 0 0
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 0 631 0      0 1052 40      0 0 0 0      0 0 0 0
Added Vol: 0 14 0      0 6 4      0 0 0 0      0 0 0 0
PasserByVol: 0 0 0      0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 0 645 0      0 1058 44      0 0 0 0      0 0 0 0
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 0 645 0      0 1058 44      0 0 0 0      0 0 0 0
Reduct Vol: 0 0 0      0 0 0      0 0 0 0      0 0 0 0
FinalVolume: 0 645 0      0 1058 44      0 0 0 0      0 0 0 0
-----|-----|-----|-----|
Critical Gap Module:
Critical Gap:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxx xxxxx
-----|-----|-----|-----|
Capacity Module:
Conflict Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
-----|-----|-----|-----|
Level Of Service Module:
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx
LOS by Move: * * * * * * * * * * * * * * * * * * * * * * * * * * * *
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: xxxxxx xxxxxx xxxxxx xxxxxx
ApproachLOS: * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

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South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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*****
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #6 GARFIELD AVE / POMONA BLVD
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.899
Loss Time (sec): 10      Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100      Level Of Service: D
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:      Split Phase      Split Phase      Split Phase      Split Phase
Rights:      Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R: 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0 4.0
Lanes: 1 1 1 0 0 0 0 2 0 1 0 0 0 0 0 0 0 1 2 0 1
-----|-----|-----|-----|
Volume Module:
Base Vol: 912 495 0 0 654 369 0 0 0 255 1100 172
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: 912 495 0 0 654 369 0 0 0 255 1100 172
Added Vol: 9 8 0 0 4 1 0 0 0 4 8 6
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0
Initial Fut: 921 503 0 0 658 370 0 0 0 259 1108 178
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume: 921 503 0 0 658 370 0 0 0 259 1108 178
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0
Reduced Vol: 921 503 0 0 658 370 0 0 0 259 1108 178
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: 921 503 0 0 658 370 0 0 0 259 1108 178
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane: 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment: 0.94 1.00 1.00 0.94 1.00 1.00 0.94 1.00 1.00 0.94 0.99 1.00
Lanes: 1.94 1.06 0.00 0.00 2.00 1.00 0.00 0.00 0.00 0.57 2.43 1.00
Final Sat.: 3104 1796 0 0 3400 1700 0 0 0 909 4091 1700
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat: 0.30 0.28 0.00 0.00 0.19 0.22 0.00 0.00 0.00 0.28 0.27 0.10
Crit Moves: ****
*****

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South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.588
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	A

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	0	938	199	189	723	0	133	821	441	24	0	349
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	938	199	189	723	0	133	821	441	24	0	349
Added Vol:	0	5	1	5	3	0	11	1	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	943	200	194	726	0	144	822	441	24	0	350
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	943	200	194	726	0	144	822	441	24	0	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	943	200	194	726	0	144	822	441	24	0	350
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	943	200	194	726	0	144	822	441	24	0	350
OvlAdjVol:									127			0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00	0.18	0.12	0.12	0.21	0.00	0.09	0.24	0.26	0.02	0.00	0.21
OvlAdjV/S:									0.07			0.00
Crit Moves:	****			****			****	****				

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.666
Loss Time (sec):	0	Average Delay (sec/veh):	16.8
Optimal Cycle:	0	Level Of Service:	C

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:	7	129	8	82	92	182	145	217	5	7	223	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:	7	129	8	82	92	182	145	217	5	7	223	95
Added Vol:	5	0	0	0	0	2	1	2	5	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	129	8	82	92	184	146	219	10	7	226	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	129	8	82	92	184	146	219	10	7	226	95
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	129	8	82	92	184	146	219	10	7	226	95
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	129	8	82	92	184	146	219	10	7	226	95

-----|-----|-----|-----|

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:	0.08	0.87	0.05	0.23	0.26	0.51	0.39	0.58	0.03	0.02	0.69	0.29
Final Sat.:	37	400	25	130	146	291	219	329	15	12	389	164

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.32	0.32	0.32	0.63	0.63	0.63	0.67	0.67	0.67	0.58	0.58	0.58
Crit Moves:	****			****			****					****
Delay/Veh:	12.2	12.2	12.2	17.2	17.2	17.2	19.1	19.1	19.1	15.9	15.9	15.9
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:	12.2	12.2	12.2	17.2	17.2	17.2	19.1	19.1	19.1	15.9	15.9	15.9
LOS by Move:	B	B	B	C	C	C	C	C	C	C	C	C
ApproachDel:	12.2			17.2			19.1			15.9		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.2			17.2			19.1			15.9		
LOS by Appr:	B			C			C			C		
AllWayAvgQ:	0.3	0.3	0.3	1.3	1.3	1.3	1.6	1.6	1.6	1.1	1.1	1.1

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #9 WILCOX AVE / POMONA BLVD												

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

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	1	1
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	427	350	0	0	287	32	0	0	0	409	1050	38
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:	427	350	0	0	287	32	0	0	0	409	1050	38
Added Vol:	5	2	0	0	3	1	0	0	0	0	8	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	432	352	0	0	290	33	0	0	0	409	1058	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	432	352	0	0	290	33	0	0	0	409	1058	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	432	352	0	0	290	33	0	0	0	409	1058	39
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:	432	352	0	0	290	33	0	0	0	409	1058	39
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	1.00	1.00	0.94	0.97	0.94
Lanes:	2.00	2.00	0.00	0.00	1.80	0.20	0.00	0.00	0.00	0.81	2.11	0.08
Final Sat.:	3200	3400	0	0	2973	327	0	0	0	1304	3472	124
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.14	0.10	0.00	0.00	0.10	0.10	0.00	0.00	0.00	0.24	0.30	0.31
Crit Moves:	****			****			0.00	0.00	0.00			****

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
AM Peak Hour

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

Intersection #10 WILCOX AVE / VIA CAMPO													

Cycle (sec):	100	Critical Vol./Cap.(X):						0.739					
Loss Time (sec):	10	Average Delay (sec/veh):						xxxxxx					
Optimal Cycle:	100	Level of Service:						C					

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	
----- ----- ----- ----- -----													
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	0	3	0	1		1	0	1	1	0		
----- ----- ----- ----- -----													
Volume Module:													
Base Vol:	256	678	180	110	549	31	43	885	329	18	54	51	
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:	256	678	180	110	549	31	43	885	329	18	54	51	
Added Vol:	1	5	0	1	2	0	2	4	2	0	0	0	
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	257	683	180	111	551	31	45	889	331	18	54	51	
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
PHF Volume:	257	683	180	111	551	31	45	889	331	18	54	51	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	257	683	180	111	551	31	45	889	331	18	54	51	
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:	257	683	180	111	551	31	45	889	331	18	54	51	
----- ----- ----- ----- -----													
Saturation Flow Module:													
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	0.97	0.94	0.94	0.94	0.94	
Lanes:	1.00	3.00	1.00	1.00	1.89	0.11	0.11	2.11	0.78	0.29	0.88	0.83	
Final Sat.:	1600	5100	1700	1600	3130	170	171	3473	1256	468	1405	1327	
----- ----- ----- ----- -----													
Capacity Analysis Module:													
Vol/Sat:	0.16	0.13	0.11	0.07	0.18	0.18	0.26	0.26	0.26	0.04	0.04	0.04	
Crit Moves:	****			****			****			****			

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[20.0]

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			Ignore		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:

Base Vol:	7	4	95	4	5	11	30	639	17	32	273	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:	7	4	95	4	5	11	30	639	17	32	273	13
Added Vol:	2	1	10	2	0	0	0	13	0	4	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	5	105	6	5	11	30	652	17	36	281	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	9	5	105	6	5	11	30	652	17	36	281	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	9	5	105	6	5	11	30	652	17	36	281	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1082	1074	661	1129	1082	281	281	xxxx	xxxxx	669	xxxx	xxxxx
Potent Cap.:	197	222	466	183	219	763	1293	xxxx	xxxxx	931	xxxx	xxxxx
Move Cap.:	182	208	466	133	206	763	1293	xxxx	xxxxx	931	xxxx	xxxxx
Volume/Cap:	0.05	0.02	0.23	0.05	0.02	0.01	0.02	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.9 xxxxx xxxxx 9.0 xxxxx xxxxx

LOS by Move: * * * * * A * * A * *

Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	398	xxxxx	xxxx	262	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:xxxxx	1.2	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:xxxxx	17.8	xxxxx	xxxxx	20.0	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.0	xxxx	xxxxx
Shared LOS:	C	C	C	C	C	C	C	C	C	A	C	C
ApproachDel:	17.8			20.0			xxxxxx			xxxxxx		
ApproachLOS:	C			C			C			C		

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.079

Loss Time (sec): 0 Average Delay (sec/veh): 7.4

Optimal Cycle: 0 Level Of Service: A

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	1	0 0 0	0	0	1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	4	28	0	0	22	3	65	0	1	8	8	8
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:	4	28	0	0	22	3	65	0	1	8	8	8
Added Vol:	0	7	0	0	5	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	35	0	0	27	3	65	0	1	8	8	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	35	0	0	27	3	65	0	1	8	8	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	35	0	0	27	3	65	0	1	8	8	14
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:	4	35	0	0	27	3	65	0	1	8	8	14

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:	0.10	0.90	0.00	0.00	0.90	0.10	0.98	0.00	0.02	0.27	0.27	0.46
Final Sat.:	87	761	0	0	776	86	820	0	13	243	243	425

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	xxxx	xxxx	0.03	0.03	0.08	xxxx	0.08	0.03	0.03	0.03
Crit Moves:	****				****		****			****		
Delay/Veh:	7.3	7.3	0.0	0.0	7.2	7.2	7.6	0.0	7.6	7.0	7.0	7.0
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:	7.3	7.3	0.0	0.0	7.2	7.2	7.6	0.0	7.6	7.0	7.0	7.0
LOS by Move:	A	A	*	*	A	A	A	*	A	A	A	A
ApproachDel:	7.3				7.2			7.6			7.0	
Delay Adj:	1.00				1.00			1.00			1.00	
ApprAdjDel:	7.3				7.2			7.6			7.0	
LOS by Appr:	A				A			A			A	
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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*****
Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)
*****
Intersection #3 GARFIELD AVE / FLORAL DR
*****
Average Delay (sec/veh):      2.1      Worst Case Level Of Service: D[ 29.0]
*****
Approach:      North Bound      South Bound      East Bound      West Bound
Movement:      L - T - R      L - T - R      L - T - R      L - T - R
Control:      Uncontrolled      Uncontrolled      Stop Sign      Stop Sign
Rights:      Include      Include      Include      Include
Lanes:      1 0 2 0 0      0 0 1 1 0      0 0 1! 0 0      0 0 0 0 0
*****
Volume Module:
Base Vol:      83 1080      0      0 830      24      25      0      98      0      0      0
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      83 1080      0      0 830      24      25      0      98      0      0      0
Added Vol:      2      8      0      0 6      2      3      0      1      0      0      0
PasserByVol:      0      0      0      0 0      0      0      0      0      0      0      0
Initial Fut:      85 1088      0      0 836      26      28      0      99      0      0      0
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      85 1088      0      0 836      26      28      0      99      0      0      0
Reduct Vol:      0      0      0      0 0      0      0      0      0      0      0      0
FinalVolume:      85 1088      0      0 836      26      28      0      99      0      0      0
*****
Critical Gap Module:
Critical Gp:      4.1 xxxxx xxxxx xxxxx xxxxx      6.8 6.5      6.9 xxxxx xxxxx xxxxx
FollowUpTim:      2.2 xxxxx xxxxx xxxxx xxxxx      3.5 4.0      3.3 xxxxx xxxxx xxxxx
*****
Capacity Module:
Cnflct Vol:      862 xxxxx xxxxx xxxxx xxxxx      1563 2107      431 xxxxx xxxxx xxxxx
Potent Cap.:      789 xxxxx xxxxx xxxxx xxxxx      104 52      578 xxxxx xxxxx xxxxx
Move Cap.:      789 xxxxx xxxxx xxxxx xxxxx      96 46      578 xxxxx xxxxx xxxxx
Volume/Cap:      0.11 xxxxx xxxxx xxxxx xxxxx      0.29 0.00      0.17 xxxxx xxxxx xxxxx
*****
Level Of Service Module:
2Way95thQ:      0.4 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:      10.1 xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:      B * * * * * * * * * * * * * * * * * * * * * *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 274 xxxxx xxxxx xxxxx xxxxx
SharedQueue:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 2.3 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:      xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 29.0 xxxxx xxxxx xxxxx xxxxx
Shared LOS:      * * * * * * * * * * * * * * * * * * * * * *
ApproachDel:      xxxxxx      xxxxxx      29.0      xxxxxx
ApproachLOS:      * * * * *
*****
Note: Queue reported is the number of cars per lane.
*****

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South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
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*****
Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #4 GARFIELD AVE / RIGGIN ST
*****
Cycle (sec):      100      Critical Vol./Cap.(X):      0.745
Loss Time (sec):      10      Average Delay (sec/veh):      xxxxxx
Optimal Cycle:      100      Level Of Service:      C
*****
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
Y+R:      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0      4.0 4.0 4.0
Lanes:      1 0 1 1 0      1 0 1 1 0      1 0 1 0 1      1 0 0 1 0
*****
Volume Module:
Base Vol:      79 920      58      123 700      106      151 351      180      29 143      101
Growth Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
Initial Bse:      79 920      58      123 700      106      151 351      180      29 143      101
Added Vol:      9      7      12      4      8      0      5 20      3      6      7      0
PasserByVol:      0      0      0      0      0      0      0      0      0      0      0
Initial Fut:      88 927      70      127 708      106      156 371      183      35 150      101
User Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
PHF Volume:      88 927      70      127 708      106      156 371      183      35 150      101
Reduct Vol:      0      0      0      0      0      0      0      0      0      0      0
Reduced Vol:      88 927      70      127 708      106      156 371      183      35 150      101
PCE Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
MLF Adj:      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00      1.00 1.00      1.00
FinalVolume:      88 927      70      127 708      106      156 371      183      35 150      101
*****
Saturation Flow Module:
Sat/Lane:      1700 1700      1700      1700 1700      1700      1700 1700      1700      1700 1700      1700
Adjustment:      0.94 0.97      0.94      0.94 0.97      0.94      0.94 1.00      1.00      0.94 0.94      0.94
Lanes:      1.00 1.86      0.14      1.00 1.74      0.26      1.00 1.00      1.00      1.00 0.60      0.40
Final Sat.:      1600 3075      225      1600 2883      417      1600 1700      1700      1600 956      644
*****
Capacity Analysis Module:
Vol/Sat:      0.06 0.30      0.31      0.08 0.25      0.25      0.10 0.22      0.11      0.02 0.16      0.16
Crit Moves:      ****      ****      ****
*****

```

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #5 GARFIELD AVE / FERNFIELD DR

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	0 0 2 0 0	0 0 1 1 0	0 0 0 0 0	0 0 0 0 0

Volume Module:											
Base Vol:	0	1046	0	0	833	24	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1046	0	0	833	24	0	0	0	0	0
Added Vol:	0	23	0	0	16	6	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1069	0	0	849	30	0	0	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1069	0	0	849	30	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	1069	0	0	849	30	0	0	0	0	0

```

Critical Gap Module:
Critical Gp:xxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx
FollowUpTim:xxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx  xxxxxx  xxxx  xxxxxx

```

```
Capacity Module:
Cnflct Vol:  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx
Potent Cap.:  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx
Move Cap.:   xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx
Volume/Cap:  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx  xxxx  xxxx  xxxxxx
```

```

Level Of Service Module:
2Way95thQ:  xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
Control Del: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
LOS by Move:  *      *      *      *      *      *      *      *      *
Movement:      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx xxxxx xxxxx xxxxxx
SharedQueue: xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shrd ConDel: xxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxxx xxxxxx xxxxx xxxxx xxxxxx
Shared LOS:      *      *      *      *      *      *      *      *      *
ApproachDel:  xxxxxx      xxxxxx      xxxxxx      xxxxxx
ApproachLOS:      *      *      *      *

```

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #6 GARFIELD AVE / POMONA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.829
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound			South Bound			East Bound			West Bound			
Movement:	L	T	R	L	T	R	L	T	R	L	T	R	

Control:	Split Phase			Split Phase			Split Phase			Split Phase			
Rights:	Include			Include			Include			Include			
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	1	1	0	0	0	2	0	1	0	0	1	2

Volume Module:												
Base Vol:	489	775	0	0	674	141	0	0	0	282	929	306
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:	489	775	0	0	674	141	0	0	0	282	929	306
Added Vol:	12	12	0	0	13	3	0	0	0	12	16	10
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	501	787	0	0	687	144	0	0	0	294	945	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	501	787	0	0	687	144	0	0	0	294	945	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	501	787	0	0	687	144	0	0	0	294	945	316
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:	501	787	0	0	687	144	0	0	0	294	945	316

Saturation Flow Module:											
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.99
Lanes:	1.17	1.83	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29
Final Sat.:	1867	3033	0	0	3400	1700	0	0	0	1139	3861

```
Capacity Analysis Module:
Vol/Sat:      0.27 0.26 0.00 0.00 0.20 0.08 0.00 0.00 0.00 0.26 0.24 0.19
Crit Moves:   ****                ****                ****
```

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.776
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

-----|-----|-----|-----|

Volume Module:

Base Vol:	0 915 315	245 726	0	204 1038	744	36	0	148
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 1.00 1.00	1.00	1.00
Initial Bse:	0 915 315	245 726	0	204 1038	744	36	0	148
Added Vol:	0 8 1	16 8	0	15 3	0	0	0	2
PasserByVol:	0 0 0	0 0 0	0	0 0 0	0	0	0	0
Initial Fut:	0 923 316	261 734	0	219 1041	744	36	0	150
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00
PHF Volume:	0 923 316	261 734	0	219 1041	744	36	0	150
Reduct Vol:	0 0 0	0 0 0	0	0 0 0	0	0	0	0
Reduced Vol:	0 923 316	261 734	0	219 1041	744	36	0	150
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 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 1.00 1.00	1.00	1.00
FinalVolume:	0 923 316	261 734	0	219 1041	744	36	0	150
OvlAdjVol:					428			0

-----|-----|-----|-----|

Saturation Flow Module:

Sat/Lane:	1700 1700 1700	1700 1700 1700	1700	1700 1700 1700	1700	1700 1700 1700
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94	0.94 1.00 1.00	0.94	0.94 1.00 1.00
Lanes:	0.00 3.00 1.00	1.00 2.00 0.00	1.00	1.00 2.00 1.00	1.00	1.00 0.00 1.00
Final Sat.:	0 5100 1700	1600 3400	0	1600 3400 1700	1600	0 1700

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.00 0.18 0.19	0.16 0.22 0.00	0.14 0.31	0.44	0.02 0.00 0.09
OvlAdjV/S:				0.25	0.00
Crit Moves:	****	****	****	****	****

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	0	Average Delay (sec/veh):	21.0
Optimal Cycle:	0	Level Of Service:	C

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:	8 65 7	29 211	263	157 211	13	21 175	15
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 1.00 1.00	1.00
Initial Bse:	8 65 7	29 211	263	157 211	13	21 175	15
Added Vol:	7 0 0	0 1 3	5	5 5	15	1 4	0
PasserByVol:	0 0 0	0 0 0	0	0 0 0	0	0 0 0	0
Initial Fut:	15 65 7	29 212	266	162 216	28	22 179	15
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00	1.00 1.00 1.00	1.00
PHF Volume:	15 65 7	29 212	266	162 216	28	22 179	15
Reduct Vol:	0 0 0	0 0 0	0	0 0 0	0	0 0 0	0
Reduced Vol:	15 65 7	29 212	266	162 216	28	22 179	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 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 1.00 1.00	1.00
FinalVolume:	15 65 7	29 212	266	162 216	28	22 179	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 1.00 1.00
Lanes:	0.17 0.75 0.08	0.06 0.42 0.52	0.40 0.53	0.07 0.10 0.83	0.07	
Final Sat.:	79 342 37	36 262 329	228 304 39	53 429 36		

-----|-----|-----|-----|

Capacity Analysis Module:

Vol/Sat:	0.19 0.19 0.19	0.81 0.81 0.81	0.71 0.71 0.71	0.42 0.42 0.42
Crit Moves:	****	****	****	****
Delay/Veh:	11.0 11.0 11.0	26.0 26.0 26.0	21.1 21.1 21.1	13.2 13.2 13.2
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:	11.0 11.0 11.0	26.0 26.0 26.0	21.1 21.1 21.1	13.2 13.2 13.2
LOS by Move:	B B B	D D D	C C C	B B B
ApproachDel:	11.0	26.0	21.1	13.2
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	11.0	26.0	21.1	13.2
LOS by Appr:	B	D	C	B
AllWayAvgQ:	0.2 0.2 0.2	3.0 3.0 3.0	1.9 1.9 1.9	0.6 0.6 0.6

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

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

```

Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #9 WILCOX AVE / POMONA BLVD
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.646
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      B
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Permitted      Permitted
Rights:     Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      2 0 2 0 0      0 0 1 1 0      0 0 0 0 0      0 1 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    366 345 0      0 345 22      0 0 0      330 1060 89
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 366 345 0      0 345 22      0 0 0      330 1060 89
Added Vol:   7 2 0 0      0 10 2      0 0 0      0 11 1
PasserByVol: 0 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 373 347 0      0 355 24      0 0 0      330 1071 90
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  373 347 0      0 355 24      0 0 0      330 1071 90
Reduct Vol:  0 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 373 347 0      0 355 24      0 0 0      330 1071 90
PCE Adj:     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
FinalVolume: 373 347 0      0 355 24      0 0 0      330 1071 90
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  0.94 1.00 1.00 0.94 0.97 0.94 0.94 1.00 1.00 0.94 0.97 0.94
Lanes:       2.00 2.00 0.00 0.00 1.87 0.13 0.00 0.00 0.00 0.66 2.16 0.18
Final Sat.:  3200 3400 0      0 3097 203 0 0 0 1062 3548 290
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.12 0.10 0.00 0.00 0.11 0.12 0.00 0.00 0.00 0.19 0.30 0.31
Crit Moves:  ****          ****
*****

```

South Garfield Transit Village Specific Plan
Existing Plus Project Conditions
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #10 WILCOX AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.740
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Prot+Permit    Prot+Permit    Split Phase    Split Phase
Rights:     Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      1 0 3 0 1      1 0 1 1 0      0 1 1 1 0      0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    115 580 227 143 480 38      60 1163 492 29 30 75
Growth Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse: 115 580 227 143 480 38      60 1163 492 29 30 75
Added Vol:   2 7 0 0      5 5 0      2 12 6      0 0 0 0
PasserByVol: 0 0 0 0      0 0 0      0 0 0      0 0 0
Initial Fut: 117 587 227 148 485 38      62 1175 498 29 30 75
User Adj:    1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:  117 587 227 148 485 38      62 1175 498 29 30 75
Reduct Vol:  0 0 0 0      0 0 0      0 0 0      0 0 0
Reduced Vol: 117 587 227 148 485 38      62 1175 498 29 30 75
PCE Adj:     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
FinalVolume: 117 587 227 148 485 38      62 1175 498 29 30 75
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700 1700 1700 1700 1700 1700 1700 1700
Adjustment:  0.94 1.00 1.00 0.94 0.97 0.94 0.94 0.97 0.94 0.94 0.94
Lanes:       1.00 3.00 1.00 1.00 1.85 0.15 0.11 2.03 0.86 0.43 0.57 1.00
Final Sat.:  1600 5100 1700 1600 3067 233 172 3351 1378 693 907 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.07 0.12 0.13 0.09 0.16 0.16 0.36 0.35 0.36 0.04 0.03 0.05
Crit Moves:  ****          ****
*****

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Forecast General Plan Buildout Without Project Conditions

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 2.3 Worst Case Level Of Service: C[20.5]

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	Ignore
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	4	6	29	6	18	21	12	355	9	80	439	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	7	32	7	20	23	13	386	10	87	477	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	7	32	7	20	23	13	386	10	87	477	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	4	7	32	7	20	23	13	386	10	87	477	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	4	7	32	7	20	23	13	386	10	87	477	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1089	1067	391	1087	1072	477	477	xxxx	xxxxx	395	xxxx	xxxxx
Potent Cap.:	195	224	662	195	222	592	1096	xxxx	xxxxx	1174	xxxx	xxxxx
Move Cap.:	162	204	662	169	202	592	1096	xxxx	xxxxx	1174	xxxx	xxxxx
Volume/Cap:	0.03	0.03	0.05	0.04	0.10	0.04	0.01	xxxx	xxxx	0.07	xxxx	xxxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxx xxxx xxxxx 8.3 xxxx xxxxx 8.3 xxxx xxxxx

LOS by Move: * * * * * A * * A * *

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx 398 xxxxx	xxxx 282 xxxxx	xxxx xxxx xxxxx	xxxx xxxx xxxxx
SharedQueue:	xxxxx 0.4 xxxxx	xxxxx 0.6 xxxxx	xxxxx xxxx xxxxx	0.2 xxxx xxxxx
Shrd ConDel:	xxxxx 15.1 xxxxx	xxxxx 20.5 xxxxx	xxxxx xxxx xxxxx	8.3 xxxx xxxxx
Shared LOS:	* C	* C	* *	A *
ApproachDel:	15.1	20.5	xxxxxx	xxxxxx
ApproachLOS:	C	C	*	*

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.140

Loss Time (sec): 0 Average Delay (sec/veh): 7.6

Optimal Cycle: 0 Level Of Service: A

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:	2	10	6	23	86	2	5	17	4	21	14	6
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	11	7	25	93	2	5	18	4	23	15	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	11	7	25	93	2	5	18	4	23	15	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	11	7	25	93	2	5	18	4	23	15	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	11	7	25	93	2	5	18	4	23	15	7
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:	2	11	7	25	93	2	5	18	4	23	15	7

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:	0.11	0.56	0.33	0.21	0.77	0.02	0.19	0.66	0.15	0.51	0.34	0.15
Final Sat.:	98	490	294	179	669	16	160	545	128	423	282	121

Capacity Analysis Module:

Vol/Sat:	0.02	0.02	0.02	0.14	0.14	0.14	0.03	0.03	0.03	0.05	0.05	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.1	7.1	7.1	7.8	7.8	7.8	7.3	7.3	7.3	7.5	7.5	7.5
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:	7.1	7.1	7.1	7.8	7.8	7.8	7.3	7.3	7.3	7.5	7.5	7.5
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.1	7.1	7.1	7.8	7.8	7.8	7.3	7.3	7.3	7.5	7.5	7.5
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
ApprAdjDel:	7.1	7.1	7.1	7.8	7.8	7.8	7.3	7.3	7.3	7.5	7.5	7.5
LOS by Appr:	A	A	A	A	A	A	A	A	A	A	A	A
AllWayAvgQ:	0.0	0.0	0.0	0.2	0.2	0.2	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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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: E[43.5]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1 0 0	0 0 0 0 0

Volume Module:

Base Vol:	49	672	0	0	1202	25	20	0	91	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	53	730	0	0	1306	27	22	0	99	0	0	0
Added Vol:	0	20	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	750	0	0	1320	27	22	0	99	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	750	0	0	1320	27	22	0	99	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	53	750	0	0	1320	27	22	0	99	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1347	xxxx	xxxx	xxxx	xxxx	xxxx	1815	2190	674	xxxx	xxxx	xxxx
Potent Cap.:	518	xxxx	xxxx	xxxx	xxxx	xxxx	71	46	402	xxxx	xxxx	xxxx
Move Cap.:	518	xxxx	xxxx	xxxx	xxxx	xxxx	65	41	402	xxxx	xxxx	xxxx
Volume/Cap:	0.10	xxxx	xxxx	xxxx	xxxx	xxxx	0.33	0.00	0.25	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	12.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	209	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.2	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	43.5	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	43.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

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

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.864
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

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	0 0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79	524	31	136	958	178	123	227	58	70	253	96
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	86	569	34	148	1041	193	134	247	63	76	275	104
Added Vol:	0	20	0	0	14	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	589	34	148	1055	193	134	247	63	76	275	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	589	34	148	1055	193	134	247	63	76	275	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	589	34	148	1055	193	134	247	63	76	275	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:	86	589	34	148	1055	193	134	247	63	76	275	104

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	0.94	0.94	0.98	0.94	0.94	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.89	0.11	1.00	1.69	0.31	1.00	1.00	1.00	1.00	0.72	0.28
Final Sat.:	1600	3127	173	1600	2804	496	1600	1700	1700	1600	1160	440

Capacity Analysis Module:

Vol/Sat:	0.05	0.19	0.19	0.09	0.38	0.39	0.08	0.15	0.04	0.05	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #5 GARFIELD AVE / FERNFIELD DR

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[15.9]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	11 631 0	0 1016 40	3 0 36	0 0 0
Growth Adj:	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09
Initial Bse:	12 686 0	0 1104 43	3 0 39	0 0 0
Added Vol:	0 20 0	0 14 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	12 706 0	0 1118 43	3 0 39	0 0 0
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	12 706 0	0 1118 43	3 0 39	0 0 0
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
FinalVolume:	12 706 0	0 1118 43	3 0 39	0 0 0

Critical Gap Module:

Critical Gp:	4.1 xxxx xxxxx xxxxx xxxxx	6.8 6.5 6.9 xxxxx xxxxx xxxxx
FollowUpTim:	2.2 xxxx xxxxx xxxxx xxxxx	3.5 4.0 3.3 xxxxx xxxxx xxxxx

Capacity Module:

Cnflct Vol:	1161 xxxx xxxxx xxxxx xxxxx	1516 1869 581 xxxx xxxxx xxxxx
Potent Cap.:	609 xxxx xxxxx xxxxx xxxxx	112 73 462 xxxx xxxxx xxxxx
Move Cap.:	609 xxxx xxxxx xxxxx xxxxx	110 72 462 xxxx xxxxx xxxxx
Volume/Cap:	0.02 xxxx xxxxx xxxxx xxxxx	0.03 0.00 0.08 xxxx xxxxx xxxxx

Level Of Service Module:

2Way95thQ:	0.1 xxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx
Control Del:	11.0 xxxx xxxxx xxxxx xxxxx	xxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:	B * * * * *	* * * * *
Movement:	LT - LTR - RT LT - LTR - RT	LT - LTR - RT LT - LTR - RT
Shared Cap.:	xxxx xxxx xxxxx xxxxx xxxxx	xxxx 371 xxxxx xxxx xxxxx xxxxx
SharedQueue:	xxxxxx xxxx xxxxx xxxxx xxxxx	xxxxxx 0.4 xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:	xxxxxx xxxx xxxxx xxxxx xxxxx	xxxxxx 15.9 xxxxx xxxxx xxxxx xxxxx
Shared LOS:	* * * * *	* * * * *
ApproachDel:	xxxxxx xxxxxx	15.9 xxxxxx
ApproachLOS:	* *	C *

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

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #6 GARFIELD AVE / POMONA BLVD

Cycle (sec):	100	Critical Vol./Cap.(X):	0.965
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	E

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 1 0 0	0 0 2 0 1	0 0 0 0 0	0 1 2 0 1

Volume Module:

Base Vol:	901 495 0	0 654 369	0 0 0	255 1099 153
Growth Adj:	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09
Initial Bse:	979 538 0	0 711 401	0 0 0	277 1194 166
Added Vol:	0 3 0	0 14 0	0 0 0	9 18 18
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	979 541 0	0 725 401	0 0 0	286 1212 184
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	979 541 0	0 725 401	0 0 0	286 1212 184
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	979 541 0	0 725 401	0 0 0	286 1212 184
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:	979 541 0	0 725 401	0 0 0	286 1212 184

Saturation Flow Module:

Sat/Lane:	1700 1700 1700	1700 1700 1700	1700 1700 1700	1700 1700 1700
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00	0.94 0.99 1.00
Lanes:	1.93 1.07 0.00	0.00 2.00 1.00	0.00 0.00 0.00	0.57 2.43 1.00
Final Sat.:	3092 1808 0	0 3400 1700	0 0 0	917 4083 1700

Capacity Analysis Module:

Vol/Sat:	0.32 0.30 0.00	0.00 0.21 0.24	0.00 0.00 0.00	0.31 0.30 0.11
Crit Moves:	****	****	****	****

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.633
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	B

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

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Volume Module:

Base Vol:	0 938 199	189 723 0	133 821 441	24 0 349
Growth Adj:	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09
Initial Bse:	0 1019 216	205 786 0	145 892 479	26 0 379
Added Vol:	0 3 5	11 12 0	0 11 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	0 1022 221	216 798 0	145 903 479	26 0 379
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	0 1022 221	216 798 0	145 903 479	26 0 379
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	0 1022 221	216 798 0	145 903 479	26 0 379
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 1022 221	216 798 0	145 903 479	26 0 379
OvlAdjVol:			138	0

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Saturation Flow Module:

Sat/Lane:	1700 1700 1700	1700 1700 1700	1700 1700 1700	1700 1700 1700
Adjustment:	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00	0.94 1.00 1.00
Lanes:	0.00 3.00 1.00	1.00 2.00 0.00	1.00 2.00 1.00	1.00 0.00 1.00
Final Sat.:	0 5100 1700	1600 3400 0	1600 3400 1700	1600 0 1700

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Capacity Analysis Module:

Vol/Sat:	0.00 0.20 0.13	0.14 0.23 0.00	0.09 0.27 0.28	0.02 0.00 0.22
OvlAdjV/S:			0.08	0.00
Crit Moves:	****	****	****	****

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.760
Loss Time (sec):	0	Average Delay (sec/veh):	21.7
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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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

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Volume Module:

Base Vol:	7 129 8	82 92 182	145 217 5	7 223 95
Growth Adj:	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09	1.09 1.09 1.09
Initial Bse:	8 140 9	89 100 198	158 236 5	8 242 103
Added Vol:	0 18 0	0 11 0	0 0 0	0 0 0
PasserByVol:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	8 158 9	89 111 198	158 236 5	8 242 103
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	8 158 9	89 111 198	158 236 5	8 242 103
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	8 158 9	89 111 198	158 236 5	8 242 103
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
FinalVolume:	8 158 9	89 111 198	158 236 5	8 242 103

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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:	0.04 0.91 0.05	0.22 0.28 0.50	0.40 0.59 0.01	0.02 0.69 0.29
Final Sat.:	18 382 21	120 150 266	207 310 7	11 359 153

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Capacity Analysis Module:

Vol/Sat:	0.41 0.41 0.41	0.74 0.74 0.74	0.76 0.76 0.76	0.67 0.67 0.67
Crit Moves:	****	****	****	****
Delay/Veh:	14.0 14.0 14.0	23.1 23.1 23.1	25.2 25.2 25.2	19.9 19.9 19.9
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:	14.0 14.0 14.0	23.1 23.1 23.1	25.2 25.2 25.2	19.9 19.9 19.9
LOS by Move:	B B B	C C C	D D D	C C C
ApproachDel:	14.0	23.1	25.2	19.9
Delay Adj:	1.00	1.00	1.00	1.00
ApprAdjDel:	14.0	23.1	25.2	19.9
LOS by Appr:	B	C	D	C
AllWayAvgQ:	0.4 0.4 0.4	2.1 2.1 2.1	2.3 2.3 2.3	1.5 1.5 1.5

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #9 WILCOX AVE / POMONA BLVD												

Cycle (sec):	100			Critical Vol./Cap.(X):						0.707		
Loss Time (sec):	10			Average Delay (sec/veh):						xxxxxx		
Optimal Cycle:	100			Level Of Service:						C		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	0	1	1	0	0	0	1	1
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	427	350	0	0	287	32	0	0	0	409	1050	38
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	464	380	0	0	312	35	0	0	0	444	1141	41
Added Vol:	0	0	0	0	11	0	0	0	0	9	44	18
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	464	380	0	0	323	35	0	0	0	453	1185	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	464	380	0	0	323	35	0	0	0	453	1185	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	464	380	0	0	323	35	0	0	0	453	1185	59
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:	464	380	0	0	323	35	0	0	0	453	1185	59
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	1.00	1.00	0.94	0.97	0.94
Lanes:	2.00	2.00	0.00	0.00	1.81	0.19	0.00	0.00	0.00	0.80	2.10	0.10
Final Sat.:	3200	3400	0	0	2989	311	0	0	0	1282	3450	168
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.00	0.00	0.11	0.11	0.00	0.00	0.00	0.27	0.34	0.35
Crit Moves:	****				****							****

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
AM Peak Hour

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

Intersection #10 WILCOX AVE / VIA CAMPO												

Cycle (sec):	100	Critical Vol./Cap.(X):								0.805		
Loss Time (sec):	10	Average Delay (sec/veh):								xxxxxx		
Optimal Cycle:	100	Level of Service:								D		

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
----- ----- ----- ----- -----												
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	1	1	0	0
----- ----- ----- ----- -----												
Volume Module:												
Base Vol:	256	678	180	110	549	31	43	885	329	18	54	51
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	278	737	196	120	596	34	47	962	357	20	59	55
Added Vol:	0	0	5	11	9	0	0	27	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	278	737	201	131	605	34	47	989	357	20	59	55
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	278	737	201	131	605	34	47	989	357	20	59	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	278	737	201	131	605	34	47	989	357	20	59	55
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	278	737	201	131	605	34	47	989	357	20	59	55
----- ----- ----- ----- -----												
Saturation Flow Module:												
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	0.97	0.94	0.94	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	1.89	0.11	0.10	2.13	0.77	0.29	0.88	0.83
Final Sat.:	1600	5100	1700	1600	3131	169	161	3507	1232	468	1405	1327
----- ----- ----- ----- -----												
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.12	0.08	0.19	0.20	0.29	0.28	0.29	0.04	0.04	0.04
Crit Moves:	****					****	****					****

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[18.4]

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			Ignore		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:

Base Vol:	7	4	31	4	5	11	30	639	17	32	273	13
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	8	4	34	4	5	12	33	694	18	35	297	14
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	8	4	34	4	5	12	33	694	18	35	297	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	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	8	4	34	4	5	12	33	694	18	35	297	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	4	34	4	5	12	33	694	18	35	297	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1144	1135	704	1154	1144	297	297	xxxx	xxxxx	713	xxxx	xxxxx
Potent Cap.:	179	204	441	176	202	748	1276	xxxx	xxxxx	896	xxxx	xxxxx
Move Cap.:	163	191	441	152	189	748	1276	xxxx	xxxxx	896	xxxx	xxxxx
Volume/Cap:	0.05	0.02	0.08	0.03	0.03	0.02	0.03	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.9 xxxxx xxxxx 9.2 xxxxx xxxxx

LOS by Move: * * * * * A * * A * *

Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	313	xxxxx	xxxx	296	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx
SharedQueue:xxxxx	0.5	xxxxx	xxxxx	0.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:xxxxx	18.4	xxxxx	xxxxx	18.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.2	xxxxx	xxxxx
Shared LOS:	* C			* C			* C			A *		*
ApproachDel:	18.4			18.1			xxxxxx			xxxxxx		
ApproachLOS:	C			C								

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.038

Loss Time (sec): 0 Average Delay (sec/veh): 7.1

Optimal Cycle: 0 Level Of Service: A

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:	4	18	10	3	22	3	4	17	1	8	8	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	20	11	3	24	3	4	18	1	9	9	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	20	11	3	24	3	4	18	1	9	9	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	20	11	3	24	3	4	18	1	9	9	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	20	11	3	24	3	4	18	1	9	9	9
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:	4	20	11	3	24	3	4	18	1	9	9	9

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:	0.13	0.56	0.31	0.11	0.78	0.11	0.18	0.77	0.05	0.34	0.33	0.33
Final Sat.:	115	517	287	95	700	95	159	674	40	301	301	301

Capacity Analysis Module:

Vol/Sat:	0.04	0.04	0.04	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03	0.03
Crit Moves:	****			****			****			****		
Delay/Veh:	7.0	7.0	7.0	7.1	7.1	7.1	7.2	7.2	7.2	7.0	7.0	7.0
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:	7.0	7.0	7.0	7.1	7.1	7.1	7.2	7.2	7.2	7.0	7.0	7.0
LOS by Move:	A	A	A	A	A	A	A	A	A	A	A	A
ApproachDel:	7.0			7.1			7.2			7.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.0			7.1			7.2			7.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

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

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 2.6 Worst Case Level Of Service: E[38.5]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1 0 0	0 0 0 0 0

Volume Module:

Base Vol:	83	1080	0	0	830	24	25	0	98	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	90	1173	0	0	902	26	27	0	106	0	0	0
Added Vol:	0	26	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1199	0	0	933	26	27	0	106	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1199	0	0	933	26	27	0	106	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	90	1199	0	0	933	26	27	0	106	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	959	xxxx	xxxx	xxxx	xxxx	xxxx	1726	2326	479	xxxx	xxxx	xxxx
Potent Cap.:	726	xxxx	xxxx	xxxx	xxxx	xxxx	81	38	538	xxxx	xxxx	xxxx
Move Cap.:	726	xxxx	xxxx	xxxx	xxxx	xxxx	74	33	538	xxxx	xxxx	xxxx
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.37	0.00	0.20	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	10.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	236	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.1	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	38.5	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	38.5	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

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

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South Garfield Transit Village Specific Plan
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec): 100 Critical Vol./Cap.(X): 0.787
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

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	0 0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79	920	58	123	700	106	143	351	124	29	143	101
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	86	1000	63	134	761	115	155	381	135	32	155	110
Added Vol:	0	26	0	0	31	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	1026	63	134	792	115	155	381	135	32	155	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	1026	63	134	792	115	155	381	135	32	155	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	1026	63	134	792	115	155	381	135	32	155	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	1026	63	134	792	115	155	381	135	32	155	110

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	0.94	0.94	0.97	0.94	0.94	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.88	0.12	1.00	1.75	0.25	1.00	1.00	1.00	1.00	0.59	0.41
Final Sat.:	1600	3115	185	1600	2894	406	1600	1700	1700	1600	938	662

Capacity Analysis Module:

Vol/Sat:	0.05	0.33	0.34	0.08	0.27	0.28	0.10	0.22	0.08	0.02	0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #5 GARFIELD AVE / FERNFIELD DR

Average Delay (sec/veh): 0.4 Worst Case Level Of Service: C[18.1]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	9 1046	0	0 797	24	8	0	36	0	0	0
Growth Adj:	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09
Initial Bse:	10 1136	0	0 866	26	9	0	39	0	0	0
Added Vol:	0 26	0	0 31	0	0	0	0	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	10 1162	0	0 897	26	9	0	39	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	10 1162	0	0 897	26	9	0	39	0	0	0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	10 1162	0	0 897	26	9	0	39	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	923	xxxx	xxxx	xxxx	xxxx	1511	2092	462	xxxx	xxxx	xxxx
Potent Cap.:	748	xxxx	xxxx	xxxx	xxxx	113	53	552	xxxx	xxxx	xxxx
Move Cap.:	748	xxxx	xxxx	xxxx	xxxx	112	52	552	xxxx	xxxx	xxxx
Volume/Cap:	0.01	xxxx	xxxx	xxxx	xxxx	0.08	0.00	0.07	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.0	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	9.9	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	A	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	322	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	0.5	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	18.1	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	C	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	18.1	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	C	*	*	*	*	*	*	*	*

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

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #6 GARFIELD AVE / POMONA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.890
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Split Phase	Split Phase	Split Phase	Split Phase
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 1 1 0 0	0 0 2 0 1	0 0 0 0 0	0 1 2 0 1

Volume Module:

Base Vol:	480	775	0	0	674	141	0	0	0	282	928	262
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	522	842	0	0	732	153	0	0	0	306	1008	285
Added Vol:	0	5	0	0	31	0	0	0	0	10	20	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	522	847	0	0	763	153	0	0	0	316	1028	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	522	847	0	0	763	153	0	0	0	316	1028	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	522	847	0	0	763	153	0	0	0	316	1028	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	522	847	0	0	763	153	0	0	0	316	1028	305

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.99	1.00
Lanes:	1.14	1.86	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.71	2.29	1.00
Final Sat.:	1829	3071	0	0	3400	1700	0	0	0	1129	3871	1700

Capacity Analysis Module:

Vol/Sat:	0.29	0.28	0.00	0.00	0.22	0.09	0.00	0.00	0.00	0.28	0.27	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.836
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

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Volume Module:

Base Vol:	0	915	315	245	726	0	204	1038	744	36	0	148
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	994	342	266	789	0	222	1128	808	39	0	161
Added Vol:	0	5	13	26	15	0	0	26	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	999	355	292	804	0	222	1154	808	39	0	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	999	355	292	804	0	222	1154	808	39	0	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	999	355	292	804	0	222	1154	808	39	0	161
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	999	355	292	804	0	222	1154	808	39	0	161
OvlAdjVol:									453			0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.21	0.18	0.24	0.00	0.14	0.34	0.48	0.02	0.00	0.09
OvlAdjV/S:									0.27			0.00
Crit Moves:	****			****			****	****				

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.940
Loss Time (sec):	0	Average Delay (sec/veh):	31.4
Optimal Cycle:	0	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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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

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Volume Module:

Base Vol:	8	65	7	29	211	263	157	211	13	21	175	15
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	9	71	8	32	229	286	171	229	14	23	190	16
Added Vol:	0	20	0	0	26	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	91	8	32	255	286	171	229	14	23	190	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	9	91	8	32	255	286	171	229	14	23	190	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	91	8	32	255	286	171	229	14	23	190	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:	9	91	8	32	255	286	171	229	14	23	190	16

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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:	0.08	0.85	0.07	0.05	0.45	0.50	0.41	0.56	0.03	0.10	0.83	0.07
Final Sat.:	37	382	32	34	272	304	221	297	18	50	413	35

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Capacity Analysis Module:

Vol/Sat:	0.24	0.24	0.24	0.94	0.94	0.94	0.77	0.77	0.77	0.46	0.46	0.46
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	12.1	12.1	12.1	45.4	45.4	45.4	26.3	26.3	26.3	15.0	15.0	15.0
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:	12.1	12.1	12.1	45.4	45.4	45.4	26.3	26.3	26.3	15.0	15.0	15.0
LOS by Move:	B	B	B	E	E	E	D	D	D	B	B	B
ApproachDel:	12.1			45.4			26.3			15.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.1			45.4			26.3			15.0		
LOS by Appr:	B			E			D			B		
AllWayAvgQ:	0.2	0.2	0.2	6.2	6.2	6.2	2.5	2.5	2.5	0.7	0.7	0.7

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

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #9 WILCOX AVE / POMONA BLVD

Cycle (sec): 100 Critical Vol./Cap.(X): 0.704
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: C

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Permitted			Permitted		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	2	0	2	0	1	1	0	0	0	0	1	1

Volume Module:

Base Vol:	366	345	0	0	345	22	0	0	0	330	1060	89
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	398	375	0	0	375	24	0	0	0	359	1152	97
Added Vol:	0	0	0	0	26	0	0	0	0	10	51	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	398	375	0	0	401	24	0	0	0	369	1203	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	398	375	0	0	401	24	0	0	0	369	1203	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	398	375	0	0	401	24	0	0	0	369	1203	117
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:	398	375	0	0	401	24	0	0	0	369	1203	117

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	1.00	1.00	0.94	0.97	0.94
Lanes:	2.00	2.00	0.00	0.00	1.89	0.11	0.00	0.00	0.00	0.65	2.14	0.21
Final Sat.:	3200	3400	0	0	3120	180	0	0	0	1048	3520	332

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.00	0.00	0.13	0.13	0.00	0.00	0.00	0.22	0.34	0.35
Crit Moves:	****			****								****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout
PM Peak Hour

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

Intersection #10 WILCOX AVE / VIA CAMPO

Cycle (sec): 100 Critical Vol./Cap.(X): 0.819
Loss Time (sec): 10 Average Delay (sec/veh): xxxxxx
Optimal Cycle: 100 Level Of Service: D

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Prot+Permit			Prot+Permit			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Lanes:	1	0	3	0	1	1	0	1	1	0	1	0

Volume Module:

Base Vol:	115	580	227	143	480	38	60	1163	492	29	30	75
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	125	630	247	155	522	41	65	1264	535	32	33	81
Added Vol:	0	0	13	26	10	0	0	65	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	630	260	181	532	41	65	1329	535	32	33	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	630	260	181	532	41	65	1329	535	32	33	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	630	260	181	532	41	65	1329	535	32	33	81
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	630	260	181	532	41	65	1329	535	32	33	81

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	0.97	0.94	0.94	0.97	0.94	0.94	0.94	0.94
Lanes:	1.00	3.00	1.00	1.00	1.86	0.14	0.10	2.07	0.83	0.43	0.57	1.00
Final Sat.:	1600	5100	1700	1600	3069	231	162	3407	1331	693	907	1600

Capacity Analysis Module:

Vol/Sat:	0.08	0.12	0.15	0.11	0.17	0.18	0.40	0.39	0.40	0.05	0.04	0.05
Crit Moves:			****	****								****

Forecast General Plan Buildout With Project Conditions

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
AM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 3.3 Worst Case Level Of Service: C[22.4]

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	Ignore
Lanes:	0 0 1! 0 0	0 0 1! 0 0	0 0 1! 0 0	0 1 0 0 1

Volume Module:

Base Vol:	4	6	108	6	18	21	12	355	9	80	439	16
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	7	117	7	20	23	13	386	10	87	477	17
Added Vol:	1	0	3	1	0	0	0	8	0	2	3	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	5	7	120	8	20	23	13	394	10	89	480	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	5	7	120	8	20	23	13	394	10	89	480	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	5	7	120	8	20	23	13	394	10	89	480	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1104	1082	399	1146	1087	480	480	xxxx	xxxxx	403	xxxx	xxxxx
Potent Cap.:	190	219	656	178	218	590	1093	xxxx	xxxxx	1166	xxxx	xxxxx
Move Cap.:	157	199	656	132	198	590	1093	xxxx	xxxxx	1166	xxxx	xxxxx
Volume/Cap:	0.03	0.03	0.18	0.06	0.10	0.04	0.01	xxxx	xxxx	0.08	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.0 xxxx xxxxx 0.2 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 8.3 xxxx xxxxx 8.3 xxxx xxxxx

LOS by Move: * * * * * A * * A * *

Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx 528 xxxxx	xxxx 256 xxxxx	xxxx xxxxx xxxxx	xxxx xxxxx xxxxx
SharedQueue:	xxxxx 1.0 xxxxx	xxxxx 0.7 xxxxx	xxxxx xxxxx xxxxx	0.2 xxxx xxxxx
Shrd ConDel:	xxxxx 14.1 xxxxx	xxxxx 22.4 xxxxx	xxxxx xxxxx xxxxx	8.3 xxxx xxxxx
Shared LOS:	* B	* C	* *	A *
ApproachDel:	14.1	22.4	xxxxxx	xxxxxx
ApproachLOS:	B	C	*	*

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
AM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.116

Loss Time (sec): 0 Average Delay (sec/veh): 7.6

Optimal Cycle: 0 Level Of Service: A

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
Lanes:	0 1 0 0 0	0 0 0 1 0	0 0 1! 0 0	0 0 1! 0 0

Volume Module:

Base Vol:	2	16	0	86	61	0	4	21	14	6
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	2	17	0	93	2	66	0	4	23	15
Added Vol:	0	2	0	2	0	0	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0
Initial Fut:	2	19	0	95	2	66	0	4	23	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	2	19	0	95	2	66	0	4	23	15
Reduced Vol:	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	2	19	0	95	2	66	0	4	23	15
PCE Adj:	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
FinalVolume:	2	19	0	95	2	66	0	4	23	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
Lanes:	0.10	0.90	0.00	0.00	0.98	0.02	0.94	0.00	0.06	0.49
Final Sat.:	82	735	0	0	825	19	757	0	50	407

Capacity Analysis Module:

Vol/Sat:	0.03	0.03	xxxx	xxxx	0.12	0.12	0.09	xxxx	0.09	0.06	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Delay/Veh:	7.4	7.4	0.0	0.0	7.7	7.7	7.8	0.0	7.8	7.5	7.5	7.5
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:	7.4	7.4	0.0	0.0	7.7	7.7	7.8	0.0	7.8	7.5	7.5	7.5
LOS by Move:	A	A	*	*	A	A	A	*	A	A	A	A
ApproachDel:	7.4	7.4	7.7	7.7	7.8	7.8	7.5	7.5	7.5	7.5	7.5	7.5
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
ApprAdjDel:	7.4	7.4	7.7	7.7	7.8	7.8	7.5	7.5	7.5	7.5	7.5	7.5
LOS by Appr:	A	A	A	A	A	A	A	A	A	A	A	A
AllWayAvgQ:	0.0	0.0	0.0	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1	0.1

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

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South Garfield Transit Village Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 2.8 Worst Case Level Of Service: E[46.3]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	49	672	0	0	1202	25	20	0	91	0	0	0
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	53	730	0	0	1306	27	22	0	99	0	0	0
Added Vol:	1	22	0	0	19	1	1	0	1	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	752	0	0	1325	28	23	0	100	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	752	0	0	1325	28	23	0	100	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	54	752	0	0	1325	28	23	0	100	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	1353	xxxx	xxxx	xxxx	xxxx	xxxx	1824	2200	677	xxxx	xxxx	xxxx
Potent Cap.:	515	xxxx	xxxx	xxxx	xxxx	xxxx	70	45	400	xxxx	xxxx	xxxx
Move Cap.:	515	xxxx	xxxx	xxxx	xxxx	xxxx	64	41	400	xxxx	xxxx	xxxx
Volume/Cap:	0.11	xxxx	xxxx	xxxx	xxxx	xxxx	0.35	0.00	0.25	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	12.8	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	204	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	3.4	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	46.3	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	46.3	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	*	*	*	*	E	*	*	*	*	*

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

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

Intersection #4 GARFIELD AVE / RIGGIN ST

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

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	0 0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79	524	31	136	958	178	126	227	134	70	253	96
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	86	569	34	148	1041	193	137	247	146	76	275	104
Added Vol:	5	23	6	3	18	0	1	8	2	3	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	592	40	151	1059	193	138	255	148	79	279	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	91	592	40	151	1059	193	138	255	148	79	279	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	592	40	151	1059	193	138	255	148	79	279	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:	91	592	40	151	1059	193	138	255	148	79	279	104

Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	0.97	0.94	0.94	0.98	0.94	0.94	1.00	1.00	0.94	0.94	0.94
Lanes:	1.00	1.87	0.13	1.00	1.69	0.31	1.00	1.00	1.00	1.00	0.73	0.27
Final Sat.:	1600	3099	201	1600	2806	494	1600	1700	1700	1600	1164	436

Capacity Analysis Module:

Vol/Sat:	0.06	0.19	0.20	0.09	0.38	0.39	0.09	0.15	0.09	0.05	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****

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

Intersection #5 GARFIELD AVE / FERNFIELD DR												

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]												

Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
----- ----- ----- -----												
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign												
Rights: Include Include Include Include												
Lanes: 0 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0												
----- ----- ----- -----												
Volume Module:												
Base Vol: 0 631 0 0 1052 40 0 0 0 0 0 0 0 0												
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09												
Initial Bse: 0 686 0 0 1143 43 0 0 0 0 0 0 0 0												
Added Vol: 0 34 0 0 20 4 0 0 0 0 0 0 0 0												
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
Initial Fut: 0 720 0 0 1163 47 0 0 0 0 0 0 0 0												
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PHF Volume: 0 720 0 0 1163 47 0 0 0 0 0 0 0 0												
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0 0												
FinalVolume: 0 720 0 0 1163 47 0 0 0 0 0 0 0 0												
----- ----- ----- -----												
Critical Gap Module:												
Critical Gap:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx												
FollowUpTIm:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx												
----- ----- ----- -----												
Capacity Module:												
Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx												
LOS by Move: * * * * *												
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												
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx												
Shared LOS: * * * * *												
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx												
ApproachLOS: * * * *												

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

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

Intersection #6 GARFIELD AVE / POMONA BLVD																				

Cycle (sec):	100				Critical Vol./Cap.(X):				0.974											
Loss Time (sec):	10				Average Delay (sec/veh):				xxxxxx											
Optimal Cycle:	100				Level Of Service:				E											

Approach:	North Bound				South Bound				East Bound				West Bound							
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- ----- -----																				
Control:	Split Phase				Split Phase				Split Phase				Split Phase							
Rights:	Include				Include				Include				Include							
Min. Green:	0 0 0				0 0 0				0 0 0				0 0 0							
Y+R:	4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0				4.0 4.0 4.0							
Lanes:	1 1 1 0 0				0 0 2 0 1				0 0 0 0 0				0 1 2 0 1							
----- ----- ----- ----- -----																				
Volume Module:																				
Base Vol:	912 495 0				0 654 369				0 0 0				255 1100 172							
Growth Adj:	1.09 1.09 1.09				1.09 1.09 1.09				1.09 1.09 1.09				1.09 1.09 1.09							
Initial Bse:	991 538 0				0 711 401				0 0 0				277 1195 187							
Added Vol:	9 11 0				0 19 1				0 0 0				13 26 23							
PasserByVol:	0 0 0				0 0 0				0 0 0				0 0 0							
Initial Fut:	1000 549 0				0 730 402				0 0 0				290 1221 210							
User Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00							
PHF Adj:	1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00				1.00 1.00 1.00							
PHF Volume:	1000 549 0				0 730 402				0 0 0				290 1221 210							
Reduct Vol:	0 0 0				0 0 0				0 0 0				0 0 0							
Reduced Vol:	1000 549 0				0 730 402				0 0 0				290 1221 210							
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:	1000 549 0				0 730 402				0 0 0				290 1221 210							
----- ----- ----- ----- -----																				
Saturation Flow Module:																				
Sat/Lane:	1700 1700 1700				1700 1700 1700				1700 1700 1700				1700 1700 1700							
Adjustment:	0.94 1.00 1.00				0.94 1.00 1.00				0.94 1.00 1.00				0.94 0.99 1.00							
Lanes:	1.94 1.06 0.00				0.00 2.00 1.00				0.00 0.00 0.00				0.58 2.42 1.00							
Final Sat.:	3099 1801 0				0 3400 1700				0 0 0				921 4079 1700							
----- ----- ----- ----- -----																				
Capacity Analysis Module:																				
Vol/Sat:	0.32 0.30 0.00				0.00 0.21 0.24				0.00 0.00 0.00				0.31 0.30 0.12							
Crit Moves:	****				****				****				****							

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

Intersection #7 GARFIELD AVE / VIA CAMPO

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

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

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Volume Module:

Base Vol:	0	938	199	189	723	0	133	821	441	24	0	349
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	1019	216	205	786	0	145	892	479	26	0	379
Added Vol:	0	8	6	16	15	0	11	12	0	0	0	1
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1027	222	221	801	0	156	904	479	26	0	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1027	222	221	801	0	156	904	479	26	0	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1027	222	221	801	0	156	904	479	26	0	380
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	1027	222	221	801	0	156	904	479	26	0	380
OvlAdjVol:									137			0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.13	0.14	0.24	0.00	0.10	0.27	0.28	0.02	0.00	0.22
OvlAdjV/S:									0.08			0.00
Crit Moves:	****			****			****		****			****

South Garfield Transit Village Specific Plan
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Level Of Service Computation Report
2000 HCM 4-Way Stop Method (Future Volume Alternative)

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.780
Loss Time (sec):	0	Average Delay (sec/veh):	22.8
Optimal Cycle:	0	Level Of Service:	C

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

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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

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Volume Module:

Base Vol:	7	129	8	82	92	182	145	217	5	7	223	95
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	8	140	9	89	100	198	158	236	5	8	242	103
Added Vol:	5	18	0	0	11	2	1	2	5	0	3	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	158	9	89	111	200	159	238	10	8	245	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	13	158	9	89	111	200	159	238	10	8	245	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	158	9	89	111	200	159	238	10	8	245	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	158	9	89	111	200	159	238	10	8	245	103

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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:	0.07	0.88	0.05	0.22	0.28	0.50	0.39	0.58	0.03	0.02	0.69	0.29
Final Sat.:	29	365	20	118	147	264	203	305	13	11	356	150

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Capacity Analysis Module:

Vol/Sat:	0.43	0.43	0.43	0.76	0.76	0.76	0.78	0.78	0.78	0.69	0.69	0.69
Crit Moves:	****			****			****			****		
Delay/Veh:	14.4	14.4	14.4	24.2	24.2	24.2	26.9	26.9	26.9	20.8	20.8	20.8
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:	14.4	14.4	14.4	24.2	24.2	24.2	26.9	26.9	26.9	20.8	20.8	20.8
LOS by Move:	B	B	B	C	C	C	D	D	D	C	C	C
ApproachDel:	14.4			24.2			26.9			20.8		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	14.4			24.2			26.9			20.8		
LOS by Appr:	B			C			D			C		
AllWayAvgQ:	0.5	0.5	0.5	2.2	2.2	2.2	2.5	2.5	2.5	1.6	1.6	1.6

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

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #9 WILCOX AVE / POMONA BLVD
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.711
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Permitted      Permitted
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:       2  0  2  0  0    0  0  1  1  0    0  0  0  0  0    0  1  1  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    427  350   0      0  287  32      0  0  0      409 1050  38
Growth Adj:  1.09  1.09  1.09    1.09  1.09  1.09    1.09  1.09  1.09    1.09  1.09  1.09
Initial Bse:  464  380   0      0  312  35      0  0  0      444 1141  41
Added Vol:    5   2   0      0  14   1      0  0  0      9  52  19
PasserByVol:  0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:  469  382   0      0  326  36      0  0  0      453 1193  60
User Adj:    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
PHF Volume:   469  382   0      0  326  36      0  0  0      453 1193  60
Reduct Vol:   0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:  469  382   0      0  326  36      0  0  0      453 1193  60
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:  469  382   0      0  326  36      0  0  0      453 1193  60
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700    1700 1700  1700    1700 1700  1700    1700 1700  1700
Adjustment:  0.94  1.00  1.00    0.94  0.97  0.94    0.94  1.00  1.00    0.94  0.97  0.94
Lanes:       2.00  2.00  0.00    0.00  1.80  0.20    0.00  0.00  0.00    0.80  2.10  0.10
Final Sat.:  3200 3400   0      0 2983  317      0  0  0      1275 3455  170
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.15  0.11  0.00    0.00  0.11  0.11    0.00  0.00  0.00    0.27  0.35  0.36
Crit Moves:  ****          ****
*****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
AM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #10 WILCOX AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.808
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      D
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Prot+Permit    Prot+Permit    Split Phase    Split Phase
Rights:      Include      Include      Include      Include
Min. Green:  0  0  0      0  0  0      0  0  0      0  0  0
Y+R:        4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0    4.0  4.0  4.0
Lanes:       1  0  3  0  1    1  0  1  1  0    0  1  1  1  0    0  1  0  1  0
-----|-----|-----|-----|
Volume Module:
Base Vol:    256  678  180    110  549  31      43  885  329    18  54  51
Growth Adj:  1.09  1.09  1.09    1.09  1.09  1.09    1.09  1.09  1.09    1.09  1.09  1.09
Initial Bse:  278  737  196    120  596  34      47  962  357    20  59  55
Added Vol:    1   5   5      12  10   0      2  31   2      0  0  0
PasserByVol:  0  0  0      0  0  0      0  0  0      0  0  0
Initial Fut:  279  742  201    132  606  34      49  993  359    20  59  55
User Adj:    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
PHF Adj:     1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
PHF Volume:   279  742  201    132  606  34      49  993  359    20  59  55
Reduct Vol:   0  0  0      0  0  0      0  0  0      0  0  0
Reduced Vol:  279  742  201    132  606  34      49  993  359    20  59  55
PCE Adj:     1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
MLF Adj:     1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00    1.00  1.00  1.00
FinalVolume:  279  742  201    132  606  34      49  993  359    20  59  55
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700  1700    1700 1700  1700    1700 1700  1700    1700 1700  1700
Adjustment:  0.94  1.00  1.00    0.94  0.97  0.94    0.94  0.97  0.94    0.94  0.94  0.94
Lanes:       1.00  3.00  1.00    1.00  1.89  0.11    0.10  2.13  0.77    0.29  0.88  0.83
Final Sat.:  1600 5100  1700    1600 3132  168    167 3501  1232    468 1405  1327
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.17  0.15  0.12    0.08  0.19  0.20    0.29  0.28  0.29    0.04  0.04  0.04
Crit Moves:  ****          ****
*****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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

Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: C[22.8]

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			Ignore		
Lanes:	0	0	1! 0 0	0	0	1! 0 0	0	0	1! 0 0	0	1	0 0 1

Volume Module:

Base Vol:	7	4	95	4	5	11	30	639	17	32	273	13
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	8	4	103	4	5	12	33	694	18	35	297	14
Added Vol:	2	1	10	2	0	0	0	13	0	4	8	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	5	113	6	5	12	33	707	18	39	305	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	10	5	113	6	5	12	33	707	18	39	305	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	10	5	113	6	5	12	33	707	18	39	305	0

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1173	1164	717	1223	1173	305	305	xxxx	xxxxx	726	xxxx	xxxxx
Potent Cap.:	171	196	433	158	194	740	1268	xxxx	xxxxx	886	xxxx	xxxxx
Move Cap.:	155	182	433	108	180	740	1268	xxxx	xxxxx	886	xxxx	xxxxx
Volume/Cap:	0.06	0.03	0.26	0.06	0.03	0.02	0.03	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx 0.1 xxxx xxxxx 0.1 xxxx xxxxx

Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx 7.9 xxxx xxxxx 9.2 xxxx xxxxx

LOS by Move: * * * * * A * * A * *

Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	364	xxxxx	xxxx	226	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx
SharedQueue:xxxxx	1.6	xxxxx	xxxxx	0.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shrd ConDel:xxxxx	20.2	xxxxx	xxxxx	22.8	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	9.2	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
Shared LOS:	* C			* C			*			*	A		*			A			A	
ApproachDel:	20.2			22.8			xxxxxx			xxxxxx										
ApproachLOS:	C			C			*			*										

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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

Intersection #2 ISABELLA AVE / FERNFIELD DR

Cycle (sec): 100 Critical Vol./Cap.(X): 0.086

Loss Time (sec): 0 Average Delay (sec/veh): 7.4

Optimal Cycle: 0 Level Of Service: A

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	1	0 0 0	0	0	0 1 0	0	0	1! 0 0	0	0	1! 0 0

Volume Module:

Base Vol:	4	28	0	0	22	3	65	0	1	8	8	8
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	4	30	0	0	24	3	71	0	1	9	9	9
Added Vol:	0	7	0	0	5	0	0	0	0	0	0	6
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	37	0	0	29	3	71	0	1	9	9	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	4	37	0	0	29	3	71	0	1	9	9	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	37	0	0	29	3	71	0	1	9	9	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:	4	37	0	0	29	3	71	0	1	9	9	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:	0.10	0.90	0.00	0.00	0.90	0.10	0.98	0.00	0.02	0.27	0.27	0.46
Final Sat.:	88	755	0	0	770	87	817	0	13	245	245	414

Capacity Analysis Module:

Vol/Sat:	0.05	0.05	xxxx	xxxx	0.04	0.04	0.09	xxxx	0.09	0.04	0.04	0.04
Crit Moves:	****			****			****			****		
Delay/Veh:	7.4	7.4	0.0	0.0	7.3	7.3	7.7	0.0	7.7	7.0	7.0	7.0
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:	7.4	7.4	0.0	0.0	7.3	7.3	7.7	0.0	7.7	7.0	7.0	7.0
LOS by Move:	A	A	*	*	A	A	A	*	A	A	A	A
ApproachDel:	7.4			7.3			7.7			7.0		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	7.4			7.3			7.7			7.0		
LOS by Appr:	A			A			A			A		
AllWayAvgQ:	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.1	0.1	0.0	0.0	0.0

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

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South Garfield Transit Village Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized Method (Future Volume Alternative)

Intersection #3 GARFIELD AVE / FLORAL DR

Average Delay (sec/veh): 3.0 Worst Case Level Of Service: E[44.7]

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Uncontrolled	Uncontrolled	Stop Sign	Stop Sign
Rights:	Include	Include	Include	Include
Lanes:	1 0 2 0 0	0 0 1 1 0	0 0 1! 0 0	0 0 0 0 0

Volume Module:

Base Vol:	83 1080	0	0 830	24	25	0	98	0	0	0
Growth Adj:	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09	1.09	1.09
Initial Bse:	90 1173	0	0 902	26	27	0	106	0	0	0
Added Vol:	2 34	0	0 37	2	3	0	1	0	0	0
PasserByVol:	0 0	0	0 0	0	0	0	0	0	0	0
Initial Fut:	92 1207	0	0 939	28	30	0	107	0	0	0
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00	1.00
PHF Volume:	92 1207	0	0 939	28	30	0	107	0	0	0
Reduct Vol:	0 0	0	0 0	0	0	0	0	0	0	0
FinalVolume:	92 1207	0	0 939	28	30	0	107	0	0	0

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxx	xxxx	xxxx	6.8	6.5	6.9	xxxx	xxxx	xxxx
FollowUpTim:	2.2	xxxx	xxxx	xxxx	xxxx	3.5	4.0	3.3	xxxx	xxxx	xxxx

Capacity Module:

Cnflct Vol:	967	xxxx	xxxx	xxxx	xxxx	1741	2345	483	xxxx	xxxx	xxxx
Potent Cap.:	721	xxxx	xxxx	xxxx	xxxx	80	37	535	xxxx	xxxx	xxxx
Move Cap.:	721	xxxx	xxxx	xxxx	xxxx	72	32	535	xxxx	xxxx	xxxx
Volume/Cap:	0.13	xxxx	xxxx	xxxx	xxxx	0.42	0.00	0.20	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Control Del:	10.7	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxx	xxxx	xxxx	222	xxxx	xxxx	xxxx	xxxx	xxxx
SharedQueue:	xxxx	xxxx	xxxx	xxxx	xxxx	3.6	xxxx	xxxx	xxxx	xxxx	xxxx
Shrd ConDel:	xxxx	xxxx	xxxx	xxxx	xxxx	44.7	xxxx	xxxx	xxxx	xxxx	xxxx
Shared LOS:	*	*	*	*	*	E	*	*	*	*	*
ApproachDel:	xxxxxx	xxxxxx	44.7	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx	xxxxxx
ApproachLOS:	*	*	E	*	*	*	*	*	*	*	*

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

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South Garfield Transit Village Specific Plan
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PM Peak Hour

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

Intersection #4 GARFIELD AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.808
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R
Control:	Permitted	Permitted	Permitted	Permitted
Rights:	Include	Include	Include	Include
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	1 0 1 1 0	1 0 1 1 0	1 0 1 0 1	1 0 0 1 0

Volume Module:

Base Vol:	79 920	58	123 700	106	151 351	180	29 143	101
Growth Adj:	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09	1.09 1.09	1.09
Initial Bse:	86 1000	63	134 761	115	164 381	196	32 155	110
Added Vol:	9 33	12	4 38	0	5 20	3	6 7	0
PasserByVol:	0 0	0	0 0	0	0 0	0	0 0	0
Initial Fut:	95 1033	75	138 799	115	169 401	199	38 162	110
User Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
PHF Volume:	95 1033	75	138 799	115	169 401	199	38 162	110
Reduct Vol:	0 0	0	0 0	0	0 0	0	0 0	0
Reduced Vol:	95 1033	75	138 799	115	169 401	199	38 162	110
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00	1.00 1.00	1.00
FinalVolume:	95 1033	75	138 799	115	169 401	199	38 162	110

Saturation Flow Module:

Sat/Lane:	1700 1700	1700	1700 1700	1700	1700 1700	1700	1700 1700	1700
Adjustment:	0.94 0.97	0.94	0.94 0.97	0.94	0.94 1.00	1.00	0.94 0.94	0.94
Lanes:	1.00 1.86	0.14	1.00 1.75	0.25	1.00 1.00	1.00	1.00 0.60	0.40
Final Sat.:	1600 3083	217	1600 2897	403	1600 1700	1700	1600 955	645

Capacity Analysis Module:

Vol/Sat:	0.06 0.33	0.35	0.09 0.28	0.29	0.11 0.24	0.12	0.02 0.17	0.17
Crit Moves:	****	****	****	****	****	****	****	****

Level of Service Computation Report												
2000 HCM Unsignalized Method (Future Volume Alternative)												

Intersection #5 GARFIELD AVE / FERNFIELD DR												

Average Delay (sec/veh): 0.0 Worst Case Level Of Service: A[0.0]												

Approach: North Bound South Bound East Bound West Bound												
Movement: L - T - R L - T - R L - T - R L - T - R												
----- ----- ----- -----												
Control: Uncontrolled Uncontrolled Stop Sign Stop Sign												
Rights: Include Include Include Include												
Lanes: 0 0 2 0 0 0 0 1 1 0 0 0 0 0 0 0 0 0 0 0												
----- ----- ----- -----												
Volume Module:												
Base Vol: 0 1046 0 0 833 24 0 0 0 0 0 0 0												
Growth Adj: 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09 1.09												
Initial Bse: 0 1136 0 0 905 26 0 0 0 0 0 0 0												
Added Vol: 0 48 0 0 47 6 0 0 0 0 0 0 0												
PasserByVol: 0 0 0 0 0 0 0 0 0 0 0 0 0												
Initial Fut: 0 1184 0 0 952 32 0 0 0 0 0 0 0												
User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PHF Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00												
PHF Volume: 0 1184 0 0 952 32 0 0 0 0 0 0 0												
Reduct Vol: 0 0 0 0 0 0 0 0 0 0 0 0 0												
FinalVolume: 0 1184 0 0 952 32 0 0 0 0 0 0 0												
----- ----- ----- -----												
Critical Gap Module:												
Critical Gap:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx												
FollowUpTIm:xxxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx												
----- ----- ----- -----												
Capacity Module:												
CnflctVol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx												
Potent Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx												
Move Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx												
Volume/Cap: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx												
----- ----- ----- -----												
Level Of Service Module:												
2Way95thQ: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx												
Control Del:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx												
LOS by Move: * * * * *												
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT												
Shared Cap.: xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx												
SharedQueue:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx												
Shrd ConDel:xxxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxxx xxxx xxxxx												
Shared LOS: * * * * *												
ApproachDel: xxxxxx xxxxxx xxxxxx xxxxxx												
ApproachLOS: * * * *												

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

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

Intersection #6 GARFIELD AVE / POMONA BLVD															

Cycle (sec):	100				Critical Vol./Cap.(X):				0.907						
Loss Time (sec):	10				Average Delay (sec/veh):				xxxxxx						
Optimal Cycle:	100				Level Of Service:				E						

Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	-	T	-	R	L	-	T	-	R	L	-	T	-	R
----- ----- ----- -----															
Control:	Split Phase			Split Phase			Split Phase			Split Phase					
Rights:	Include			Include			Include			Include					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Lanes:	1	1	1	0	0	0	2	0	1	0	0	0	0	1	
----- ----- ----- -----															
Volume Module:															
Base Vol:	489	775	0	0	674	141	0	0	0	282	929	306			
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09			
Initial Bse:	531	842	0	0	732	153	0	0	0	306	1009	332			
Added Vol:	12	18	0	0	44	3	0	0	0	22	36	31			
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	543	860	0	0	776	156	0	0	0	328	1045	363			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Volume:	543	860	0	0	776	156	0	0	0	328	1045	363			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
Reduced Vol:	543	860	0	0	776	156	0	0	0	328	1045	363			
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:	543	860	0	0	776	156	0	0	0	328	1045	363			
----- ----- ----- -----															
Saturation Flow Module:															
Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700			
Adjustment:	0.94	0.97	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	0.99	1.00			
Lanes:	1.16	1.84	0.00	0.00	2.00	1.00	0.00	0.00	0.00	0.72	2.28	1.00			
Final Sat.:	1858	3042	0	0	3400	1700	0	0	0	1147	3853	1700			
----- ----- ----- -----															
Capacity Analysis Module:															
Vol/Sat:	0.29	0.28	0.00	0.00	0.23	0.09	0.00	0.00	0.00	0.29	0.27	0.21			
Crit Moves:	****			****						****					

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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

Intersection #7 GARFIELD AVE / VIA CAMPO

Cycle (sec):	100	Critical Vol./Cap.(X):	0.839
Loss Time (sec):	10	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	100	Level Of Service:	D

Approach:	North Bound	South Bound	East Bound	West Bound
Movement:	L - T - R	L - T - R	L - T - R	L - T - R

-----|-----|-----|-----|

Control:	Split Phase	Split Phase	Permitted	Permitted
Rights:	Include	Include	Ovl	Ovl
Min. Green:	0 0 0	0 0 0	0 0 0	0 0 0
Y+R:	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0	4.0 4.0 4.0
Lanes:	0 0 3 0 1	1 1 1 0 0	1 0 2 0 1	1 0 0 0 1

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Volume Module:

Base Vol:	0	915	315	245	726	0	204	1038	744	36	0	148
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	0	994	342	266	789	0	222	1128	808	39	0	161
Added Vol:	0	13	14	42	23	0	15	29	0	0	0	2
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1007	356	308	812	0	237	1157	808	39	0	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1007	356	308	812	0	237	1157	808	39	0	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1007	356	308	812	0	237	1157	808	39	0	163
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	1007	356	308	812	0	237	1157	808	39	0	163
OvlAdjVol:									452			0

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Saturation Flow Module:

Sat/Lane:	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700	1700
Adjustment:	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00	0.94	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	2.00	0.00	1.00	2.00	1.00	1.00	0.00	1.00
Final Sat.:	0	5100	1700	1600	3400	0	1600	3400	1700	1600	0	1700

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Capacity Analysis Module:

Vol/Sat:	0.00	0.20	0.21	0.19	0.24	0.00	0.15	0.34	0.48	0.02	0.00	0.10
OvlAdjV/S:									0.27			0.00
Crit Moves:	****		****				****		****		****	

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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

Intersection #8 WILCOX AVE / RIGGIN ST

Cycle (sec):	100	Critical Vol./Cap.(X):	0.966
Loss Time (sec):	0	Average Delay (sec/veh):	35.8
Optimal Cycle:	0	Level Of Service:	E

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:	8	65	7	29	211	263	157	211	13	21	175	15
Growth Adj:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09	1.09
Initial Bse:	9	71	8	32	229	286	171	229	14	23	190	16
Added Vol:	7	20	0	0	26	3	5	5	15	1	4	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	16	91	8	32	255	289	176	234	29	24	194	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	16	91	8	32	255	289	176	234	29	24	194	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	91	8	32	255	289	176	234	29	24	194	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:	16	91	8	32	255	289	176	234	29	24	194	16

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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:	0.14	0.79	0.07	0.05	0.44	0.51	0.40	0.53	0.07	0.10	0.83	0.07
Final Sat.:	61	350	29	33	264	299	214	285	35	50	406	34

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Capacity Analysis Module:

Vol/Sat:	0.26	0.26	0.26	0.97	0.97	0.97	0.82	0.82	0.82	0.48	0.48	0.48
Crit Moves:	****			****			****			****		
Delay/Veh:	12.6	12.6	12.6	52.1	52.1	52.1	31.3	31.3	31.3	15.7	15.7	15.7
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:	12.6	12.6	12.6	52.1	52.1	52.1	31.3	31.3	31.3	15.7	15.7	15.7
LOS by Move:	B	B	B	F	F	F	D	D	D	C	C	C
ApproachDel:	12.6			52.1			31.3			15.7		
Delay Adj:	1.00			1.00			1.00			1.00		
ApprAdjDel:	12.6			52.1			31.3			15.7		
LOS by Appr:	B			F			D			C		
AllWayAvgQ:	0.3	0.3	0.3	7.1	7.1	7.1	3.2	3.2	3.2	0.8	0.8	0.8

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

South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #9 WILCOX AVE / POMONA BLVD
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.717
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      C
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Protected      Protected      Permitted      Permitted
Rights:     Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      2 0 2 0 0      0 0 1 1 0      0 0 0 0 0      0 1 1 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    366 345 0      0 345 22      0 0 0      330 1060 89
Growth Adj: 1.09 1.09 1.09  1.09 1.09 1.09  1.09 1.09 1.09  1.09 1.09 1.09
Initial Bse: 398 375 0      0 375 24      0 0 0      359 1152 97
Added Vol:   7 2 0 0      0 36 2      0 0 0      10 62 22
PasserByVol: 0 0 0 0      0 0 0 0      0 0 0      0 0 0 0
Initial Fut: 405 377      0 411 26      0 0 0      369 1214 119
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  405 377 0      0 411 26      0 0 0      369 1214 119
Reduct Vol:  0 0 0 0      0 0 0 0      0 0 0      0 0 0 0
Reduced Vol: 405 377 0      0 411 26      0 0 0      369 1214 119
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 405 377 0      0 411 26      0 0 0      369 1214 119
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:  0.94 1.00 1.00  0.94 0.97 0.94  0.94 1.00 1.00  0.94 0.97 0.94
Lanes:       2.00 2.00 0.00  0.00 1.88 0.12  0.00 0.00 0.00  0.65 2.14 0.21
Final Sat.:  3200 3400 0      0 3110 190      0 0 0      1040 3525 335
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.13 0.11 0.00  0.00 0.13 0.14  0.00 0.00 0.00  0.22 0.34 0.35
Crit Moves:  ****          ****          ****          ****
*****

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South Garfield Transit Village Specific Plan
Forecast General Plan Buildout Plus Project
PM Peak Hour

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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)
*****
Intersection #10 WILCOX AVE / VIA CAMPO
*****
Cycle (sec):      100          Critical Vol./Cap.(X):      0.826
Loss Time (sec):   10          Average Delay (sec/veh):    xxxxxx
Optimal Cycle:     100          Level Of Service:      D
*****
Approach:  North Bound      South Bound      East Bound      West Bound
Movement:  L - T - R      L - T - R      L - T - R      L - T - R
-----|-----|-----|-----|
Control:    Prot+Permit    Prot+Permit    Split Phase    Split Phase
Rights:     Include      Include      Include      Include
Min. Green: 0 0 0 0      0 0 0 0      0 0 0 0      0 0 0 0
Y+R:       4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0    4.0 4.0 4.0
Lanes:      1 0 3 0 1      1 0 1 1 0      0 1 1 1 0      0 1 0 1 0
-----|-----|-----|-----|
Volume Module:
Base Vol:    115 580 227  143 480 38      60 1163 492  29 30 75
Growth Adj: 1.09 1.09 1.09  1.09 1.09 1.09  1.09 1.09 1.09  1.09 1.09 1.09
Initial Bse: 125 630 247  155 522 41      65 1264 535  32 33 81
Added Vol:   2 7 13 31 15 0      2 76 6      0 0 0 0
PasserByVol: 0 0 0 0      0 0 0 0      0 0 0 0
Initial Fut: 127 637 260  186 537 41      67 1340 541  32 33 81
User Adj:    1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
PHF Volume:  127 637 260  186 537 41      67 1340 541  32 33 81
Reduct Vol:  0 0 0 0      0 0 0 0      0 0 0 0
Reduced Vol: 127 637 260  186 537 41      67 1340 541  32 33 81
PCE Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
MLF Adj:     1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00  1.00 1.00 1.00
FinalVolume: 127 637 260  186 537 41      67 1340 541  32 33 81
-----|-----|-----|-----|
Saturation Flow Module:
Sat/Lane:    1700 1700 1700  1700 1700 1700  1700 1700 1700  1700 1700 1700
Adjustment:  0.94 1.00 1.00  0.94 0.97 0.94  0.94 0.97 0.94  0.94 0.94 0.94
Lanes:       1.00 3.00 1.00  1.00 1.86 0.14  0.10 2.07 0.83  0.43 0.57 1.00
Final Sat.:  1600 5100 1700  1600 3071 229  166 3402 1332  693 907 1600
-----|-----|-----|-----|
Capacity Analysis Module:
Vol/Sat:     0.08 0.12 0.15  0.12 0.17 0.18  0.41 0.39 0.41  0.05 0.04 0.05
Crit Moves:  ****          ****          ****          ****
*****

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EXHIBIT D
Planning Commission Resolution

RESOLUTION NO. 15-15

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL CERTIFY A MITIGATED NEGATIVE DECLARATION AND ADOPT THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN.

The Planning Commission of the City of Monterey Park does resolve as follows:

SECTION 1: The Planning Commission finds and declares that:

- A. Government Code §§ 65450 through 65457 allow cities and counties to prepare specific plans to develop policies, programs, and regulations to implement the jurisdictions adopted general plan. A specific plan frequently serves as a bridge between the general plan and individual master plans or other large development projects;
- B. On September 10, 2012, the City made an application for a Transit Oriented Development (TOD) Planning Grant offered by the Los Angeles County Metropolitan Transportation Authority (LACMTA). On March 13, 2013, the City was notified by the LACMTA that the City's proposal was selected for funding;
- C. In November 2013, the City of Monterey Park filed an application for a Specific Plan (SP-15-01) with the Planning Division for the approval of the South Garfield Village Specific Plan. A copy of the proposed South Garfield Village Specific Plan is attached as Exhibit "A," and incorporated by reference (the "Project");
- D. The Project was prepared in accordance with the requirements of Government Code § 65451;
- E. The Project was reviewed by the Planning Division and other City related department for consistency with the General Plan and other City Policy Documents;
- F. In addition, the City reviewed the Project's environmental impacts under the California Environmental Quality Act (Public Resources Code §§ 21000, *et seq.*, "CEQA") and the regulations promulgated thereunder (14 California Code of Regulations §§ 15000, *et seq.*, the "CEQA Guidelines");
- G. On August 25, 2015, the Planning Commission opened a public hearing to receive public testimony and other evidence regarding the Proposed project; and
- H. The Planning Commission considered the information provided by City

staff, and public testimony and its findings, are made based upon the evidence presented to the Planning Commission at its hearing on August 25, 2015 including, without limitation, the staff reports submitted by the Planning Division. The Planning Commission adopted a resolution which recommends that the City Council certify the Mitigated Negative Declaration and adopt the draft South Garfield Village Specific Plan.

SECTION 2: Factual Findings and Conclusions. The Planning Commission finds that the Project meets the requirements of Government Code §§ 65450 through 65457 based upon the following findings:

- A. The Project updates and amends the existing South Garfield Specific Plan. The purpose of amending and expanding the existing South Garfield Specific Plan is, among other things, to allow for the incorporation of pedestrian-friendly elements into the Specific Plan that emphasize safety in order to stimulate pedestrian activity and create a more inviting atmosphere.
- B. The Project anticipates the future development of a light rail station as part of the Gold Line Extension just south of the South Garfield Village area in the City of Montebello. In anticipation of this future transit station, the Project envisions a walkable, bikeable commercial area that serves the transit users.
- C. The Project is in the public interest and there is a community benefit resulting from the Project including, without limitation, helping to revitalize the South Garfield Village area and reinforce the goals set forth in the Specific Plan. The South Garfield Village area serves as a neighborhood commercial center for existing residents to the east and west of the South Garfield Avenue corridor.
- D. The Project is consistent with the goals, policies, and objectives of the General Plan. The Project reflects current land use build-out and other development policies, as described within the General Plan. The Specific Plan's regulations will comply with the directives of the General Plan's policies and action programs.
- E. The Project contains the primary land use and development standards for the South Garfield Village area. These regulations will apply in addition to regulations of the Monterey Park Municipal Code ("MPMC"). As part of the implementation of the Project, the MPMC must be amended to include the South Garfield Village Specific Plan zoning designation, including its associated land use districts.

SECTION 3: Environmental Findings. The Planning Commission finds as follows:

- A. The Project was analyzed for its environmental impacts and an Initial Study was prepared pursuant to CEQA Guidelines §15063. The Initial Study demonstrated that the Project would not have a significant effect on the environment with the implementation of mitigation measures. A Mitigated Negative Declaration ("MND") of Environmental Impacts is proposed for this project pursuant to CEQA Guidelines §15070. A Notice of Intent to Adopt the MND was prepared pursuant to CEQA Guidelines §§ 15072 and 15073 and the Initial Study/Mitigated Negative Declaration was available for public comment from July 13, 2015 to August 11, 2015
- B. In accordance with § 15074 of the CEQA Guidelines, the record on which the Planning Commission's findings are based is located at the City of Monterey Park Community and Economic Development Department – Planning Division at City Hall, 320 West Newmark Avenue, Monterey Park, California 91754.
- C. When considering the whole record for the MND, there is no evidence that the Project will have the potential for an adverse effect on wildlife resources or the habitat on which the wildlife depends, because the project is in a built-out urban environment.
- D. These findings are based on the various mitigation measures to be required in the implementation of the project as adopted in the MND as already having been incorporated into the Project. The Planning Commission finds that all the mitigation measures now incorporated into the project are desirable and feasible.

SECTION 4: Recommendations. The Planning Commission recommends that the City Council:

- A. Adopt the ordinance set forth in Exhibit "A," and incorporated by reference, which would certify the MND and adopt the Specific Plan; and
- B. Authorize the City Manager, or designee, to make non-substantial changes to the South Garfield Village Specific Plan, as determined by the City Attorney.

SECTION 5: Reliance on Record. Each and every one of the findings and determinations in this Resolution are based on the competent and substantial evidence,

**PLANNING COMMISSION
RESOLUTION NO. 15-15
PAGE 4 OF 5**

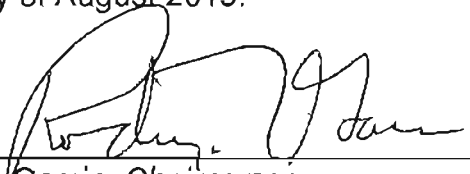
both oral and written, contained in the entire record relating to the South Garfield Village Specific Plan. The findings and determinations constitute the independent findings and determinations of the Planning Commission in all respects and are fully and completely supported by substantial evidence in the record as a whole.

SECTION 6: *Limitations.* The Planning Commission's analysis and evaluation of the project is based on the best information currently available. It is inevitable that in evaluating a project that absolute and perfect knowledge of all possible aspects of the project will not exist. One of the major limitations on analysis of the project is the Planning Commission's lack of knowledge of future events. In all instances, best efforts have been made to form accurate assumptions. Somewhat related to this are the limitations on the City's ability to solve what are in effect regional, state, and national problems and issues. The City must work within the political framework within which it exists and with the limitations inherent in that framework.

SECTION 7: *Summaries of Information.* All summaries of information in the findings, which precede this section, are based on the substantial evidence in the record. The absence of any particular fact from any such summary is not an indication that a particular finding is not based in part on that fact.

SECTION 8: This Ordinance will become effective immediately upon adoption and remain effective unless superseded by a subsequent resolution.

ADOPTED AND APPROVED this 25th day of August 2015.

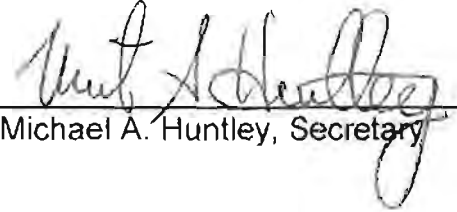


Rodrigo Garcia, Chairperson

**PLANNING COMMISSION
RESOLUTION NO. 15-15
PAGE 5 OF 5**

I hereby certify that the foregoing Resolution was duly adopted by the Planning Commission of the City of Monterey Park at the regular meeting held on the 25th day of August 2015, by the following vote of the Planning Commission:

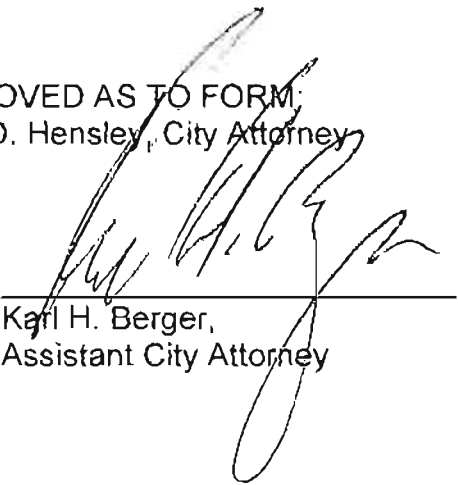
AYES: Commissioners Garcia, Choi, Sullivan, Leung, and Lee
NOES: None
ABSTAIN: None
ABSENT: None



Michael A. Huntley, Secretary

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By:



Karl H. Berger,
Assistant City Attorney

EXHIBIT E
Draft Planning Commission Minutes

**UNOFFICIAL MINUTES
MONTEREY PARK PLANNING COMMISSION
REGULAR MEETING
AUGUST 25, 2015**

The Planning Commission of the City of Monterey Park held a Regular Meeting of the Board in the Council Chambers, located at 320 West Newmark Blvdnue in the City of Monterey Park, Tuesday, August 25, 2015 at 7:00 p.m.

CALL TO ORDER:

Chairperson Garcia called the meeting to order at 7:00 p.m.

ROLL CALL:

Planner Tewasart called the roll:

Commissioners Present: Rodrigo Garcia, Ricky Choi, Larry Sullivan, Margaret Leung, Lincoln Lee

Commissioners Absent: None

ALSO PRESENT: Karl H. Berger, Assistant City Attorney, Michael A. Huntley, Director of Community and Economic Development, Samantha Tewasart, Senior Planner

ORAL AND WRITTEN COMMUNICATIONS:

David Barron, publishers of the Monterey Park Journal, stated that he would like the Planning Commission to be board casted on the internet or the city television station

Chair Garcia inquired if this subject had been discussed in the past. Director Huntley stated that the past Planning Commission decided not to televise due to a budget issue.

AGENDA CHANGES AND ADOPTION: None

APPROVAL OF MINUTES: None

PUBLIC HEARING: None

OLD BUSINESS: None

NEW BUSINESS:

2-A. DRAFT SOUTH GARFIELD VILLAGE SPECIFIC PLAN (SP-15-01)

The City of Monterey Park filed an application for Specific Plan (SP-15-01) for the approval of the South Garfield Village Specific Plan. The draft Plan updates and amends the existing South Garfield Specific Plan, which was adopted in September 1987 and was last amended in October 2000.

Consultant Shane Burkhardt from Michael Baker International Inc. (formerly RBF Consulting) provided a summary of the Draft Specific Plan.

Chair Garcia inquired how the representative dealt with the bike path issue. Consultant Burkhardt stated that they cannot carve portions of the sidewalk for bike path because they want to make sure there is enough room for streetscape and pedestrian walkway. Consultant Burkhardt replied that they want to preserve the center turn lane, which prevented them from installing a bike lane at the center median. Consultant Burkhardt stated that installing a separate bike lane will be costly.

Chair Garcia inquired about the width of the street. Consultant Burkhardt stated that he does not know at this time.

Consultant Burkhardt stated that a share road is proven to be successful at the City of Denver, but it will request educating the driver and biker on how to share the road.

Consultant Burkhardt stated that the San Gabriel Valley Master Bike Plan only requires South Garfield to have a shared road; however, north of the Specific Plan area will be required to install a bike path.

Chair Garcia inquired about the number of lanes South Garfield will have. Director Huntley replied that South Garfield will have 2 lanes going north and 2 lanes going south.

Commissioner Sullivan inquired rather a share lane is required to be 13 feet wide. Consultant Burkhardt replied no, bicyclist will be sharing the road with vehicles.

Commissioner Sullivan inquired if the proposed plan required any modification to the existing sidewalk and roadways. Consultant Burkhardt replied no.

Commissioner Sullivan inquired if the center median is required to be 10 feet. Consultant Burkhardt replied that a center turn packet is required to be 10 feet wide, so the center median will be 10 feet wide.

Commissioner Sullivan inquired if City of Montebello will install a bike lane along their portion of Garfield. Director Huntley replied that City of Montebello is working on their Master Bike Plan.

Commissioner Sullivan inquired if it is safe to state that the city will install a designated bike lanes north of the project area along Garfield as part of the Master Bike Program. Consultant Burkhardt replied that yes.

Commissioner Sullivan inquired how a bicyclist will deal with the change of a designated bike lane into a share lane. Consultant Burkhardt replied that a bicyclist will need to take the lane and follow all the vehicle codes.

Consultant Burkhardt stated that elimination of on street parking will create enough room for a designated bike land; however, it will not benefit the businesses along the area and it will also decrease the safety levels for the pedestrians.

Chair Garcia inquired rather a "share the road" sign will be included as part of the proposal. Consultant Burkhardt replied that it depends on the city policy but he does not recommend the installation of too much signage, which can result in visual clutter and confusion.

Chair Garcia stated that an installation of sign or pavement will benefit this project. Director Huntley stated that a modification of road will require installation of new signs and it will be review by a traffic engineer and traffic commission.

Chair Garcia inquired if the proposed trees are drought and insect tolerant. Consultant Burkhardt replied yes.

Commissioner Leung inquired if the proposed trees will create a noise barrier. Consultant Starla Barker replied that the noise analysis did not calculate any trees as a noise barrier. The analysis considered worst case scenarios.

Chair Garcia stated that there should be some treatment done along Pomona Boulevard. Consultant Burkhardt stated that it will be costly to provide enhancement along Pomona Boulevard. Chair Garcia stated that it will be a benefit to the project if the Specific Plan can create a long-term and short-term plan for Pomona Boulevard. Consultant Burkhardt stated that there are many limited factors that restrict them from enhancing Pomona Boulevard.

Consultant Burkhardt stated that the Specific Plan will create new development standards for property owner within this area and these standards will create a positive vibe to this area, including area along Pomona Boulevard. Consultant Burkhardt also stated that it is recommended for the city to conduct a separate study that only focus on Pomona Boulevard. Director Huntley stated that in exhibit 2-A shows that there will be some streetscape installation that will include Pomona Boulevard.

Commissioner Sullivan inquired rather the consulting company had conducted specific plans that are similar to the City of Monterey Park. Consultant Starla replied that they have done many specific plans within Southern California and provided several examples.

Commissioner Sullivan inquired about the parking area for the proposed Metro Gold Line. Director Huntley replied that there will be a large parking structure at Montebello near East West Bank.

Commissioner Sullivan inquired if this project will have parking for electric vehicle. Director Huntley replied that this project is not required to install an electric recharge parking.

Commissioner Sullivan inquired rather the Commission is here to review every line of the Specific Plan or the generalities of the Specific Plan. Director Huntley replied that the Specific Plan will regulate and control this area and this plan will make sure any future development is consistent with the Specific Plan.

Commissioner Choi inquired how the Metro Grant will go into this Plan. Director Huntley replied that the \$250,000 grant will go into the creation of the Specific Plan and some implementation within this Plan.

Consultant Barker from Michael Baker International provided a summary of the Mitigated Negative Declaration.

Commissioner Lee inquired when the consultant conducted the trip count. Consultant Starla replied that it was conducted at November 2014 on a weekday.

Commissioner Leung inquired about the location of bus stops and bike racks. Consultant Burkhardt replied that they did not look at the exact location of the street furniture. Director Huntley stated that the bus stop location is already predetermined and will not change due to the Specific Plan. Commissioner Leung stated that bike racks should be considered. Director Huntley stated that bike racks are a part of the streetscape.

Commissioner Leung inquired the design phase. Director Huntley stated that the design phase has already started. Director Huntley stated that this meeting is about the public right-of-way improvement and not private property, and some of the improvements should take place around fall of next year.

Commissioner Choi inquired if the consultant looked into angle parking as part of an option. Consultant Burkhardt stated that there will be angle parking at Fernfield, but along Garfield there will not be enough room for angle parking.

Chairperson Garcia opened the public hearing.

Speaker, Tom Quan, 2325 South Garfield Avenue, as a resident and property owner, expressed his concern about flooding long South Garfield and crosswalk location. Speaker Quam also stated that the city should take advantage of future parking created from future Gold Line Development.

Commissioner Garcia inquired about the flooding issue. Director Huntley stated that he does know about the flooding issue at this area and Public Works should be notified about this issue.

Commissioner Garcia inquired if the city had look into building a parking structure on City of Monterey Park side. Director Huntley stated that the city did mention to MTI at a community meeting that it is possible to have the parking structure at City of Monterey Park.

Dominic Lombardo, 115 East Pomona Boulevard, as a property owner of, expressed his concern of motivating the existing business owner and property owner to implement streetscape. He would also want like to see the sidewalk to be able to accommodate outdoor dining. Lastly, he stated that he is in support of using the alley way to increase the number of parking.

Chair Garcia inquired about available City funding.

Director Huntley stated that Mr. Lombardo has spent time out in the field along with City staff trying to help solicit interest in doing more in the project area, including the establishment of a Business Improvement District where the business area empowers itself to do more than what is there right now. That is where a lot of other districts have become successful like Myrtle Street in Monrovia, uptown Whittier, Old Pasadena, is only a few examples. There needs to be more outreach done by the City, trying to express and educate to the business owners and property owners. Some of the incentives that are being incorporated would directly benefit them, including parking and applying for additional funding from the City. There are other mechanisms, for example there is a concept that a small portion of the revenue generated from the entitled hotel projects can be used towards the future economic development activities, such as a facade rehab program.

Speaker Harriet and Arthur Carlisle, 2320 South Garfield Avenue, stated that education is germane at this point because the property and business owners need time to plan and need to know what the City will be doing. Everyone wants to do what is best for the community. The property owners need to know what zone changes are being proposed now, so they can know what the options are.

Speaker Arthur Carlisle stated that he wanted to echo Mr. Quan's comments about the storm drain. The storm drain south of Riggan on Garfield overflowed so much it flooded out two of their offices. As additional demands are placed on the drains some consideration should be given to that. Speaker Carlisle inquired about conditional uses and impacts to businesses.

Chair Garcia inquired about the assessment. Director Huntley replied that there is an option for this area to be part of a Business Improvement District or an Assessment District. This would be to generate additional funds to do other improvements within this area. There will be a community meeting towards the end of September to have a lot more dialogue on the assessment. The assessment would have to be approved by the City Council. The index for the permitted uses in the area will not change significantly at all. There are some incentives though to encourage more pedestrian oriented types of uses like restaurants, there are parking reductions that are being included, which will be a benefit to business owners.

Chair Garcia closed the public hearing.

Commissioner Sullivan inquired about a conditional use permit recently approved in the project area. Director Huntley replied yes, it was for beer and wine sales to

accompany the restaurant use. Commissioner Sullivan stated that there are some changes already starting the area.

Commissioner Choi inquired about the shared parking concept and encouraging property owners to do that considering liability concerns. Planner Tewasart replied that liabilities can be addressed through an assessment district or parking agreements. Directory Huntley stated that the assessment district will be within the project area.

Action Taken: The Planning Commission after considering the evidence presented during the public hearing adopted **Resolution No. 15-15** recommending that the City Council adopt the South Garfield Village Specific Plan and Certifying the Mitigated Negative Declaration.

Resolution No. 15-15, entitled:

A RESOLUTION RECOMMENDING THAT THE CITY COUNCIL CERTIFY A MITIGATED NEGATIVE DECLARATION AND ADOPT THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN.

Motion: Moved by Commissioner Lee and seconded by Commissioner Choi, motion carried by the following vote:

Ayes: Commissioners: Garcia, Choi, Sullivan, Leung, and Lee
Noes: Commissioners: None
Absent: Commissioners: None
Abstain: Commissioners: None

ITEMS FROM COMMUNITY AND ECONOMIC DEVELOPMENT:

Planner Tewasart stated that updated on the Housing Element will be provided at the next meeting.

ITEMS FROM THE COMMISSION:

None

ADJOURNMENT

There being no further business for consideration, the meeting was adjourned on August 11, 2015 at 8:30 p.m. to the next regular meeting on August 25, 2015 at 7:00 p.m. in the Council Chambers.

Michael A. Huntley
Director of Community and Economic Development

Approved on at the regular Planning Commission meeting.



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-A.

TO: The Honorable Mayor and City Council
FROM: Chu Thai, Director of Management Services
Annie Yaung, CPFO, Controller
SUBJECT: Warrant Register for the City of Monterey Park of
September 16, 2015

RECOMMENDATION:

It is recommended that the City Council:

- (1) Approve payment of warrants and adopt Resolution No. _____ allowing certain claims and demands per Warrant Register dated **September 16, 2015** totaling **\$1,626,054.74** and specifying the funds out of which the same are to be paid; and
- (2) take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

Disbursements will be made from the funds referenced in the attached Resolution in Warrants numbered **305927-306115** and e-Payables numbered **000016-000026**.

BACKGROUND:

The claims and demands on the attached warrant register have been duly audited. I certify that the said claims and demands are accurate, are proper charges against the City of Monterey Park. I also certify that there are monies available for the payments thereof.

FISCAL IMPACT:

Disbursements from all funds total \$1,626,054.74.

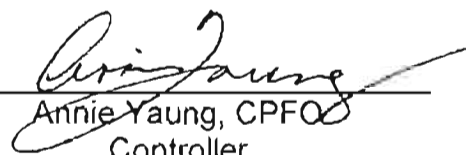
Respectfully submitted:

Prepared by:



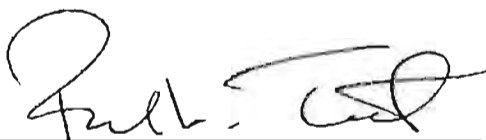
Chu Thai

Director of Management Services



Annie Yaung, CPFO
Controller

Approved By:



Paul L. Talbot
City Manager

Attachments: Warrant Register

RESOLUTION NO.
 A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF
 MONTEREY PARK, CALIFORNIA ALLOWING CERTAIN CLAIMS AND DEMANDS
 PER WARRANT REGISTER DATED
 16TH DAY OF SEPTEMBER 2015
 TOTALING \$1,626,054.74 AND SPECIFYING THE FUNDS OUT
 OF WHICH THE SAME ARE TO BE PAID

THE CITY COUNCIL OF THE CITY OF MONTEREY PARK DOES RESOLVE:

SECTION 1. That the following claims and demands have been audited and that the same are hereby allowed from various funds in the following amounts:

General Fund	\$ 446,116.18
Retirement Fund	1,325.00
State Gas Tax Fund	6,554.03
Sewer Fund	104.43
Refuse Fund	11,270.68
City Shop Fund	15,537.70
Technology Internal Service Fund	12,000.00
Public Safety Impact Fee	558.25
Special Deposits Fund	19,621.79
Business Improvement Area #1	5,565.04
Water Fund	910,404.37
Water Treatment Fund	1,359.00
OPA Proposition A	58,612.34
Library Tax Fund	853.33
POST	4,656.75
Home Housing Program	3,128.00
Recreation Fund	1,343.25
Asset Forfeiture	262.94
Construction Agency Fund	10,352.90
Prop C	87,600.06
ISTEA	1,350.00
Prop A - Per Parcel Grant	526.00
Bulletproof Vest police Grant	626.75
ELAC Instructional Serv Prog	38.01
MTA Clean Fuel Bus Grant	1,071.68
MTA S Garfield Transit Village	6,158.19
Tree Planting County Grant	4,191.00
Public Fleet Pilot Proj Grant	10,000.00
LA County Open Space Grant	921.07
City/Housing Successor Agency	3,946.00
 TOTAL	 <u>\$ 1,626,054.74</u>

PASSED, APPROVED AND ADOPTED THE 16TH DAY OF SEPTEMBER 2015.

 Peter Chan, Mayor
 City of Monterey Park, California

ATTEST

 Vincent D. Chang, City Clerk
 City of Monterey Park, California

RESOLUTION NO.

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STATE OF CALIFORNIA }
COUNTY OF LOS ANGELES } SS.
CITY COUNCIL OF THE)
CITY OF MONTEREY PARK }

I heraby certify that the foregoing Resolution was adopted by the City Council of the City of Monterey Park at a regular meeting held on the 16th day of September 2015 by the following vote of the Council.

AYES:	COUNCIL MEMBERS:
NOES:	COUNCIL MEMBERS:
ABSTAINED:	COUNCIL MEMBERS:
ABSENT:	COUNCIL MEMBERS:

Vincent D. Chang, City Clerk
City of Monterey Park, California

ATTACHMENT 1
Warrant Register

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

5

PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
ABACUS POWDER COATING	0060-801-3210-38400	400.00	FIRE-LADDER COATING		305927	400.00
ACCOUNTEMPS	0010-801-1403-31950	1,395.00	TEMPORARY STAFFING SERVICES		305928	1,395.00
	0010-801-1403-31950	1,395.00	TEMPORARY STAFFING SERVICES		305951	1,395.00
ROBERTO A AGUIRRE	0010-801-6508-31990	147.73	MAYORAL INSTALLATION SUPPLIES		305952	147.73
ANDREA HERNANDEZ (DBA) DRESTAR DESI	0075-450-0075-08420	3,292.50	GOLF TOURNAMENT SHIRT (TRUST)	16-0234	305953	3,292.50
AT & T	0022-801-4206-32050	624.86	PHONE SERVICE		305929	1,149.50
	0092-801-4222-32050	116.43	PHONE SERVICE		305929	
	0010-801-3112-32050	403.75	PHONE SERVICE		305929	
	0010-801-3114-32050	4.46	PHONE SERVICE		305929	
CHARTER COMMUNICATIONS	0010-801-3201-32050	668.87	INTERNET/CABLE SERVICE		305930	1,115.48
	0010-801-4202-32050	316.61	INTERNET/CABLE SERVICE		305930	
	0010-801-3230-32050	130.00	INTERNET/CABLE SERVICE		305930	
DAN COSTLEY	0010-801-6508-31990	200.00	SPECIAL OLYMPICS SUPPLIES		305954	200.00
COUNTY OF LOS ANGELES	0075-450-0075-08400	60.00	SENIOR PET LICENSING (TRUST)		305932	60.00
DIRECTV, LLC	0010-801-3230-32050	110.35	BOC SERVICES		305933	110.35
ARMANDO ESPARZA	0010-801-1801-39550	500.00	RECRUITMENT INCENTIVE PROGRAM		305955	500.00
FEDERAL EXPRESS CORP.	0043-801-4212-32200	30.78	CARRIER SERVICES		305934	

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
FEDERAL EXPRESS CORP.	0010-701-0010-06330	104.94	CARRIER SERVICES		305934	
	0043-801-4212-32200	97.13	CARRIER SERVICES		305934	
	0010-801-1403-32200	27.09	CARRIER SERVICES		305934	
	0010-701-0010-06330	147.28	CARRIER SERVICES		305934	
	0010-801-1403-32200	64.17	CARRIER SERVICES		305934	
	0010-701-0010-06330	45.35	CARRIER SERVICES		305934	
	0010-701-0010-06330	117.71	CARRIER SERVICES		305934	
	0010-801-6502-32200	28.38	CARRIER SERVICES		305934	
	0043-801-4212-32200	107.32	CARRIER SERVICES		305934	
	0109-801-4201-31950	83.68	CARRIER SERVICES		305934	
	0010-701-0010-06330	217.46	CARRIER SERVICES		305934	
	0010-701-0010-06330	223.02	CARRIER SERVICES		305934	
	0010-701-0010-06330	132.04	CARRIER SERVICES		305934	
	0010-701-0010-06330	288.80	CARRIER SERVICES		305934	
						1,715.15
FS CONSTRUCTION	0175-801-5003-91900	1,350.00	MONUMENT INSTALLATION		305935	
						1,350.00
KATRINA CRUZ GARLAND	0136-801-3101-33250	750.00	POST TRAINING		305956	
						750.00
HOME DEPOT CREDIT SERVICES	0010-801-6503-38200	66.48	HARDWARE SUPPLIES	16-0119	305957	
	0010-801-6503-38200	129.43	HARDWARE SUPPLIES	16-0119	305957	
	0010-801-6503-38200	87.35-	HARDWARE SUPPLIES-CREDIT	16-0119	305957	
	0010-801-6503-38200	12.44-	HARDWARE SUPPLIES-CREDIT	16-0119	305957	
	0010-801-6503-38200	87.94	HARDWARE SUPPLIES	16-0119	305957	
	0010-801-6503-38200	36.77	HARDWARE SUPPLIES	16-0119	305957	
	0071-801-3210-38400	206.07	HARDWARE SUPPLIES	16-0050	305957	
	0010-801-3210-22750	104.09	HARDWARE SUPPLIES	16-0050	305957	
						530.99
	0010-801-4210-23700	667.91	HARDWARE SUPPLIES		305958	

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						667.91
MONTEREY PARK PETTY CASH	0022-801-4206-39400	18.53	PETTY CASH-REFRESHMENTS		305936	
	0022-801-4206-39400	18.01	PETTY CASH-REFRESHMENTS		305936	
	0010-801-1801-39550	84.24	PETTY CASH-REFRESHMENTS		305936	
	0010-801-4212-33100	21.56	PETTY CASH-MILEAGES		305936	
	0010-801-6508-31990	87.89	PETTY CASH-SUPPLIES		305936	
	0010-801-6508-39720	12.21	PETTY CASH-SUPPLIES		305936	
	0010-801-1702-22750	26.13	PETTY CASH-VOLUNTEERS SHIRTS		305936	
	0092-801-4223-39300	47.94	PETTY CASH-REFRESHMENTS		305936	
						316.51
	0092-801-4221-21350	62.37	PETTY CASH-SUPPLIES		305959	
	0092-801-4223-23300	49.94	PETTY CASH-PARTS		305959	
	0042-801-4204-39400	19.85	PETTY CASH-REFRESHMENTS		305959	
	0010-801-3120-39700	75.68	PETTY CASH-SUPPLIES		305959	
	0010-701-0010-06330	44.86	PETTY CASH-POSTAGE		305959	
	0092-801-4220-21350	15.98	PETTY CASH-REFRESHMENTS		305959	
	0010-701-0010-06330	29.11	PETTY CASH-POSTAGE		305959	
	0010-801-3201-32200	37.50	PETTY CASH-POSTAGE		305959	
	0075-450-0075-08420	99.00	PETTY CASH-GOLD PROGRAM-TRUST		305959	
	0010-801-6508-31990	120.00	PETTY CASH-DOING GOOD PROGRAM		305959	
						554.29
MOUNTAIN VIEW POOL REMODELING	0010-801-5004-91544	1,394.43	ELDER POOL REPLASTERING	16-0208	305937	
	0501-801-5004-91733	921.07	ELDER POOL REPLASTERING	16-0208	305937	
	0010-801-5004-91733	1,437.00	ELDER POOL REPLASTERING	16-0208	305937	
						3,752.50
MUSIC GEM	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		305938	
						190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		305939	

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						190.00
MUSIC GEM	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		305940	190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		305941	190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		305942	190.00
	0010-801-6505-23910	200.00	LANGLEY DANCE BAND-LUNCHEON		305943	200.00
NADA BUS, INC	0109-801-4201-31950	900.00	LANGLEY TRIP (TRUST)		305960	900.00
NELSON ONG	0159-801-6507-31910	1,343.25	INSTRUCTOR-RECREATION CLASS		305961	1,343.25
PACIFIC TELEMAGEMENT SERVICES	0010-801-6502-32050	228.00	PHONE SERVICE		305944	228.00
PITNEY BOWES POSTAGE BY PHONE	0092-801-4223-32200	20.38	POSTAGE		305962	
	0092-801-4220-32200	8.55	POSTAGE		305962	
	0092-801-1201-32200	0.70	POSTAGE		305962	
	0075-450-0075-09230	63.25	POSTAGE (TRUST)		305962	
	0043-801-4212-32200	0.48	POSTAGE		305962	
	0010-801-6502-32200	13.53	POSTAGE		305962	
	0010-801-6001-32200	34.52	POSTAGE		305962	
	0010-801-4209-32200	9.08	POSTAGE		305962	
	0010-801-3220-32200	1.05	POSTAGE		305962	
	0010-801-3210-32200	4.15	POSTAGE		305962	
	0010-801-3205-32200	70.81	POSTAGE		305962	
	0010-801-3201-32200	13.66	POSTAGE		305962	
	0010-801-3120-32200	2.43	POSTAGE		305962	

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
PITNEY BOWES POSTAGE BY PHONE	0010-801-3114-32200	89.32	POSTAGE		305962	
	0010-801-3113-32200	3.60	POSTAGE		305962	
	0010-801-3111-32200	4.20	POSTAGE		305962	
	0010-801-3104-32200	44.68	POSTAGE		305962	
	0010-801-3102-32200	49.33	POSTAGE		305962	
	0010-801-3101-32200	6.72	POSTAGE		305962	
	0010-801-1802-32200	8.19	POSTAGE		305962	
	0010-801-1801-32200	545.03	POSTAGE		305962	
	0010-801-1704-32200	1,312.29	POSTAGE		305962	
	0010-801-1703-32200	0.48	POSTAGE		305962	
	0010-801-1702-32200	124.15	POSTAGE		305962	
	0010-801-1701-32200	47.33	POSTAGE		305962	
	0010-801-1407-32200	91.63	POSTAGE		305962	
	0010-801-1406-32200	160.00	POSTAGE		305962	
	0010-801-1403-32200	64.24	POSTAGE		305962	
	0010-801-1301-32200	51.83	POSTAGE		305962	
						2,845.61
RAQUEL RICHARDS	0010-801-1801-32200	24.99	PETTY CASH-POSTAGE		305945	
	0010-801-1801-39550	14.10	PETTY CASH-REFRESHMENTS		305945	
	0010-801-1801-22670	181.00	PETTY CASH-EMPLOYEE DAY SUPPLY		305945	
	0010-801-1801-22670	15.46	PETTY CASH-EMPLOYEE DAY SUPPLY		305945	
	0010-801-1802-39400	29.64	PETTY CASH-REFRESHMENTS		305945	
	0010-801-1802-39400	24.05	PETTY CASH-REFRESHMENTS		305945	
	0010-801-1801-31950	66.99	PETTY CASH-REFRESHMENTS		305945	
						356.23
SOUTHERN CALIFORNIA EDISON CO	0092-801-5003-91914	10,836.89	NEW METER AND SERVICE	16-0202	305946	
						10,836.89
SPRINT CORPORATION	0010-801-3115-38400	1,131.31	MOBILE DATA SERVICE	16-0151	305963	
						1,131.31

CITY OF MONTEREY PARK
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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
STATE WATER RESOURCES CONTROL BOARD	0092-801-4220-31950	2,062.00	NPDES PERMIT-DRINKING WATER		305947	2,062.00
STEINY AND COMPANY, INC.	0166-850-5003-91924	46,564.83	TRAFFIC SIGNAL-ATL/HELLMEM	80571	305964	
	0166-850-5001-91924	31,773.98	TRAFFIC SIGNAL-ATL/HELLMEM	80571	305964	78,338.81
CODAY STEVEN	0010-801-3101-22750	24.62	PETTY CASH-SUPPLES		305948	
	0075-450-0075-08420	84.96	PETTY CASH-X GAMES (TRUST)		305948	
	0075-450-0075-08420	93.21	PETTY CASH-X GAMES (TRUST)		305948	
	0075-450-0075-08420	93.64	PETTY CASH-X GAMES (TRUST)		305948	
	0075-450-0075-08450	13.00	PETTY CASH-SP OLYMPICS (TRUST)		305948	
	0010-801-3103-22750	71.00	PETTY CASH-TANK TESTING		305948	
	0010-801-3102-32200	22.79	PETTY CASH-POSTAGE		305948	
	0010-801-3104-22750	26.15	PETTY CASH-EVIDENCE BAGS		305948	
	0010-801-3103-33100	20.00	PETTY CASH-PARKING		305948	449.37
STONEFIRE GRILL 6, INC	0075-450-0075-08420	2,423.72	GOLF TOURNAMENT CATERING-TRUST		305965	2,423.72
SUPERIOR CHOICE PRINT	0010-801-6508-31990	175.20	GERANIUM BANNER		305966	175.20
UNITED STATES POSTAL SERVICE	0043-801-6509-31880	3,800.00	CASCADES POSTAGE	16-0135	305949	3,800.00
TONY URICH	0136-801-3101-33250	54.00-	VOID CHECK		305296	54.00-
VERIZON WIRELESS	0010-801-3220-32050	108.64	WIRELESS VOICE & DATA SERVICE		305950	
	0010-801-3205-32050	80.86	WIRELESS VOICE & DATA SERVICE		305950	
	0010-801-3201-32050	0.58	WIRELESS VOICE & DATA SERVICE		305950	
	0010-801-3210-32050	0.76	WIRELESS VOICE & DATA SERVICE		305950	
	0349-801-3201-39400	38.01	WIRELESS VOICE & DATA SERVICE		305950	

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PREPAID WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
VERIZON WIRELESS	0010-801-3104-38400	56.01	WIRELESS VOICE & DATA SERVICE		305950	
	0010-801-3115-38400	38.01	WIRELESS VOICE & DATA SERVICE		305950	
						322.87
	TOTAL FOR PREPAID WARRANTS					125,712.17
	PRINTED	125,712.17				
	E-PAYABLE	0.00				

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
"CIVIC PLUS" AND "EPOWEREDSCHOOLS"	0010-801-6509-31850	1,433.96	CITY WEBSITE HOSTING & SUPPORT	16-0185	305967	
	0043-801-6509-31850	1,434.00	CITY WEBSITE HOSTING & SUPPORT	16-0185	305967	
	0092-801-6509-31850	1,434.00	CITY WEBSITE HOSTING & SUPPORT	16-0185	305967	4,301.96
4IMPRINT, INC.	0010-801-1406-39250	714.78	CITY INFO MAGNETS		16 *	
	0010-801-1406-39250	57.60	CITY INFO MAGNETS-USE TAX		16 *	
	0010-431	57.60	CITY INFO MAGNETS-USE TAX		16 *	714.78
A & D TRANSPORTATION LP	0109-801-4201-31950	632.63	CHARTER BUS RECREATION PROGRAM		305968	
	0109-801-4201-31950	489.30	CHARTER BUS RECREATION PROGRAM		305968	1,121.93
A & J PORTABLE RESTROOM INC	0010-801-6508-39860	1,000.00	FARMERS MARKET RESTROOM		305969	
	0010-801-6508-39860	800.00	FARMERS MARKET RESTROOM		305969	1,800.00
ADVANCE PEST TERMITE CONTROL	0010-801-3113-38100	39.00	PEST CONTROL	16-0116	305970	39.00
AGENCIES TOOL CENTER	0060-801-4211-24100	110.06	FLEET TOOLS	16-0019	17 *	110.06
KOMI AKPAWU	0010-801-3103-22310	33.45	POLICE LEGAL SOURCE GUIDE		305971	33.45
CITY OF ALHAMBRA	0060-801-4211-22250	18.20	CNG FUEL	16-0024	305972	18.20
ALL STAR GLASS, INC	0060-801-4211-38400	296.36	FLEET PARTS-UNIT 088	16-0021	305973	296.36
ALLSTAR FIRE EQUIPMENT INC.	0010-801-3210-22300	256.15	FIRE SUPPLIES		305974	
	0010-801-3210-22300	267.84	FIRE SUPPLIES		305974	
	0010-801-3210-22300	91.56	FIRE SUPPLIES		305974	
	0010-801-3210-24100	231.50	FIRE SUPPLIES		305974	

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						847.05
AMERICAN BASEBALL CONGRESS OF SOUTH	0075-450-0075-08110	200.00	REFUND FIREWORKS DEPOSIT-TRUST		305975	200.00
AMERICAN LEGION POST 397	0075-450-0075-08110	200.00	REFUND FIREWORKS DEPOSIT-TRUST		305976	200.00
ARC IMAGING RESOURCE - CALIFORNIA	0043-801-4212-38400	36.56	ENGINEERING PRINTER		305977	36.56
ARROW INTERNATIONAL	0010-801-3220-24200	1,208.64	FIRE MEDICAL SUPPLIES		305978	1,208.64
ARROYO BACKGROUND INVESTIGATIONS	0010-801-3104-31950	900.00	BACKGROUND INVESTIGATIONS		305979	900.00
ATHENS SERVICES	0010-801-4205-41200	26,098.90	STREET SWEEPING SERVICES	16-0209	305980	52,197.80
	0010-801-4205-41200	26,098.90	STREET SWEEPING SERVICES	16-0209	305980	
AUTOZONE WEST, INC	0060-801-4211-23500	330.90-	FLEET PARTS-CREDIT		18 *	
	0060-801-4211-23500	43.87	FLEET PARTS-UNIT 032		18 *	
	0060-801-4211-23500	79.29	FLEET PARTS-UNIT 057		18 *	
	0060-801-4211-23500	96.15	FLEET PARTS-UNIT 058		18 *	
	0060-801-4211-23500	231.98	FLEET PARTS		18 *	
	0060-801-4211-23500	21.93	FLEET PARTS-UNIT 045		18 *	
	0060-801-4211-23500	144.09	FLEET PARTS		18 *	
	0060-801-4211-23500	52.80	FLEET PARTS-UNIT 923		18 *	
	0060-801-4211-23500	195.78	FLEET PARTS		18 *	
	0060-801-4211-23500	88.28	FLEET PARTS-UNIT 891		18 *	
	0060-801-4211-23500	3.21	FLEET PARTS		18 *	
	0060-801-4211-23500	55.32	FLEET PARTS-UNIT 049		18 *	
	0060-801-4211-23500	231.98	FLEET PARTS		18 *	
	0060-801-4211-23500	89.25	FLEET PARTS		18 *	

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
AUTOZONE WEST, INC	0060-801-4211-23500	41.17	FLEET PARTS		18 *	
	0060-801-4211-23500	91.17	FLEET PARTS		18 *	
						1,135.37
AZTEC TECHNOLOGY	0010-801-3104-38400	245.25	POLICE STORAGE CONTAINER		305981	245.25
B W GRAPHICS	0010-801-3114-39250	1,033.32	POLICE MISCELLANEOUS RECEIPTS		305982	1,033.32
BARTEL ASSOCIATES LLC	0012-801-5102-31850	1,325.00	OPEB VALUATION		305983	
	0010-850-5102-31850	1,205.00	ACTUARIAL CONSULTING SERVICES	90670	305983	
						2,530.00
BETA OMEGA PHI FRATERNITY	0075-450-0073-08110	200.00	REFUND-FIREWORK DEPOSIT (TRUST)		305984	200.00
BG PETROSPECS	0060-801-4211-22250	193.00	FLEET SUPPLIES		305985	193.00
BJ PARTY SUPPLIES	0043-801-4212-21250	282.50	CNG STATION RIBBON CUTTING		305986	282.50
CALOX, INC	0010-801-3210-22750	92.00	FIRE MEDICAL SUPPLIES		305987	92.00
CAT SPECIALTIES, INC.	0010-801-3205-22310	100.28	FIRE UNIFORMS-C BRAVO		305988	100.28
PETER CHAN	0043-801-1101-11100	25.00	MAYOR'S EXPENSES		305989	
	0092-801-1101-11100	25.00	MAYOR'S EXPENSES		305989	
	0010-801-1101-11100	34.00	MAYOR'S EXPENSES		305989	
						84.00
	0010-801-1101-39400	248.50	LCC CONFERENCE		305990	248.50
CITATION MANAGEMENT (DBA)	0010-701-0010-03630	4,127.20	PARKING CITATIONS SERVICE		305991	4,127.20

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
CITY LASER SERVICE	0010-801-1403-38400	135.12	PRINTER MAINTENANCE		305992	135.12
CLEAN ENERGY	0166-801-4201-31960	2,355.63	CNG FUEL		19 *	
	0166-850-4201-31960	6,905.62	CNG FUEL	90375	19 *	9,261.25
COME LAND MAINTENANCE COMPANY	0010-801-6505-38250	250.00	JANITORIAL SERVICE		305993	
	0010-801-6505-38250	100.00	JANITORIAL SERVICE		305993	
	0178-801-6502-38250	263.00	JANITORIAL SERVICE	16-0205	305993	
	0178-801-6502-38250	263.00	JANITORIAL SERVICE	16-0205	305993	876.00
COMPUTER SERVICE COMPANY	0010-801-4206-38400	179.61	TRAFFIC SIGNAL MAINTENANCE	16-0042	305994	
	0010-801-4206-38400	5,660.60	TRAFFIC SIGNAL MAINTENANCE	16-0215	305994	
	0010-801-4206-38400	3,824.00	TRAFFIC SIGNAL MAINTENANCE	16-0215	305994	
	0010-801-4206-38400	3,824.00	TRAFFIC SIGNAL MAINTENANCE	16-0215	305994	
	0010-801-4206-38400	3,824.00	TRAFFIC SIGNAL MAINTENANCE	16-0215	305994	17,312.21
COPWARE INC	0010-801-3115-38400	700.00	POLICE-LEGAL SOURCE BOOK		305995	700.00
DAILY JOURNAL CORPORATION	0092-801-1301-34050	126.00	LEGAL NOTICE	16-0147	305996	
	0043-801-1301-34050	438.00	LEGAL NOTICE	16-0147	305996	564.00
DELL MARKETING LP	0010-801-1404-22750	130.78	COMPUTER/SUPPLIES		305997	130.78
DEPT OF TRANSPORTATION	0022-801-4206-41100	3,949.18	TRAFFIC SIGNALS & LIGHTING	16-0207	305998	3,949.18
FRANK DUKE	0136-801-3101-33250	150.00	POST TRAINING		305999	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306000	

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						150.00
FRANK DUKE	0136-801-3101-33250	150.00	POST TRAINING		306001	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306002	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306003	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306004	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306005	150.00
	0136-801-3101-33250	150.00	POST TRAINING		306006	150.00
E.G.BRENNAN & CO LLC	0092-801-1201-21250	371.27	EQUIPMENT MAINTENANCE		306007	371.27
EAST LOS ANGELES COLLEGE BAND	0075-450-0075-08110	200.00	REFUND FIREWORKS DEPOSIT-TRUST		306008	200.00
ELAC WOMEN'S SOFTBALL	0075-450-0075-08110	200.00	REFUND-FIREWORK DEPOSIT (TRUST)		306009	200.00
EMPIRE CLEANING SUPPLY	0010-801-6517-22150	1,128.15	JANITORIAL SUPPLIES		20 *	
	0010-801-6505-22150	830.54	JANITORIAL SUPPLIES	16-0123	20 *	
	0010-801-6505-22150	956.94	JANITORIAL SUPPLIES	16-0123	20 *	
	0010-801-6505-22150	390.58	JANITORIAL SUPPLIES	16-0123	20 *	
	0010-801-6505-22150	394.11	JANITORIAL SUPPLIES	16-0123	20 *	
	0010-801-6505-22150	465.90	JANITORIAL SUPPLIES	16-0123	20 *	
	0010-801-3210-22150	1,149.14	JANITORIAL SUPPLIES		20 *	
	0010-801-3210-22150	12.98-	JANITORIAL SUPPLIES-CREDIT		20 *	
						5,302.38

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
MARGARET ENDO	0075-450-0075-09010	61.51	CHERRY BLOSSOM SUPPLIES(TRUST)		306010	61.51
ENTENMANN-ROVIN COMPANY (DBA)	0010-801-3103-22750	55.05	BADGES		306011	55.05
ESRI INC	0010-801-3210-39400	1,276.50	SOFTWARE MAINTENANCE	16-0087	306012	1,276.50
FEDERAL EXPRESS CORP.	0010-801-1802-32200	68.58	CARRIER SERVICES		306013	
	0010-701-0010-06330	81.79	CARRIER SERVICES		306013	
	0010-801-1403-32200	80.85	CARRIER SERVICES		306013	
	0010-701-0010-06330	60.68	CARRIER SERVICES		306013	291.90
FORD OF MONTEBELLO	0060-801-4211-23500	102.81	FLEET PARTS-UNIT 063		306014	102.81
GARFIELD MEDICAL CENTER	0010-801-3113-22600	24.00	PHYSICAL		306015	24.00
GEORGE G BOGHOSSIAN & ASSO INC	0161-450-4212-06700	4,650.80	PLAN CHECK	16-0217	306016	
	0161-450-4212-06700	5,702.10	PLAN CHECK	16-0217	306016	10,352.90
GILBARCO INC.	0060-801-4211-31950	166.77	FLEET TECH SERVICE RENEWAL		306017	166.77
GOVCONNECTION INC.	0010-801-6502-39250	532.90	COMPUTER SUPPLIES		21 *	
	0010-801-6502-39250	220.08	COMPUTER SUPPLIES		21 *	
	0010-801-6502-39250	149.40	COMPUTER SUPPLIES		21 *	
	0010-801-1404-22750	15.16	COMPUTER SUPPLIES		21 *	
	0010-801-1404-22750	297.88	COMPUTER SUPPLIES		21 *	
	0010-801-1404-22750	134.20	COMPUTER SUPPLIES		21 *	
	0010-801-1404-22750	1,646.38	COMPUTER SUPPLIES		21 *	2,996.00

* Indicates an E-Payable transaction

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
GOVERNMENT FINANCE OFFICERS	0010-850-1403-39350	50.00	GAAFR REVIEW SUBSCRIPTION		306018	50.00
GRAFFITI TRACKER INC	0092-801-4202-31950	12,000.00	GRAFFITI TRACKING SUPPLIES	16-0210	306019	12,000.00
GRAND PRIX TIRE & AUTO CENTER	0060-801-4211-23500	263.78	FLEET TIRES-UNIT 092	16-0030	306020	497.55
	0060-801-4211-38400	233.77	FLEET TIRES-UNIT 065	16-0030	306020	
GRANICUS, INC	0010-801-6509-38400	3,276.00	WEBCASTING SERVICES	16-0200	306021	3,276.00
BING HAN	0136-801-3101-33250	90.00	POST TRAINING		306022	90.00
	0136-801-3101-33250	72.00	POST TRAINING		306023	72.00
HAROLD'S KEY SHOP, INC.	0010-801-6517-23050	21.80	KEY/LOCK SERVICES		306024	21.80
HENSLEY LAW GROUP	0010-801-1702-31600	844.71	LEGAL-CODE ENFORCEMENT	16-0081	306025	88,309.21
	0075-450-0075-09204	1,798.00	LEGAL-MARKET PLACE (TRUST)	16-0081	306025	
	0075-450-0075-09201	261.00	LEGAL-TOWNE CENTER (TRUST)	16-0081	306025	
	0010-701-0010-06700	145.00	LEGAL-CC&R	16-0081	306025	
	0010-801-1601-31600	60,050.50	LEGAL-VILLA GARFIELD	16-0081	306025	
	0010-801-1601-31600	406.00	LEGAL-BEDFORD	16-0081	306025	
	0880-801-2207-31600	3,876.00	LEGAL-DIAZ	16-0081	306025	
	0010-801-1601-31600	145.00	LEGAL-CA DEPT OF FINANCE	16-0081	306025	
	0010-801-1601-31600	783.00	LEGAL-GENERAL LITIGATION	16-0081	306025	
	0010-801-1601-31600	20,000.00	LEGAL-GENERAL SERVICES	16-0086	306025	
HI-WAY SAFETY RENTALS, INC.	0010-801-4212-31500	1,100.00	4TH OF JULY RENTAL		306026	1,100.00

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	F.O.	CHECK #	TOTAL
HOME DEPOT CREDIT SERVICES	0092-801-4223-23300	43.28	HARDWARE SUPPLIES		306027	
	0092-801-4223-23300	49.94	HARDWARE SUPPLIES		306027	
	0092-801-4223-23100	275.60	HARDWARE SUPPLIES		306027	
	0092-801-4222-23100	65.89	HARDWARE SUPPLIES		306027	
	0092-801-4221-23700	68.23	HARDWARE SUPPLIES		306027	
	0092-801-4223-23700	125.84	HARDWARE SUPPLIES		306027	
	0092-801-4222-24100	419.93	HARDWARE SUPPLIES		306027	
	0022-801-4202-22400	413.17	HARDWARE SUPPLIES		306027	
	0022-801-4206-23900	96.64	HARDWARE SUPPLIES		306027	
	0022-801-4202-22400	358.81	HARDWARE SUPPLIES		306027	
	0022-801-4202-22400	441.03	HARDWARE SUPPLIES		306027	
	0022-801-4206-23900	46.87	HARDWARE SUPPLIES		306027	
	0022-801-4206-24100	62.85	HARDWARE SUPPLIES		306027	
						2,458.08
INDUSTRIYSUITE LLC (DBA) REAL-TIME 1	0010-801-3101-39350	5,000.00	EPIC PROGRAM MEMBERSHIP	16-0153	306028	
	0010-801-3115-38400	120.00	EPIC PROGRAM MEMBERSHIP		306028	
						5,120.00
INTER VALLEY POOL SUPPLY	0010-801-6503-23050	226.35	POOL CHEMICALS	16-0194	306029	
	0010-801-6503-23050	609.11	POOL CHEMICALS	16-0194	306029	
	0010-801-6503-23050	300.20	POOL CHEMICALS	16-0194	306029	
	0010-801-6503-23050	339.65	POOL CHEMICALS	16-0194	306029	
	0010-801-6503-23050	321.21	POOL CHEMICALS	16-0194	306029	
	0010-801-6503-23050	471.83	POOL CHEMICALS	16-0194	306029	
						2,268.35
IRON MOUNTAIN OFF-SITE DATA	0010-850-1403-31700	338.79	COMPUTER TAPE STORAGE		306030	
						338.79
J E M ASSOCIATES INC	0010-701-0010-02010	213.00	REFUND-BUSINESS LICENSE FEE		306031	
						213.00
JENNIFER LEE	0075-450-0075-08630	150.00	REFUND SECURITY DEPOSIT (TRUST)		306032	

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						150.00
JHM SUPPLY INC	0010-801-6517-23300	267.32	PARKS SUPPLIES		306033	
	0010-801-6517-23300	181.76	PARKS SUPPLIES		306033	
						449.08
KEYSER MARSTON ASSOCIATES INC.	0880-801-2207-31950	70.00	AFFORDABLE HOUSING SERVICES		306034	
						70.00
KJC LATENT PRINT SERVICE	0010-801-3104-31950	532.50	POLICE LATENT PRINT SERVICES		306035	
						532.50
KNIGHT COMMUNICATIONS INC	0010-801-1301-38400	497.17	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-1404-38400	464.96	SYSTEM MANAGEMENT SERVICE		306036	
	0043-801-1404-38400	548.29	SYSTEM MANAGEMENT SERVICE		306036	
	0092-801-1404-38400	714.97	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-1701-38400	376.67	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-1702-38400	376.67	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-1703-38400	376.67	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-1801-38400	733.75	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-3115-38400	1,282.50	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-3201-38400	897.50	SYSTEM MANAGEMENT SERVICE		306036	
	0022-801-4202-38400	524.08	SYSTEM MANAGEMENT SERVICE		306036	
	0092-801-4210-38400	386.75	SYSTEM MANAGEMENT SERVICE		306036	
	0060-801-4211-38400	1,716.66	SYSTEM MANAGEMENT SERVICE		306036	
	0043-801-4212-38400	552.92	SYSTEM MANAGEMENT SERVICE		306036	
	0092-801-4220-38400	1,628.33	SYSTEM MANAGEMENT SERVICE		306036	
	0131-801-6001-38400	853.33	SYSTEM MANAGEMENT SERVICE		306036	
	0010-801-6502-38400	1,110.83	SYSTEM MANAGEMENT SERVICE		306036	
	0063-850-5004-99062	12,000.00	SYSTEM MANAGEMENT SERVICE	90682	306036	
						25,042.05
KNOWLES-MCNIFF	0010-801-1404-31700	783.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0043-801-1404-31700	3,850.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
KNOWLES-MCNIFF	0092-801-1404-31700	3,908.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0010-801-3115-31700	599.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0010-801-3220-31700	209.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0092-801-4221-31700	989.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4226-31700	212.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4227-31700	259.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4228-31700	212.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4229-31700	199.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4231-31700	265.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0093-801-4232-31700	212.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	
	0010-801-6001-31700	803.00	FINANCE SOFTWARE MAINTENANCE	16-0131	306037	12,500.00
L A TOYS AND BOOKSHOP INC	0010-701-0010-02010	90.00	REFUND BUSINESS LICENSE		306038	
	0077-701-0077-02110	113.04	REFUND BID FEE		306038	
	0010-701-0010-02025	40.00	REFUND TOBACCO FEE		306038	
	0010-701-0010-02020	1.00	REFUND STATE FEE		306038	244.04
STEPHEN LAM	0010-801-1101-39400	248.50	LCC CONFERENCE		306039	248.50
LAWN MOWER CORNER/KNG POWER EQUIPME	0060-801-4211-23500	18.48	PARKS REPAIR/SUPPLIES	16-0010	22 *	18.48
KAY LE	0075-450-0075-08200	105.00	REFUND GRADING BOND (TRUST)		306040	105.00
LEAD TECH ENVIRONMENTAL, INC.	0152-801-2206-38650	503.00	LEAD TESTING-213 E GLEASON	16-0213	306041	
	0152-801-2206-38650	554.00	LEAD TESTING-1100 ACKLEY	16-0213	306041	
	0152-801-2206-38650	811.00	LEAD TESTING-401 DONCREST	16-0213	306041	
	0152-801-2206-38650	694.00	LEAD TESTING-1155 PUNTA	16-0213	306041	
	0152-801-2206-38650	566.00	LEAD TESTING-728 RUSSELL	16-0213	306041	

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						3,128.00
HANS J LIANG	0010-801-1101-11100	46.00	MAYOR'S EXPENSES		306042	
	0092-801-1101-11100	35.00	MAYOR'S EXPENSES		306042	
	0043-801-1101-11100	35.00	MAYOR'S EXPENSES		306042	
						116.00
LIFE-ASSIST INC	0010-801-3220-24200	1,561.04	FIRE MEDICAL SUPPLIES	16-0064	306043	
	0010-801-3220-24200	692.78	FIRE MEDICAL SUPPLIES	16-0064	306043	
	0010-801-3220-24200	168.00	FIRE MEDICAL SUPPLIES	16-0064	306043	
	0010-801-3220-22350	528.60	FIRE MEDICAL SUPPLIES	16-0064	306043	
	0010-801-3220-22350	96.50	FIRE MEDICAL SUPPLIES	16-0064	306043	
	0010-801-3220-22350	269.00	FIRE MEDICAL SUPPLIES	16-0064	306043	
						3,315.92
LOOMIS ARMORED US, INC.	0010-701-0010-03700	508.28	ARMORED CARRIER SERVICE		306044	
						508.28
LOS ANGELES COUNTY FIRE DEPT.	0060-801-3210-38400	2,457.20	FIRE TRUCK REPAIR	16-0065	306045	
						2,457.20
LOS ANGELES COUNTY SHERIFF'S DEPART	0010-801-3113-22600	831.35	PRISONER MEALS	16-0127	306046	
						831.35
MAGIC TOUCH AUTO SPA	0075-450-0075-08550	15.00	DIAL-A-RIDE CAR WASHES (TRUST)		306047	
						15.00
MAIN SAN GABRIEL BASIN	0092-801-4220-22900	846,272.80	WATER ASSESSMENT FEE		306048	
						846,272.80
MARK KEPPEL H.S. ALLIANCE	0075-450-0075-08110	200.00	REFUND-FIREWORK DEPOSIT (TRUST)		306049	
						200.00
METROPOLITAN TRANSPORTATION	0109-801-6511-41200	4,940.00	LANGLEY TAP CARD	16-0187	306050	
	0109-801-6511-41200	4,020.00	LANGLEY TAP CARD	16-0187	306050	
						8,960.00
MICHAEL BAKER INTERNATIONAL, INC.	0447-801-1701-31950	6,158.19	GARFIELD TRANSIT VILLAGE SVCS	16-0156	306051	

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	F.O.	CHECK #	TOTAL
						6,158.19
MICHAEL PAPAC (DBA) CINEMA WEAPONRY	0075-450-0075-08420	196.20	POLICE SUPPLIES (TRUST)		306052	196.20
MOBILE MINI LLC	0010-801-6508-39860	115.26	FARMER MARKET STORAGE		306053	115.26
MOBILE VISION IN CAR VIDEO	0160-801-3103-22750	124.00	POLICE CAMERA SYSTEM REPAIR		306054	124.00
MONTEREY PARK SISTER CITY	0075-450-0075-09080	1,500.00	REIMBURSE AIRFARE (TRUST)		306055	1,500.00
MOONEY INVESTMENT LLC	0010-701-0010-02010	300.00	REFUND BUSINESS LICENSE		306056	300.00
MUSIC GEM	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		306057	190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		306058	190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		306059	190.00
	0075-450-0075-08550	190.00	LANGLEY DANCE BAND (TRUST)		306060	190.00
MV TRANSPORTATION, INC	0109-850-4201-31960	46,933.48	SPIRIT BUS OPERATION	90624	306061	44,470.73
	0109-701-0109-07680	2,742.75	SPIRIT BUS FARE		306061	
	0109-801-4201-31960	280.00	SPIRIT BUS GPS		306061	
ERNEST T. NAGAMATSU	0075-450-0075-08200	4,188.00	REFUND GRADING BOND (TRUST)		306062	4,188.00
NATIONAL BUSINESS FURNITURE	0010-801-3103-38400	1,700.93	OFFICE FURNITURE		306063	1,700.93
NEC UNIFIED SOLUTIONS INC	0092-801-1408-32050	408.00	PHONE SYSTEM SERVICES		306064	

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
NEC UNIFIED SOLUTIONS INC	0010-801-6001-38100	468.00	PHONE SYSTEM SERVICES		306064	
	0010-801-3112-38400	408.00	PHONE SYSTEM SERVICES		306064	
	0010-801-3112-38400	1,765.92	PHONE SYSTEM SERVICES		306064	3,049.92
NET TRANSCRIPTS INC.	0010-801-3101-22750	65.67	POLICE TRANSCRIPTION SERVICES		306065	65.67
NETWORK INNOVATIONS US INC.	0010-801-3230-32050	31.02	EOC PHONE SERVICE		306066	31.02
NEW WORLD SYSTEMS CORP	0010-801-3115-38400	172,160.00	POLICE-CAD/RMS LICENSE	16-0216	306067	172,160.00
THAI LONG NHU	0010-701-0010-03630	53.00	REFUND PARKING CITATION		306068	53.00
NORTHROP GRUMMAN	0092-801-4221-24150	650.00	WATER SOFTWARE ANNUAL FEE		306069	650.00
OFFICE DEPOT INC.	0010-801-3114-21350	662.59	OFFICE SUPPLIES	16-0072	306070	
	0010-801-3114-21350	73.16	OFFICE SUPPLIES	16-0072	306070	
	0010-801-6505-21350	28.33	OFFICE SUPPLIES	16-0154	306070	
	0010-801-6505-21350	94.99	OFFICE SUPPLIES	16-0154	306070	
	0109-801-6511-22750	11.88	OFFICE SUPPLIES	16-0154	306070	
	0109-801-6511-22750	30.07	OFFICE SUPPLIES	16-0154	306070	
	0010-801-6516-21350	15.36	OFFICE SUPPLIES		306070	
	0010-801-6516-21350	281.24	OFFICE SUPPLIES		306070	
	0092-801-4212-21350	163.46	OFFICE SUPPLIES		306070	
	0092-801-4212-21350	59.48	OFFICE SUPPLIES		306070	
	0092-801-4212-21350	20.39	OFFICE SUPPLIES		306070	
	0010-801-3201-21350	21.79	OFFICE SUPPLIES	16-0061	306070	
	0010-801-3201-21350	40.82	OFFICE SUPPLIES	16-0061	306070	
	0010-801-1301-22750	21.79	OFFICE SUPPLIES		306070	

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
OFFICE DEPOT INC.	0010-801-1301-21250	110.23	OFFICE SUPPLIES		306070	
	0010-801-1101-39250	17.93	OFFICE SUPPLIES		306070	
	0010-801-1101-39250	1.64	OFFICE SUPPLIES		306070	
	0010-801-1101-39250	143.13	OFFICE SUPPLIES		306070	
	0010-801-1101-39250	15.91	OFFICE SUPPLIES		306070	
						1,814.19
PRERERRED AUTO GLASS	0060-801-4211-38400	158.65	FLEET REPAIR-UNIT 877		306071	
						158.65
PRUDENTIAL OVERALL SUPPLY	0060-801-4211-22300	25.32	UNIFORMS		23 *	
	0060-801-4211-22300	25.32	UNIFORMS		23 *	
	0060-801-4211-22150	22.26	SHOP RAGS		23 *	
	0010-801-3210-22150	13.76	SHOP RAGS		23 *	
	0060-801-4211-22150	22.26	SHOP RAGS		23 *	
	0010-801-3210-22150	13.76	SHOP RAGS		23 *	
						122.68
QUILL CORPORATION	0010-801-1704-21250	34.85	OFFICE SUPPLIES		306072	
	0010-801-3205-21350	66.80	OFFICE SUPPLIES		306072	
						101.65
MARGARET RAMIREZ	0010-801-1301-22670	25.00	COUNCIL PRESENTATION PHOTO	16-0124	306073	
						25.00
REDWASH EXPRESS INC (DBA) GOOMBERW	0060-801-4211-38400	227.00	CAR WASHES	16-0141	306074	
						227.00
SAFETY KLEEN SYSTEM, INC.	0060-801-4211-38400	332.04	FLEET PARTS		306075	
						332.04
SEA WISE FASHION INC	0010-701-0010-02010	148.75	REFUND BUSINESS LICENSE		306076	
						148.75
SMS INC	0010-801-3115-38400	682.00	SERVER MAINTENANCE	16-0148	306077	
						682.00

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
SNAP-ON INDUSTRIAL, A DIVISION OF 3	0060-801-4211-38400	195.20	FLEET TOOLS/SUPPLIES	16-0037	306078	195.20
SONSRAY MACHINERY LLC	0060-801-4211-23500	39.51	FLEET PARTS-UNIT 080		306079	39.51
SPOK, INC.	0010-801-3112-32050	120.24	PAGING SERVICES	16-0100	306080	
	0092-801-4220-32050	4.75	PAGING SERVICES	16-0100	306080	
	0010-801-3112-32050	122.11	PAGING SERVICES	16-0100	306080	
	0092-801-4220-32050	4.75	PAGING SERVICES	16-0100	306080	251.85
ST. STEPHEN MARTYR SCHOOL	0075-450-0075-08110	200.00	REFUND-FIREWORK DEPOSIT (TRUST)		306081	200.00
SUPER PRINT LITHOGRAPHICS INC	0010-801-1703-39250	581.21	COMM DEV-CERT OF OCCUPANCY		306082	581.21
SUPERCO TV & APPLIANCE	0010-801-3102-22750	254.69	POLICE VIDEO EQUIPMENT		306083	254.69
SUPERIOR COURT OF CALIFORNIA - COUN	0010-701-0010-03620	12,294.36	CITATION PROCESSING		306084	12,294.36
SUPREME TROPHIES & GIFTS CO.	0043-801-4208-39740	32.70	NAME BADGES		306085	
	0010-801-1101-39250	7.63	NAME BADGES		306085	40.33
TAKAKO S. OSUMI	0075-450-0075-09010	600.00	CHERRY BLOSSOM (TRUST)		306086	600.00
THE CHRYSALIS CENTER	0077-801-1111-31950	5,452.00	BID MAINTENANCE	16-0186	306087	5,452.00
THE WESTGATE HOTEL COMPANY	0136-801-3101-33250	371.25	POST TRAINING		306088	371.25
	0136-801-3101-33250	371.25	POST TRAINING		306089	371.25

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
THE WESTGATE HOTEL COMPANY	0136-801-3101-33250	371.25	POST TRAINING		306090	371.25
	0136-801-3101-33250	371.25	POST TRAINING		306091	371.25
	0136-801-3101-33250	371.25	POST TRAINING		306092	371.25
	0136-801-3101-33250	371.25	POST TRAINING		306093	371.25
	0136-801-3101-33250	371.25	POST TRAINING		306094	371.25
TIRE CENTERS, LLC	0060-801-3210-38400	2,245.35	FIRE ENGINE TIRES-E62		306095	2,245.35
TITO AUTO TRIM (DBA)	0060-801-4211-38400	119.00	FLEET REPAIR-UNIT 026	16-0039	306096	119.00
TOM'S CLOTHING & UNIFORMS INC	0010-801-3101-22320	18.64	UNIFORMS-G LEIBSCHER	16-0093	24 *	
	0010-801-3101-22320	127.53	UNIFORMS-S MEJIA	16-0093	24 *	
	0010-801-3101-22320	105.17	UNIFORMS-M ABASOLO	16-0093	24 *	
	0010-801-3101-22320	94.83	UNIFORMS-M ABASOLO	16-0093	24 *	
	0010-801-3101-22320	184.21	UNIFORMS-G LEIBSCHER	16-0093	24 *	
	0010-801-3101-22320	184.21	UNIFORMS-C MIRELES	16-0093	24 *	
	0010-801-3101-22320	68.18	UNIFORMS-F LAM	16-0093	24 *	
	0010-801-3102-22310	180.94	UNIFORMS-R BARRERA	16-0093	24 *	
	0010-801-3103-22310	74.07	UNIFORMS-M LOTT		24 *	
	0010-801-3103-22310	86.33	UNIFORMS-A MENA	16-0093	24 *	
	0010-801-3103-22310	47.09	UNIFORMS-K AKPAWU	16-0093	24 *	
	0010-801-3103-22310	68.67	UNIFORMS-S JIMENEZ	16-0093	24 *	
	0010-801-3103-22310	78.48	UNIFORMS-T GRANT	16-0093	24 *	
	0010-801-3103-22310	290.38	UNIFORMS-R MUNDER	16-0093	24 *	

* Indicates an E-Payable transaction

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VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
TOM'S CLOTHING & UNIFORMS INC	0010-801-3103-22310	232.97	UNIFORMS-M GUILLERMO	16-0093	24 *	
	0010-801-3103-22310	48.07	UNIFORMS-M GUILLERMO	16-0093	24 *	
	0010-801-3103-22310	450.28	UNIFORMS-M GUILLERMO	16-0093	24 *	
	0010-801-3103-22310	238.38	UNIFORMS-K AKPAWU	16-0093	24 *	
	0010-801-3103-22310	23.54	UNIFORMS-K AKPAWU	16-0093	24 *	
	0010-801-3103-22310	178.50	UNIFORMS-K AKPAWU	16-0093	24 *	
	0010-801-3103-22310	137.83	UNIFORMS-K AKPAWU	16-0093	24 *	
	0010-801-3103-22310	9.81	UNIFORMS-R COTA	16-0093	24 *	
	0010-801-3103-22310	139.30	UNIFORMS-G ESCARSEGA	16-0093	24 *	
	0010-801-3103-22310	16.68	UNIFORMS-S GIOVANAZZI	16-0093	24 *	
	0010-801-3103-22310	184.21	UNIFORMS-W LEON	16-0093	24 *	
	0010-801-3103-22310	89.38	UNIFORMS-A MENA	16-0093	24 *	
	0010-801-3103-22310	127.53	UNIFORMS-J ORATE	16-0093	24 *	
	0010-801-3103-22310	206.01	UNIFORMS-J ORATE	16-0093	24 *	
	0010-801-3103-22310	240.34	UNIFORMS-P PALOMINO	16-0093	24 *	
	0010-801-3103-22310	264.87	UNIFORMS-B PFLUGHOFT	16-0093	24 *	
	0010-801-3103-22310	33.32	UNIFORMS-B PFLUGHOFT	16-0093	24 *	
	0010-801-3103-22310	149.11	UNIFORMS-R SALINAS	16-0093	24 *	
	0010-801-3104-22310	8.83	UNIFORMS-G JIMENEZ	16-0093	24 *	
	0010-801-3111-22310	200.00	UNIFORMS-W ESTRADA	16-0093	24 *	
	0010-801-3112-22310	142.74	UNIFORMS-J REZA	16-0093	24 *	
	0010-801-3112-22310	227.59	UNIFORMS-C MAZELIN	16-0093	24 *	
	0010-801-3113-22310	7.85	UNIFORMS-W OSHEA	16-0093	24 *	
	0010-801-3113-22310	117.72	UNIFORMS-W OSHEA	16-0093	24 *	
	0010-801-3114-22310	28.26	UNIFORMS-A LE	16-0093	24 *	
	0010-801-3114-22310	271.74	UNIFORMS-A LE	16-0093	24 *	
	0071-801-3120-22310	352.18	UNIFORMS-C RAMIREZ	16-0093	24 *	
	0109-801-6511-22310	105.73	UNIFORMS-W ROMODEVIVAN		24 *	
	0010-801-3210-22310	359.70	UNIFORMS-B RODRIGUEZ	16-0056	24 *	

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TOM'S CLOTHING & UNIFORMS INC	0010-801-3210-22310	327.00	UNIFORMS-G NELSON	16-0056	24 *	
	0010-801-3210-22310	32.70	UNIFORMS-N LAKIN	16-0056	24 *	
	0010-801-3210-22310	119.90	UNIFORMS-B GOMORY	16-0056	24 *	
	0010-801-3210-22310	152.60	UNIFORMS-G FOWLER	16-0056	24 *	
	0010-801-3210-22310	536.28	UNIFORMS-R TULLIUS	16-0056	24 *	
	0010-801-3210-22310	76.30	UNIFORMS-M IENNI	16-0056	24 *	
	0010-801-3210-22310	65.40	UNIFORMS-R RYSDON	16-0056	24 *	
	0010-801-3210-22310	38.15	UNIFORMS-J CARTER	16-0056	24 *	
	0010-801-3210-22310	19.62	UNIFORMS-B RODRIGUEZ	16-0056	24 *	
	0010-801-3210-22310	141.70	UNIFORMS-S KELLY	16-0056	24 *	
	0010-801-3210-22310	25.37	UNIFORMS-R HARPER	16-0056	24 *	
	0010-801-3210-22310	19.62	UNIFORMS-D MARQUARDT	16-0056	24 *	
	0010-801-3210-22310	189.90	UNIFORMS-J BIRRELL	16-0056	24 *	
	0010-801-3210-22310	29.43	UNIFORMS-J BIRRELL	16-0056	24 *	
	0010-801-3210-22310	19.62	UNIFORMS-M HALLOCK	16-0056	24 *	
	0010-801-3210-22310	19.62	UNIFORMS-S GREGG	16-0056	24 *	
	0010-801-3210-22310	39.24	UNIFORMS-S KELLEY	16-0056	24 *	
	0010-801-3210-22310	163.50	UNIFORMS-M OLIVAS	16-0056	24 *	
	0010-801-3210-22310	50.00	UNIFORMS-M KHAIL	16-0056	24 *	
	0010-801-3210-22310	19.62	UNIFORMS-K LEASURE	16-0056	24 *	
	0010-801-3210-22310	54.50	UNIFORMS-RODRIGUEZ	16-0056	24 *	
	0010-801-3210-22310	65.00	UNIFORMS-M MATA	16-0056	24 *	
	0010-801-3210-22310	204.92	UNIFORMS-F PADILLA	16-0056	24 *	
	0010-801-3210-22310	370.60	UNIFORMS-T AYALA	16-0056	24 *	
	0010-801-3210-22310	675.00	UNIFORMS-D TOLLEFSON	16-0056	24 *	
	0010-801-3210-22310	364.06	UNIFORMS-B GOMORY	16-0056	24 *	
	0010-801-3210-22310	449.08	UNIFORMS-J LEGA	16-0056	24 *	
	0010-801-3210-22310	129.71	UNIFORMS-B GOMORY	16-0056	24 *	
	0010-801-3210-22310	49.05	UNIFORMS-F PADILLA	16-0056	24 *	

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COUNCIL MEETING DATE 09/16/2015

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
TOM'S CLOTHING & UNIFORMS INC	0010-801-3210-22310	134.07	UNIFORMS-B REYES	16-0056	24 *	
	0010-801-3210-22310	109.00	UNIFORMS-D MARQUARDT	16-0056	24 *	
	0010-801-3210-22310	204.92	UNIFORMS-J LEGA	16-0056	24 *	
	0010-801-3210-22310	152.60	UNIFORMS-J CARTER	16-0056	24 *	
	0010-801-3210-22310	218.00	UNIFORMS-S GREGG	16-0056	24 *	
	0010-801-3210-22310	65.40	UNIFORMS-J CHAPMAN	16-0056	24 *	
	0010-801-3210-22310	20.71	UNIFORMS-D MARQUARDT	16-0056	24 *	
	0010-801-3210-22310	299.75	UNIFORMS-F PADILLA	16-0056	24 *	
	0010-801-3210-22310	28.34	UNIFORMS-C KIBURN	16-0056	24 *	
	0010-801-3210-22310	109.00	UNIFORMS-A MALOUF	16-0056	24 *	
	0010-801-3210-22310	119.90	UNIFORMS-R BLAKE	16-0056	24 *	
	0010-801-3210-22310	234.35	UNIFORMS-R RYSDON	16-0056	24 *	
	0010-801-3210-22310	20.71	UNIFORMS-R MATA	16-0056	24 *	
	0010-801-3210-22310	27.25	UNIFORMS-R TULLIUS	16-0056	24 *	
	0010-801-3210-22310	218.00	UNIFORMS-S REILLY	16-0056	24 *	
	0010-801-3210-22310	359.70	UNIFORMS-R HARPER	16-0056	24 *	
	0010-801-3210-22310	381.50	UNIFORMS-C CACCIATORI	16-0056	24 *	
	0010-801-3210-22320	39.24	UNIFORMS-RESERVE EMBROIDERY	16-0057	24 *	
	0010-801-3210-22320	29.43	UNIFORMS-P MONTERO	16-0057	24 *	
	0010-801-3210-22320	422.92	UNIFORMS- L BAILEY	16-0057	24 *	
	0010-801-3210-22310	134.07	UNIFORMS-M OLIVAS	16-0056	24 *	
						13,977.55
GRACE TRAN	0075-450-0075-08200	716.80	REFUND EXCAVATION BOND (TRUST)		306097	716.80
TIM TRAN	0010-801-1703-22310	200.00	REIMBURSE-UNIFORM		306098	
	0010-801-1703-22300	46.35	REIMBURSE-UNIFORM		306098	
						246.35
TRANSTECH	0010-850-5004-91579	1,140.00	LA LOMA PARKING LOT	90829	306099	
	0010-850-5004-91579	2,090.00	LA LOMA PARKING LOT	90829	306099	

* Indicates an E-Payable transaction

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CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	E.O.	CHECK #	TOTAL
TRANSTECH	0010-850-5004-91579	6,227.50	LA LOMA PARKING LOT	90829	306099	
	0010-801-5004-91548	380.00	IRRIGATION-ELDER/SUNNYSLOPES		306099	
	0010-801-5004-91548	1,995.00	IRRIGATION-ELDER/SUNNYSLOPES		306099	
	0010-801-5004-91548	750.00	IRRIGATION-ELDER/SUNNYSLOPES		306099	
	0010-801-5004-91546	105.00	IRRIGATION-ELDER/SUNNYSLOPES		306099	
						12,687.50
TRI-MOUNTAIN	0010-801-1301-22670	91.21	CITY CLERK UNIFORM		306100	
						91.21
WILSING TSE	0075-450-0075-08200	697.00	REFUND-GRADING BOND (TRUST)		306101	
						697.00
TURNOUT MAINTENANCE COMPANY LLC	0010-801-3210-22300	158.00	FIRE UNIFORM CLEAN/REPAIR		306102	
						158.00
U S ARMOR CORP	0229-801-3103-22300	626.75	POLICE-BULLET PROOF VEST		25 *	
						626.75
V & K INVESTMENT GROUP LLC	0010-701-0010-02010	300.00	REFUND BUSINESS LICENSE		306103	
						300.00
MARICELA VASQUEZ	0010-801-6506-22750	200.00	DAY CARE SUPPLIES		306104	
						200.00
VEHICLE TECHNICAL CONSULTANTS INC	0109-801-4201-31960	2,928.32	SPIRIT BUS INSPECTION	16-0115	306105	
	0443-801-5004-96066	1,071.68	SPIRIT BUS INSPECTION		306105	
						4,000.00
VETERINARY HEALTHCARE CENTER	0160-801-3103-22800	31.50	K9 SUPPLIES & SERVICES		306106	
	0160-801-3103-22800	37.41	K9 SUPPLIES & SERVICES		306106	
	0160-801-3103-22800	32.62	K9 SUPPLIES & SERVICES		306106	
	0160-801-3103-22800	37.41	K9 SUPPLIES & SERVICES		306106	
	0010-801-3111-31550	25.00	VETERINARY SERVICES		306106	
						163.94
WARREN DISTRIBUTING, INC.	0060-801-4211-23500	130.31	FLEET PARTS-UNIT 092		26 *	

* Indicates an E-Payable transaction

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CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
WARREN DISTRIBUTING, INC.	0060-801-4211-23500	10.17	FLEET PARTS-UNIT 080		26 *	
	0060-801-4211-23500	16.90	FLEET PARTS-UNIT 955		26 *	
	0060-801-4211-23500	14.13	FLEET PARTS-UNIT 898		26 *	
	0060-801-4211-23500	14.17-	FLEET PARTS-CREDIT		26 *	
	0060-801-4211-23500	115.67-	FLEET PARTS-CREDIT		26 *	
	0060-801-4211-23500	14.17-	FLEET PARTS-CREDIT		26 *	
	0060-801-4211-23500	14.17-	FLEET PARTS-CREDIT		26 *	13.33
WELLS FARGO FINANCIAL LEASING	0010-801-4212-31950	1,623.98	COPIER RENTAL		306107	1,623.98
WEN INVESTMENT LLC	0010-701-0010-02010	225.00	REFUND BUSINESS LICENSE		306108	225.00
WEST COAST ARBORISTS, INC.	0448-801-5004-91732	558.80	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	279.40	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	279.40	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	279.40	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	558.80	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	558.80	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	279.40	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	838.20	TREE MAINTENANCE SERVICES		306109	
	0448-801-5004-91732	558.80	TREE MAINTENANCE SERVICES		306109	4,191.00
WESTCO SERVICE COMPANY	0010-801-4210-38150	577.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	478.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	533.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	681.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	410.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	387.00	AIR CONDITIONING REPAIR	16-0221	306110	
	0010-801-4210-38150	335.00	AIR CONDITIONING REPAIR	16-0221	306110	

* Indicates an E-Payable transaction

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CITY OF MONTEREY PARK
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COUNCIL MEETING DATE 09/16/2015

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PRINTED WARRANTS

VENDOR NAME	ACCOUNT	AMOUNT	DESCRIPTION	P.O.	CHECK #	TOTAL
						3,401.00
WESTERN WATER WORKS SUPPLY CO.	0092-801-4223-23350	3,802.03	WATER SUPPLIES	16-0155	306111	
	0092-801-4223-23350	1,519.90	WATER SUPPLIES	16-0155	306111	
	0092-801-4223-23300	743.72	WATER SUPPLIES	16-0155	306111	
	0092-801-4223-23300	461.98	WATER SUPPLIES	16-0155	306111	
						6,527.63
WILLIES TIRES AND ALIGNMENT	0042-801-4204-23700	84.58	FLEET TIRES-UNIT B01		306112	
						84.58
WONDRIES FLEET GROUP	0092-801-4211-54100	20,000.00	FLEET ELECTRICAL VEHICLE	16-0178	306113	
	0060-801-4211-54100	5,000.00	FLEET ELECTRICAL VEHICLE	16-0178	306113	
	0455-801-4211-54100	10,000.00	FLEET ELECTRICAL VEHICLE	16-0178	306113	
						35,000.00
XEROX CORPORATION	0092-801-1408-38400	404.90	COPIER RENTAL	16-0095	306114	
						404.90
ZOLL MEDICAL CORPORATION	0010-801-3220-24200	183.10	FIRE MEDICAL SUPPLIES	16-0113	306115	
						183.10
TOTAL FOR REGULAR WARRANTS						1,500,342.57
PRINTED		1,466,063.94				
E-PAYABLE		34,278.63				

CITY OF MONTEREY PARK
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TOTAL FOR PREPAID WARRANTS	125,712.17
TOTAL FOR PREPAID E-PAYABLES	0.00
TOTAL FOR PRINTED WARRANTS	1,466,063.94
TOTAL FOR PRINTED E-PAYABLES	34,278.63
TOTAL WARRANTS	1,626,054.74
TOTAL VOID CHECKS	1
TOTAL PREPAID CHECKS	39
TOTAL PREPAID E-PAYABLES	0
TOTAL CHECKS PRINTED	149
TOTAL E-PAYABLES PRINTED	11
TOTAL CHECKS ISSUED	199

CITY OF MONTEREY PARK
FINAL WARRANT REGISTER
COUNCIL MEETING DATE 09/16/2015
FUND SUMMARY

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FUND	DESCRIPTION	PREPAID	PRINTED	TOTAL
0010	GENERAL FUND	16,323.86	429,792.32	446,116.18
0012	RETIREMENT FUND	0.00	1,325.00	1,325.00
0022	STATE GAS TAX FUND	661.40	5,892.63	6,554.03
0042	SEWER FUND	19.85	84.58	104.43
0043	REFUSE FUND	4,035.71	7,234.97	11,270.68
0060	CITY SHOP FUND	400.00	15,137.70	15,537.70
0063	TECHNOLOGY INTERNAL SERV FUND	0.00	12,000.00	12,000.00
0071	PUBLIC SAFETY IMPACT FEE FUND	206.07	352.18	558.25
0075	SPECIAL DEPOSITS FUND	7,173.28	12,448.51	19,621.79
0077	BUSINESS IMPROVEMENT AREA #1	0.00	5,565.04	5,565.04
0092	WATER FUND	13,221.18	897,183.19	910,404.37
0093	WATER TREATMENT FUND	0.00	1,359.00	1,359.00
0109	OPA PROPOSITION A	983.68	57,628.66	58,612.34
0131	LIBRARY TAX FUND	0.00	853.33	853.33
0136	POST	696.00	3,960.75	4,656.75
0152	HOME HOUSING PROGRAM	0.00	3,128.00	3,128.00
0159	RECREATION FUND	1,343.25	0.00	1,343.25
0160	ASSET FORFEITURE	0.00	262.94	262.94
0161	CONSTRUCTION AGENCY FUND	0.00	10,352.90	10,352.90
0166	PROPOSITION C	78,338.81	9,261.25	87,600.06
0175	ISTEA	1,350.00	0.00	1,350.00
0178	PROP A - PER PARCEL GRANT	0.00	526.00	526.00
0229	BULLETPROOF VEST POLICE GRANT	0.00	626.75	626.75
0349	ELAC INSTRUCTIONAL SERV PROG	38.01	0.00	38.01
0443	MTA CLEAN FUEL BUS GRANT	0.00	1,071.68	1,071.68
0447	MTA S GARFIELD TRANSIT VILLAGE	0.00	6,158.19	6,158.19
0448	TREE PLANTING COUNTY GRANT	0.00	4,191.00	4,191.00
0455	PUBLIC FLEET PILOT PROJ GRANT	0.00	10,000.00	10,000.00

CITY OF MONTEREY PARK
 FINAL WARRANT REGISTER
 COUNCIL MEETING DATE 09/16/2015
 FUND SUMMARY

35

FUND	DESCRIPTION	PREPAID	PRINTED	TOTAL
0501	LA COUNTY OPEN SPACE GRANT	921.07	0.00	921.07
0880	CITY/HOUSING SPECIAL REVENUE	0.00	3,946.00	3,946.00
TOTAL		125,712.17	1,500,342.57	1,626,054.74



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-B.

TO: The Honorable Mayor and City Council

FROM: Vincent D. Chang, City Clerk

SUBJECT: City Council Minutes

RECOMMENDATION:

It is recommended that the City Council

- (1) Approve the minutes from the regular meeting and special meeting of August 19, 2015.
- (2) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

None.

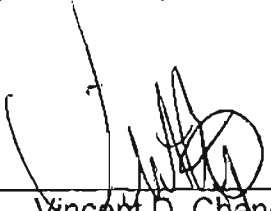
BACKGROUND:

None.

FISCAL IMPACT:

None.

Respectfully submitted,



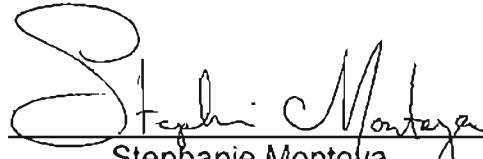
Vincent D. Chang
City Clerk

Approved By:



Paul L. Talbot
City Manager

Prepared by:



Stephanie Montoya
Minutes Clerk

Attachments: (Regular) August 19, 2015, (Special) August 19, 2015

**MINUTES
MONTEREY PARK CITY COUNCIL
SUCCESSOR AGENCY (SA)
SPECIAL MEETING
AUGUST 19, 2015**

The City Council of the City of Monterey Park held a Special Meeting of the Council in Room 266, Second Floor of City Hall, located at 320 West Newmark Avenue in the City of Monterey Park, Wednesday, August 19, 2015 at 6:00 p.m.

CALL TO ORDER:

Mayor Chan called the meeting to order at 6:01 p.m.

ROLL CALL:

Assistant City Manager Bow called the roll:

Council Members Present: Hans Liang, Stephen Lam, Teresa Real Sebastian, Mitchell Ing, Peter Chan

Council Members Absent: None

Also Present: Assistant City Manager Ron Bow, City Attorney Mark Hensley, Director of Human Resources & Risk Management Tom Cody

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

None.

ORAL & WRITTEN COMMUNICATIONS

None.

CLOSED SESSION- The City Council adjourned to Closed Session at 6:01 p.m.

1. CONFERENCE WITH CITY'S LABOR NEGOTIATOR (GOVERNMENT CODE § 54957.6: 8 matters

Employee Organizations:	General Employees SEIU 721, Confidential Employee Association and Mid-Management Employee Association as well as Medical and Retiree Health Care Re-opener negotiations with the Monterey Park Firefighters' Association (MPFFA), Monterey Park Police Officers' Association (MPPOA), Monterey Park Professional Chief Officers' Association (PCOA), POA/Captains' Unit, Police Officer's Mid-Management Association (POMMA.)
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City Designated Representative:	City Manager and Human Resources Director
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MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance the quality of life for our entire community

**2. CONFERENCE LEGAL COUNSEL, EXISTING LITIGATION - GOVERNMENT
CODE § 54956.9 (d)(1) Number of Cases: 1**

Kenneth Thai v. Cities of Alhambra and Monterey Park (May 14, 2014)
LASC Case Number: BC565253

RECONVENE & ADJOURNMENT

The City Council reconvened from Closed Session with all Council Members present and the meeting was adjourned at 6:45 p.m.

Action Taken: No reportable action taken during Closed Session.

Vincent D. Chang
City Clerk

**MINUTES
MONTEREY PARK CITY COUNCIL
SUCCESSOR AGENCY (SA)
REGULAR MEETING
AUGUST 19, 2015**

The City Council of the City of Monterey Park held a Regular Meeting of the Council in the Council Chamber, located at 320 West Newmark Avenue in the City of Monterey Park, Wednesday, August 19, 2015 at 7:00 p.m.

The minutes include items considered by the City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency, which dissolved February 1, 2012. Successor Agency matters will include the notation of "SA" next to the Agenda Item Number.

CALL TO ORDER:

Mayor Chan called the meeting to order at 7:00 p.m.

FLAG SALUTE:

The Monterey Park Police Explorers led the flag salute.

ROLL CALL:

City Clerk Vincent Chang called the roll:

Council Members Present: Hans Liang, Stephen Lam, Teresa Real Sebastian, Mitchell Ing, Peter Chan

Council Members Absent: None.

ALSO PRESENT: Treasurer Joseph Leon, City Attorney Mark Hensley, Public Works Director/Assistant City Manager Ron Bow, Fire Chief Scott Haberle, Human Resources Director Tom Cody, Community and Economic Development Director Mike Huntley, Management Services Director Chu Thai, Recreation and Community Services Director Dan Costley, City Librarian Norma Arvizu, Controller Annie Yaung, Assistant City Engineer Rey Alfonso, Water Utility Manager Frank Heldman, Police Captain Eugene Harris, Public Works Maintenance Manager Charles Nelson

AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS

None.

1A. PRESENTATION: TURF REBATE PROGRAM

Water Utility Manager, Frank Heldman, provided the City Council and residences with a PowerPoint presentation introducing the City of Monterey Park's Turf Rebate Program, which will provide financial relief to residents of Monterey Park that are making the efforts to conserve their household water usage by removing turf and re-landscaping the yard using drought resistant landscaping. City Council directed staff to launch the City of Monterey Park's Turf Rebate Program, after at least three months from now and to first focus on promoting the State of California Department of Water Resources (DWR) Toilet and Turf Rebate Program to residents. City Council also directed staff to look into retroactive rewards for residents who had proactively removed turf and replaced it with drought

MISSION STATEMENT

The mission of the City of Monterey Park is to provide excellent services to enhance
the quality of life for our entire community

resistant landscaping, prior to the start of these two rebate programs. In regards to the City of Monterey Park Turf Rebate Program, City Council also directed staff to extend the amount of time residents have to complete their project to 180 days. Council directed staff to return in three months, before the start of the City's Turf Rebate Program, with a report on the progress of the State of California DWR Toilet and Turf program. After our program launches, City Council also requested staff to provide them with before and after photos from residents who participated in the City of Monterey Park Turf Program.

Public Speaker:

John Leung, from the San Gabriel Valley Municipal Water District also informed residence about the Toilet and Turf Rebate Program, which is funded by the California Department of Water Resources (DWR). This will allow qualified residents to receive rebates on water conservation efforts such as replacing old toilets and removing water-guzzling lawns from their homes. The program will provide a total of \$30 million in rebates to over 10,000 homeowners.

ORAL AND WRITTEN COMMUNICATIONS

- Elizabeth Barajas and Margaret Leung invited the community to the upcoming 2nd Annual Geranium Festival on Saturday, October 3, 2015 at Barnes Park, as a tribute to the Geranium, the flower of The City of Monterey Park. There will be games and activities for the entire family with special activities and a contest for dogs.

2. SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA)

NEW BUSINESS

2A. WARRANT REGISTER FOR SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY OF AUGUST 19, 2015

It is required that the City Council (acting on behalf of the Successor Agency) approve all disbursements. Disbursements will be made from the funds referenced in the attached Resolution in Warrants numbered 288-290.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency approved payment of warrants and adopted Resolution No. SA-99 of the Successor Agency to the former Monterey Park Redevelopment Agency allowing certain claims and demands per warrant register dated August 19, 2015 totaling \$406.67 and specifying the funds out of which the same are to be paid.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes:	Council Members:	Liang, Lam, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

Resolution SA-99, entitled:

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA) ALLOWING CERTAIN CLAIMS AND DEMANDS PER WARRANT REGISTER DATED 19TH DAY OF AUGUST 2015 TOTALING \$406.67 AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

2B. SUCCESSOR AGENCY MINUTES

Approval of Minutes from the regular meeting of July 15, 2015, and the minutes from the special joint meeting of June 27, 2015, of the Successor Agency to the former Monterey Park Redevelopment Agency.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency made a motion to approve Items 2B and 2C. City Council approved the minutes from the regular meeting of July 15, 2015, and the special joint meeting of June 27, 2015.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

2C. SUCCESSOR AGENCY INVESTMENT REPORT AS OF JULY 2015

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months.

As of July 31, 2015 invested funds for the Successor Agency of the City of Monterey Park is as follows: Successor Agency (SA) Savings \$5,633,514.73; Successor Agency (SA) Checking \$146,101.84; Successor Agency (SA) RORF \$115,988.00 for a total of \$5,895,604.57.

Action Taken: The City Council acting on behalf of the Successor Agency of the former Monterey Park Redevelopment Agency made a motion to approve Items 2B and 2C. City Council received and filed the monthly investment report.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

This is the end of Successor Agency (SA) items.

3. **CITY OF MONTEREY PARK CONSENT CALENDAR**

None.

4. **PUBLIC HEARING**

None.

5. **UNFINISHED BUSINESS**

5A. **SECOND READING AND ADOPTION: AN ORDINANCE ADDING CHAPTER 16.30 OF THE MONTEREY PARK MUNICIPAL CODE RELATING TO EXPEDITED PERMITTING PROCEDURES FOR SMALL RESIDENTIAL ROOF TOP SOLAR SYSTEMS**

The first reading and public hearing occurred on August 5, 2015. The ordinance is now ready for its second reading and adoption by the City Council.

Action Taken: The City Council waived second reading and adopted Ordinance No. 2122.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes:	Council Members:	Liang, Lam, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

Ordinance No. 2122, entitled:

AN ORDINANCE AMENDING TITLE 16 OF THE MONTEREY PARK MUNICIPAL CODE BY ADDING CHAPTER 16.30 RELATING TO EXPEDITED PERMITTING PROCESS FOR SMALL RESIDENTIAL ROOFTOP SOLAR SYSTEMS

6. **NEW BUSINESS**

6A. **WARRANT REGISTER FOR THE CITY OF MONTEREY PARK OF AUGUST 19, 2015**

It is required that the City Council approve all disbursements. Disbursements will be made from the funds referenced in the Resolution in Warrants numbered 305594-305752.

Action Taken: The City Council approved payment of warrants and adopted Resolution No. 11781 allowing certain claims and demands per Warrant Register dated August 19, 2015 totaling \$741,743.75 and specifying the funds out of which the same are to be paid.

Motion: Moved by Council Member Liang and seconded by Mayor Chan, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

Resolution No. 11781, entitled:

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA ALLOWING CERTAIN CLAIMS AND DEMANDS PER WARRANT REGISTER DATED 19TH DAY OF AUGUST 2015 TOTALING \$741,743.75 AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

6B. CITY COUNCIL MINUTES

Approval of the minutes from the regular meeting of June 15, 2015 and the special joint meeting of July 27, 2015.

Action Taken: The City Council approved the minutes from the regular meeting of June 15, 2015 and the special joint meeting of July 27, 2015.

Motion: Moved by Mayor Pro Tem Ing and seconded by Council Member Liang, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

6C. INVESTMENT REPORT AS OF JULY 2015

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months. As of July 31, 2015 invested funds for the City of Monterey Park is \$72,514,875.28.

Action Taken: The City Council received and filed the monthly investment report.

Motion: Moved by Council Member Real Sebastian and seconded by Council Member Liang, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

6D. 2014-2015 ANNUAL INVESTMENT REPORT

The City's Investment Policy requires an annual investment report and a statement of investment policy to be submitted to the City Council for review within 60 days of the fiscal year-end. The attached annual report shows that all investment activities during 2014-15 were conducted according to the City's Investment Policy.

Action Taken: The City Council (1) received and filed the 2014-15 Annual Investment report; and (2) adopted the City's Investment Policy.

Motion: Moved by Council Member Real Sebastian and seconded by Mayor Pro Tem Ing, motion carried by the following vote:

Ayes:	Council Members:	Liang, Lam, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

6E. PROFESSIONAL SERVICE AGREEMENT WITH THE ADVANTAGE GROUP (TAG) FOR RETIREE HEALTH REIMBURSEMENT ACCOUNT (HRA) AS PART OF THE TRANSITION FROM THE CITY'S MEDICAL PLAN TO CALPERS

The City solicited RFP proposals from three current leading firms who provide HRA services. The details of those RFP's are attached to the staff report. Staff recommends that the City Council award the RFP to the firm "The Advantage Group (TAG)" to provide retiree HRA services and authorize the City Manager to execute a multi-year contract (3-year contract with two available extensions) in a form approved by the City Attorney's Office. Staff recommends the TAG groups due to competitive pricing, local Southern California offices and the quickest promised turnaround time for claim reimbursement.

Action Taken: Human Resources Director Tom Cody, gave a PowerPoint presentation providing an overview of the changes to the City of Monterey Park's Retiree Healthcare Coverage. The City Council authorized the City Manager to execute an agreement, in a form approved by the City Attorney, with The Advantage Group (TAG) for Retiree Health Reimbursement Accounts (HRA) as part of the transition from the City's Medical Plan to PEMHCA CalPERS Medical Plans.

Motion: Moved by Council Liang and seconded by Mayor Pro Tem Ing, motion carried by the following vote:

Ayes:	Council Members:	Liang, Lam, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	None
Abstain:	Council Members:	None

6F. MAP NO. 72544 (2015 POTRERO GRANDE DRIVE) - APPROVAL OF FINAL MAP

The final map has been reviewed by the City's consultant surveyor, Boghossian & Associates, for mathematical accuracy, survey analysis, and title information, compliance with the Subdivision Map Act, Conditions of Approval and applicable Monterey Park Municipal Code provisions. As required, new curb, gutter, sidewalk and driveway aprons will be constructed in the street right-of-way. All utility services will be placed underground, and new trees, parkway landscaping and irrigation system will be installed.

Action Taken: Public Works Director/Assistant City Manager Ron Bow announced that there were a few errors and corrections to the Staff Report, Exhibit A, Subdivision Improvement Agreement and that the pages on the Staff Report were placed out of sequence. The City Council (1) adopted Resolution No. 11782 approving Final Map No. 72544; and (2) authorized the City Manager to execute the Subdivision Improvement Agreement in a form approved by the City Attorney, as amended in, Section 7, delete "Except for the Street", Section 11 A, delete "Except as to the Street" and to delete Section 11B, in its entirety. In Exhibit A to remove the "X" on all items except for the "Public street improvements including grading, paving, curbs, gutter, sidewalks, traffic control devices, street name signs, street lights, street landscaping, and appurtenances." and "Public storm drains including channels, pipes inlets, culverts, and appurtenances."

Motion: Moved by Council Member Liang and seconded by Council Member Lam, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

Resolution No. 11782, entitled:

A RESOLUTION APPROVING FINAL MAP NO. 072544 FOR AN 80-UNIT CONDOMINIUM PROJECT AT 2015 POTRERO GRANDE DRIVE

6G. RESOLUTION APPROVING THE ADOPTION OF THE 2014 UPDATED GREATER LOS ANGELES COUNTY REGION INTEGRATED REGIONAL WATER MANAGEMENT PLAN (GLAC IRWM)

Staff is providing a resolution to adopt the 2014 Updated Greater Los Angeles County (GLAC) Region Integrated Regional Water Management (IRWM) Plan. Adopting the GLAC IRWM Plan provides the City of Monterey Park opportunities to seek grant funding under various grant programs including Proposition 84 and Proposition 1E.

Currently, the City of Monterey Park is seeking Proposition 84 funding to assist in the construction of centralized treatment and advanced oxidation project at the Delta facility. Completion of this project will improve both the reliability and efficiency of the treatment process which benefits the residents of Monterey Park and the groundwater

producers in the region. The Delta facility is a critical component utilized to improve the quality of water in the San Gabriel Basin.

Adopting the GLAC IRWM Plan is a requirement by the Department of Water Resources (DWR) and State Legislators to be eligible to receive grant funding.

Action Taken: Water Utility Manager Frank Heldman, gave a PowerPoint presentation providing an overview of the Great Los Angeles County Integrated Regional Management Plan (GLAC IRWM) Program. The City Council adopted Resolution No. 11783 adopting the 2014 Updated Greater Los Angeles County Region Integrated Regional Water Management Plan.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes:	Council Members:	Liang, Real Sebastian, Ing, Chan
Noes:	Council Members:	None
Absent:	Council Members:	Lam
Abstain:	Council Members:	None

Resolution No. 11783, entitled:

A RESOLUTION APPROVING THE INTEGRATED REGIONAL WATER MANAGEMENT PLAN PREPARED BY THE WATERSHEDS COALITION OF LOS ANGELES COUNTY AND AUTHORIZING THE CITY MANAGER TO EXECUTE ALL DOCUMENTS RELATED TO SUCH PLAN

RECESSED AND RECONVENED

The City Council recessed at 8:30 p.m. and reconvened with all council members present at 8:37 p.m.

6H. RESOLUTION AUTHORIZING THE EXAMINATION OF PREPAID MOBILE TELEPHONY SERVICES AND LOCAL CHARGE RECORDS AND AN AGREEMENT FOR THE BOARD OF EQUALIZATION TO COLLECT UUT AS TO TELEPHONY SERVICES

In the past few years, wireless telecommunications consumers have been rapidly shifting to cheaper prepaid wireless plans sold by the carriers as well as third-party retailers and online resellers. For most of these prepaid plans, utility users taxes (UUT) have generally not been collected. Assembly Bill 1717 - Local Prepaid Mobile Telephony Services Collection Act (AB 1717) was signed into law on September 30, 2014, and requires the collection of UUT on prepaid wireless plans. This four-year trial period is from January 1, 2016, through December 31, 2019.

Under AB 1717, the State Board of Equalization (BOE) is responsible for the administration and collection, and the taxing jurisdictions must enter into an agreement with the BOE in order to participate.

Action Taken: The City Council adopted Resolution No. 11784 and 11785 authorizing the examination of prepaid mobile telephony services and local charge records, and authorizing the City Manager to execute an agreement, in a form approved by the City Attorney, for the Board of Equalization to collect UUT as to telephony services, as amended in Resolution No. 11784 to delete Section 2, Item b) Business Licensing.

Motion: Moved by Council Member Liang and seconded by Council Member Real Sebastian, motion carried by the following vote:

Ayes: Council Members: Liang, Lam, Real Sebastian, Ing, Chan
Noes: Council Members: None
Absent: Council Members: None
Abstain: Council Members: None

Resolution No. 11784, entitled:

A RESOLUTION AUTHORIZING THE EXAMINATION OF PREPAID MOBILE TELEPHONY SERVICES SURCHARGE AND LOCAL CHARGE RECORDS

Resolution No. 11785, entitled:

A RESOLUTION OF THE CITY OF MONTEREY PARK AUTHORIZING CITY MANAGER AND CITY ATTORNEY TO EXECUTE AGREEMENT WITH THE STATE BOARD OF EQUALIZATION FOR IMPLEMENTATION OF THE LOCAL PREPAID MOBILE TELEPHONY SERVICES COLLECTION ACT

7. COUNCIL COMMUNICATIONS AND MAYOR/COUNCIL AND AGENCY MATTERS

Council Member Liang congratulated Mayor Chan on becoming the new mayor of Monterey Park. He also wished Mayor Pro Tem Ing a Happy 26th Year Anniversary. He also appointed David Tewesart of the Spirit House in Lincoln Plaza to the Business Improvement District Advisory Committee. Council Member Lam thanked Council Member Liang for doing a great job during his Mayoral term. He also congratulated newly installed Mayor Chan and Mayor Pro Tem Ing. He also announced that there will be a Installation for the new Vice President of the Guongdong Association on Sunday, August 23, 2015 and that there will be an American Legion Post 397 Fundraiser Dinner to repair the roof of their headquarter in Monterey Park, held at Capital Seafood Restaurant, on Friday, August 28, 2015 at 6:00 p.m. Council Member Real Sebastian announced that she attended the meeting for the Centennial Committee, along with Mayor Peter Chan, to discuss the upcoming Monterey Park Centennial Celebration. She also attended the Southern California Association Government transportation meetings. Mayor Pro Tem Ing wished his wife a Happy 26th Anniversary and congratulated Mayor Chan on becoming Mayor. Mayor Chan thanked Council Member Hans, the entire City Council, residents and City staff for their support in making the Mayoral Installation ceremony a success. He also reminded the community about the special Celebration of Joan Merino's Life on August 22, 2015.

8. CLOSED SESSION

None.

ADJOURNMENT

There being no further business for consideration, the meeting was adjourned at 9:09 p.m.

Vincent D. Chang
City Clerk



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-C.

TO: The Honorable Mayor and City Council
FROM: Joseph Leon, City Treasurer
SUBJECT: Monthly Investment Report – August 2015

RECOMMENDATION: It is recommended that the City Council:

- (1) Receive and file the monthly investment report; and
- (2) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

As of August 31, 2015 invested funds for the City of Monterey Park is \$70,556,391.54.

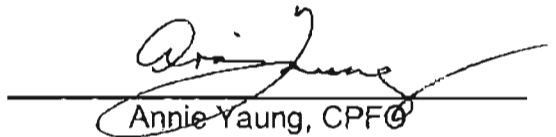
BACKGROUND:

In accordance with the City's Investment Policy, a monthly investment report is presented to the City Council showing the types of investments, dates of maturities, amounts of deposits, rates of interest, and the current market values for securities with maturity more than 12 months.

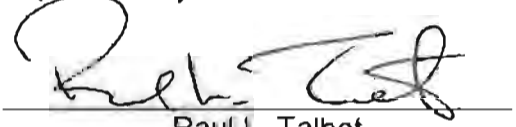
Respectfully submitted by:


Joseph Leon
City Treasurer

Prepared by:


Annie Yaung, CPF®
Controller

Approved by:


Paul L. Talbot
City Manager


Chu Thai
Director of Management Services

**CITY OF MONTEREY PARK
INVESTMENT REPORT
AS OF AUGUST 31, 2015**

INSTITUTION NAME	PURCHASE DATE	MATURITY DATE	INTEREST RATE	% OF PORTFOLIO	AMOUNT
INVESTMENTS:					
CERTIFICATES OF DEPOSIT ⁽²⁾					
AMERICAN PLUS BANK	12/02/13	12/02/15	0.80%		140,000.00
ASIAN PACIFIC NATIONAL BANK	03/04/15	03/03/16	1.05%		200,000.00
CATHAY BANK	08/14/15	08/14/16	0.80%		100,000.00
CATHAY BANK	10/07/14	10/07/15	0.80%		150,000.00
EAST WEST BANK	11/10/14	11/10/15	1.14%		250,000.00
EVERTRUST BANK	11/10/14	11/12/15	0.90%		100,000.00
EVERTRUST BANK	10/07/14	10/08/15	0.80%		150,000.00
FIRST CHOICE BANK	08/07/15	08/11/16	0.80%		240,000.00
FIRST GENERAL BANK	08/15/15	08/15/17	1.00%		240,000.00
PREFERRED BANK	06/06/15	06/06/16	1.05%		100,000.00
PREFERRED BANK	03/03/15	03/03/16	0.85%		140,000.00
TOMATO BANK, N.A.	03/04/15	03/04/16	0.90%		100,000.00
TOMATO BANK, N.A.	02/04/15	02/04/16	0.80%		140,000.00
ROYAL BUSINESS BANK	06/24/15	06/23/16	0.80%		250,000.00
BEAL BANK USA	12/18/13	12/16/15	0.60%		240,000.00
GE CAPITAL RETAIL BANK	09/13/13	09/13/16	1.05%		240,000.00
CAPITAL ONE BK USA	01/22/15	01/23/17	0.70%		240,000.00
DISCOVER BANK	05/13/15	05/15/17	0.95%		240,000.00
GOLDMAN SACHS BANK USA	04/10/13	10/13/16	0.65%		240,000.00
AMERICAN EXPR CENT BANK	09/19/13	09/19/16	1.10%		240,000.00
BLUE HILLS BANK	05/30/14	05/30/17	0.95%		240,000.00
TOTAL CDs (21)		Average	0.840%	5.84%	<u>3,980,000.00</u>
BANK OF THE WEST SAVINGS		ON DEMAND	0.190%	0.05%	<u>35,312.28</u>
LA COUNTY TREASURY POOL		ON DEMAND	0.730%	93.51%	<u>65,980,495.25</u>
LOCAL AGENCY INVESTMENT FUND		ON DEMAND	0.320%	0.79%	<u>560,584.01</u>
TOTAL INVESTMENTS				100.00%	<u>\$ 70,556,391.54</u>
BANK BALANCE: ⁽¹⁾					<u>\$ 1,898,127.99</u>
AVERAGE MATURITY DAYS					19
AVERAGE INTEREST RATE FOR THE MONTH					0.736%
THE CITY'S INVESTMENT HAS SUFFICIENT LIQUIDITY TO MEET THE CITY'S EXPENDITURE REQUIREMENTS FOR THE NEXT 180 DAYS. THE 180-DAY LIQUIDITY DISCLOSURE IS REQUIRED PER GOVERNMENT CODE 53646.					
THERE HAVE BEEN NO VARIANCES TO THE INVESTMENT POLICY.					
CERBT STRATEGY 1 ONE YEAR PERFORMANCE RETURN AS OF 7/31/2015:			<u>1.55%</u>		

(1) Bank balance is maintained to cover outstanding warrants and payroll checks as well as compensated balances.

(2) Interest paid monthly



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-D.

TO: Paul Talbot, City Manager
FROM: Norma Arvizu, City Librarian,
SUBJECT: Appointment to the Library Board of Trustees

RECOMMENDATION:

It is recommended that the City Council:

1. Consider reappointment of Trustee Betty Morin to serve a second three year term on the Library Board of Trustees; and
2. Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Library Board of Trustees is an administrative body established pursuant to the California Education Code and Monterey Park Municipal Code ("MPMC"). The Library Board of Trustees is responsible for administering the Monterey Park Bruggemeyer Library. The Library Board of Trustees also administers all library trust funds received gift, bequest or devise.

In accordance with the MPPC, the City Council appoints persons to the Library Board.

MPPC § 2.80.030 states:

"The terms of office of the trustees shall be for three years. The members of the first board shall classify themselves by lot to stagger the five members' first term over the initial three-year period. Each trustee, except those resigning or removed by the city council, shall serve until his or her successor is appointed."

The Library Trustees are appointed by the Mayor with the approval of the city council (MPMC § 2.80.020). A trustee must be a resident of Monterey Park (MPMC § 2.82.040).

BACKGROUND:

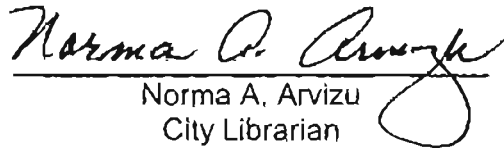
There is one vacant seat for the Library Board of Trustees. This vacancy arose after the term of Trustee Betty Morin expired on June 30, 2015 (the incumbent will continue to serve until a successor has been appointed).

The vacant seat was advertised according to the Maddy Act (Government Code §§ 54970, *et seq.*) and following the application period, the City Clerk's office forwarded only one application received from the incumbent Betty Morin.

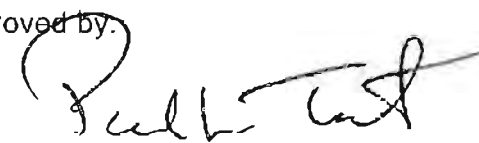
FISCAL IMPACT:

None.

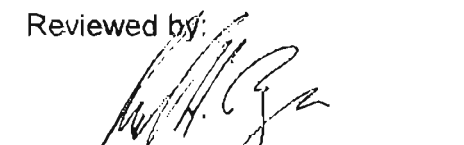
Respectfully submitted by:


Norma A. Arvizu
City Librarian

Approved by:


Paul L. Talbot
City Manager

Reviewed by:


Karl H. Berger
Assistant City Attorney

ATTACHMENT(S):

1. Application of Betty Morin

**CITY OF MONTEREY PARK**

320 West Newmark Ave.
 Monterey Park, CA 91754
 (626) 307-1359
ci.monterey-park.ca.us

CITY CLERK OFFICE
 2015 AUG 18 P 4:08 PM
 CITY OF MONTEREY PARK

**CITY OF MONTEREY PARK – Application for Civic Service
 City Commissions/Boards/Committees**

The Monterey Park City Council seeks citizens to serve on duly constituted Boards, Commissions, and Committees to assist and advise City Council on specific assigned matters. No citizen may serve on more than one standing Board, Commission, or Committee at one time. Applications will be kept on file for one (1) year from the date received. For certain boards, annual residency verification is required in accordance to MPMC 2.82. This is a public document and is subject to disclosure. Please type or clearly print this application in full and submit to the City Clerk's Office.

Name Mary E. (Betty) Morin

Commission/Committee or Board on which you want to serve (You may list more than one)

1) Library Board 3) _____
 2) _____ 4) _____

Home Address 1280 Crest Vista Dr City Monterey Park

Zip Code 91754 If resident of the City of Monterey Park, how long? 45 years

E-Mail Address meromo44@gmail.com Telephone 323-263-2725

Occupation Retired Educator

Business Name --

Business Address --

Zip Code -- Telephone --

Have you ever been convicted of a felony? Yes ☐ No ☒

If so, please state the nature of offense, state and disposition on a separate sheet of paper. Convictions will not necessarily result in automatic disqualification, however, failure to give complete and accurate information may be grounds for rejection and/or removal from office.

Prior Community Involvement/Activities

Library Board Trustee: May 2013-June 2015, President May 2014-June 2015

AAUW:Montebello/Monterey Park, member & fundraiser for Tech Trek, sending 7th gr girls
 to STEM summer camp at UCSB

Fire Citizens' Committee

Library Volunteer: Circulation and Friends' Bookstore

CITY OF MONTEREY PARK – Application for Civic Service
City Commissions/Boards/Committees

Name Mary E. (Betty) Morin

Provide a brief review of your background, qualifications, education and your interest in serving the City
As El. school principal w/ 2700 student body, worked with Pacific Theatres to renovate
and install a state-of-the art school library. Headed a dept. in a large urban school district's HR
division and have extensive experience with collaboration, leadership, & management.
As President of Library Board, was successful in working with trustees and City Librarian
to realize a number of initiatives and policies.

References: List two.

Name Marian Hallin

Address 1540 Star Ridge Dr. Monterey Park 91754

Telephone 626-282-9210

Name Geri Woessner

Address 381 Roca Way Monterey Park 91754

Telephone 262-280-7923

I declare under penalty of perjury, under the laws of the State of California, that all statements contained in this application and any accompanying documents is true and correct, with full knowledge that all statements made in this application are subject to investigation and that any false or dishonest answer to any question may be grounds for denial or subsequent revocation of commission.

I further acknowledge that information contained in this application is a public record and may be subject to disclosure and I may be required to file a Statement of Economic Interests Form (Form 700).

Signature Mary E. (Betty) Morin Date August 18, 2015

For office use only

I certified that proof of residency was verified in accordance to MPMC 2.82. I declare under penalty of perjury that the foregoing is true and correct.

Proof of residency: Name: Mary Elizabeth Morin

Government Issued ID ☒

Utility Bill ☐

Voter Registration ☐

Other _____

Signature flchw. Date 8/18/2015



City Council Staff Report

DATE: September 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-E.

TO: The Honorable Mayor and City Council
FROM: Jim Smith
SUBJECT: K9 Narcotics Training Request

RECOMMENDATION:

It is recommended that the City Council:

1. Appropriate \$5,000 from the Asset Forfeiture Fund account for Narcotics Training for one police department K-9 team.
2. Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

For many years the police department has maintained and effectively utilized its K9 Unit during field operation in the performance of many vital enforcement tasks. Those tasks include: high risk searches, high risk apprehensions, force applications, evidence searches, and narcotics enforcement. Today the department employs three K9 teams comprised of one dog and one officer each.

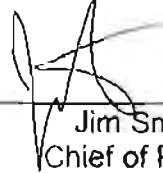
BACKGROUND:

It has been our practice to have each K9 team, "narcotics" trained to fulfill the enforcement mission. As there is an added expense for narcotics detection training, our practice has been to wait until the service dog has worked the field for a period of time and proven itself to perform to accepted standards. Two of our K9 teams have been sent to Narcotics Detection Training, one has not. The one that has not have proven themselves in the field and are ready for the additional training. Narcotics detection training allows for enhanced safety and reduced exposure in the area of narcotics enforcement and leads to the detection of narcotics and apprehension of criminals involved in a myriad of narcotics related and other associated criminal activity. The narcotics detection class is a 200 hour certified training program which meets POST and National standards. The class is conducted by Adlerhorst International, Inc., our long time vendor for certified police service dogs and training. If the use of funds is approved by City Council, the team will be sent to a class that begins at the end of this month.

FISCAL IMPACT:

There will be no impact on the General Fund. In addition, asset forfeiture funds can be gained through the use of narcotics detection trained K9s.

Respectfully submitted by:



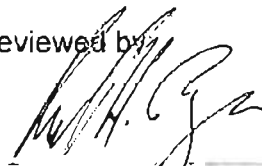
Jim Smith
Chief of Police

Approved by:



Paul L. Talbot
City Manager

Reviewed by:



Karl H. Berger
Assistant City Attorney



City Council Staff Report

DATE: SEPTEMBER 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-F.

TO: PAUL TALBOT, CITY MANAGER

FROM: SCOTT HABERLE, FIRE CHIEF

SUBJECT: AWARD OF PURCHASE – FIRE DEPARTMENT DEFIBRILLATOR

RECOMMENDATION: Authorize Purchase of Defibrillator/Monitor to Zoll

It is recommended that the City Council:

- (1) Waive bidding requirements pursuant to Monterey Park Municipal Code §3.20.050 (2) and award the bid to Zoll Medical Corp. Funds in the amount of \$42,000 were budgeted in Fiscal Year 2015-16; Account Number 0010-801-5002-99724.
- (2) Authorize the City Manager to execute an agreement in a form approved by the City Attorney; and
- (3) Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Fire Department's current Zoll E-Series cardiac defibrillator is more than five years old, which is beyond the recommended service life and outdated in terms of technological advances and software improvements. In Fiscal Year 2014-2015, staff began submitting budget requests for defibrillator replacement, which was approved and adopted by the City Council as a priority project. This will be the second replacement since last year. Therefore, staff seeks City Council authorization to purchase the replacement defibrillator/monitor.

BACKGROUND:

The Monterey Park Fire Department provides advanced life support services through the service delivery platform of two, advanced life support, Firefighter/Paramedic staffed rescue ambulances and two, Firefighter/Paramedic assessment, Fire Engines. The cardiac defibrillator/monitor is a key component in the assessment and treatment of a patient experiencing a cardiac emergency. The current ZOLL defibrillators/monitors in service have a front line service cycle of five years. Our current inventory includes defibrillators from 2006 and 2012. The older defibrillators are beyond the five year recommended service life. Since the initial purchases of the defibrillators, technological

advances and software improvements have been made – further outdating these defibrillators. This purchase will ensure consistent availability for patient care. It further ensures that our frontline inventory is compliant with manufacturer and industry standard software and upgrade requirements.

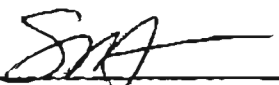
For this purchase, staff is seeking City Council approval to waive formal bidding requirements to allow purchase of a Zoll X-series monitor from Zoll Medical Corporation as a sole source purchase (Attachment 1). The Zoll monitors are used by our department and other agencies in the area, providing area knowledge, ease of use, and assurance of interoperability. The purchase of this equipment is consistent with the goals of the region and is becoming a standard for first responders in the area to use the same equipment, training procedures and operating policies. This monitor is compliant with all the required 12 Lead EKG reading and transmission features required in the Los Angeles County Healthcare system.

These monitors are also accepted by the layperson automatic external defibrillators ("AED") located in Monterey Park's public buildings and facilities. In the event there is a need to use one of the layperson AEDs, the Zoll X-Series defibrillator/monitor can be plugged into the Layperson AED pads without need of changing any equipment. It provides seamless patient care in a critical event in which every minute counts towards patient survivability. The replacement defibrillator will cost approximately \$36,369.50.

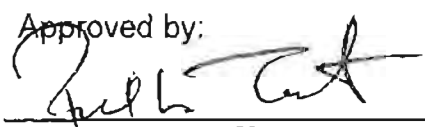
FISCAL IMPACT:

Funds of \$42,000 have been budgeted in Fiscal Year 2015-2016, Account No. 0010-801-5002-99724 for the X Series Defibrillator replacement

Respectfully submitted,



Scott Haberle
Fire Chief

Approved by:


Paul Talbot
City Manager

Reviewed By:


Karl H. Berger
Assistant City Attorney

Attachment 1: Memorandum on sole source

ATTACHMENT 1
MEMORANDUM FROM BATTALION CHIEF LEASURE
REGARDING SOLE SOURCE PURCHASE REQUEST FROM
ZOLL CORPORATION

**MONTEREY PARK FIRE DEPARTMENT
INTEROFFICE MEMO**

DATE: August 25, 2015

TO: Scott Haberle, Fire Chief
FROM: Ken Leasure, Battalion Chief
SUBJECT: Sole Source Purchase Request Justification

I am respectfully requesting sole source approval for the purchase of one ZOLL X-Series 12-Lead EKG/Defibrillator to replace our current unit which has reached its factory recommended service date.

The Monterey Park Fire Department uses ZOLL X Series 12 lead EKG Defibrillators for frontline Paramedic service and treatment. Our department has chosen these units because of the compatibility and seamless interoperability with the City's current Automatic External Defibrillators installed in Monterey Park's municipal buildings and parks facilities. In the event of a cardiac emergency in a city facility where the public access AED is being utilized, the Paramedic's advanced series defibrillator can be plugged into the AED pads without changing of EKG pads/leads. This provides a seamless transition to an advanced level of patient care by the responding Paramedics.

In addition, the ZOLL X-Series 12 lead EKG/Defibrillator is currently the industry standard monitor being used by our neighboring fire department agencies. This purchase directly from ZOLL will assist in maintaining continuity of the regional standards and goals of interoperability and response efficiency between responding agencies



City Council Staff Report

DATE: SEPTEMBER 16, 2015

AGENDA ITEM NO: **New Business**
Agenda Item 6-G.

TO: THE HONORABLE MAYOR AND CITY COUNCIL
FROM: SCOTT HABERLE, FIRE CHIEF
SUBJECT: RESOLUTION – DECLARATION OF SURPLUS PROPERTY AND
AWARD OF PURCHASE – HONEYWELL SAFETY PRODUCTS SELF
CONTAINED BREATHING APPARATUS

RECOMMENDATION:

It is recommended that the City Council:

1. Adopt a resolution declaring personal property as surplus and authorizing the City Manager to dispose of such property by sale, donation, or other means.
2. Waive bidding requirements pursuant to Monterey Park Municipal Code § 3.20.040 (2) and award a contract to L.N. Curtis & Sons. Funds in the amount of \$77,000 are budgeted in Fiscal Year 2015-2016, Account No. 0071-801-5004-88560.
3. Authorize the City Manager, or designee, to execute an agreement in a form approved by the City Attorney.
4. Take such additional, related, action that may be desirable.

EXECUTIVE SUMMARY:

The Fire Department's self-contained breathing apparatus are eight (8) years old and do not comply with current National Institute for Occupational Safety and Health ("NIOSH") and National Fire Protection Agency ("NFPA") standards. Our Fire Department has been offered a unique upgrade opportunity by Honeywell Safety Products to purchase Self Contained Breathing Apparatus masks and receive breathing units at no charge. In exchange, the Department will give Honeywell the outdated and out-of compliance breathing apparatus. Staff seeks City Council consideration to accept Honeywell's offer and declare the outdated equipment as surplus and award the purchase to L.N. Curtis & Sons, the authorized distributor.

BACKGROUND:

Through the 2006 Urban Area Security Initiative ("UASI") grant, the Fire Department was awarded personal protective equipment funding to provide Chemical, Biological, Radiological and Nuclear Self-Contained Breathing ("SCBA") Apparatus. The products purchased were Sperian Warrior SCBA. The Monterey Park Fire Department and other emergency response agencies in the area have used this make and model for many years, which helps to ensure interoperability and consistency of use by emergency responders in the region as well as internally, by all employees.

Honeywell Safety Products ("Honeywell") purchased the Sperian Warrior breathing apparatus in 2012. Understanding they inherited a breathing apparatus that was in need of electronic reliability upgrades, they immediately began to redesign the unit. The pneumatic features of the Warrior were already proven through NIOSH testing, so the focus turned to the backpack and frame, the Personal Alert Safety System ("PASS") device and the mask. After extensive research and testing by Honeywell, modifications were made that brought up functionality and effectiveness to NIOSH AND NFPA 2013 Standards (Attachment 2). It was this process that delayed the purchase of the masks last year.

Honeywell made an offer to the fire agencies that purchased the grant-funded Sperian Warrior products an opportunity to purchase upgraded masks and if purchased, receive breathing units at no charge. In return, the agency must give Honeywell the old SCBAs. Honeywell will also provide a five-year complete warranty on their products, followed by seven year warranty covering the pneumatic and electronic features of the breathing apparatus and mask. This is a one-time upgrade offer that will enable the Fire Department to replace 42 of its 2007 Sperian Warrior breathing apparatus that are now non-compliant, with new, 2013 NIOSH/NFPA compliant breathing apparatus masks (Attachment 3).

Staff recommends accepting Honeywell's offer and approve the sole source purchase from L.N. Curtis & Sons, the sole authorized distributor of these products in California (Attachment 4). In addition, these components cannot be inter-mingled with other products. It is impossible to put another manufactured product on the Honeywell equipment. Additionally, the Fire Department currently has a significant investment in this product line through its prior acquisitions. Re-tooling the Department to an alternate product line would occur at significant expense. This also affects compatibility with our testing equipment, which is crucial for ensuring compliance with the Occupational Safety and Health Administration Standard ("OSHA") §1910.134 Fit Testing Procedures.

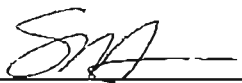
Remaining in current industry compliance helps ensure firefighter safety and survivability and aids with interoperability in the region, as intended by the original grant purchase of SCBA. This is a unique opportunity for the City and could result in a financial savings of more than \$300,000.00 versus a standard purchasing process of masks and breathing units.

Should the City Council agree to accept Honeywell's offer, the City Council must first declare the out-dated and out-of-compliance equipment as surplus by Resolution (Attachment I) and then award the bid to L.N. Curtis & Sons.

FISCAL IMPACT:

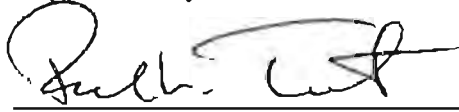
Funds are budgeted in Fiscal Year 2015-2016 adopted budget in the amount of \$77,000, Account No. 0071-801-5004-88560.

Respectfully submitted by:



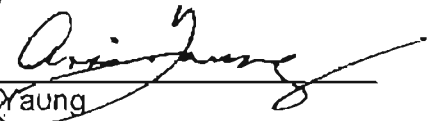
Scott Haberle
Fire Chief

Approved By:



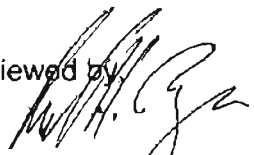
Paul Talbot
City Manager

Approved By



Annie Yaung
Controller

Reviewed by:



Karl H. Berger
Assistant City Attorney

ATTACHMENT:

1. Resolution declaring personal property as surplus
2. Exhibit A to Resolution (Monterey Park SCBA Equipment Ledger)
3. Overview of the Warrior Replacement Program – Honeywell
4. SCBA Honeywell Breathing Apparatus Modifications;
5. Letter Re: L.N. Curtis & Sons, sole distributor

**ATTACHMENT 1
RESOLUTION
DECLARING
PERSONAL
PROPERTY AS
SURPLUS**

RESOLUTION NO.

A RESOLUTION DECLARING PERSONAL PROPERTY AS SURPLUS AND AUTHORIZING THE CITY MANAGER TO DISPOSE OF SUCH PROPERTY BY SALE, DONATION, OR OTHER MEANS

The City Council of the City of Monterey Park does resolve as follows:

SECTION 1: Surplus Declaration. After reviewing and considering the list of personal property ("Surplus Property") attached as Exhibit "A" to this Resolution, and incorporated by reference, the City Council finds and declares that the Surplus Property is out-dated, out of compliance, and no longer safe for City uses. Accordingly, it is declared surplus in accordance with Government Code § 37350.

SECTION 2: Authorization.

- A The City Manager, or designee, is authorized to dispose of salvageable Surplus Property through sale in the open market. Property disposition may occur by public auction, competitive sealed bids, or exchange or trade in for new goods.
- B. The City Manager, or designee, is authorized to sell any Surplus Property to a governmental, public, or quasi-public agency without advertisement for or receipt of bids.
- C. The City Manager, or designee, is authorized to donate, as appropriate, Surplus Property to any governmental, public, or quasi-public agencies, charities, or non-profit organizations.
- D. The City Manager, or designee, is authorized to dispose of Surplus Property that does not have salvage value, as determined by the City Manager, or designee, in any reasonable manner.

SECTION 3: Record-keeping and Proceeds.

- A. The purchasing officer must keep regular logs showing the Surplus Property, the method of disposal, and the amounts recovered from its disposal.
- B. Proceeds from the sale of the Surplus Property must be deposited into the appropriate City fund as determined by the City Manager.

SECTION 4: This Resolution becomes effective immediately upon adoption and will remain effective until superseded by a subsequent resolution.

PASSED AND ADOPTED this ____ day of _____, 20__.

Peter Chan, Mayor

CERTIFICATION

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) SS
CITY OF MONTEREY PARK)

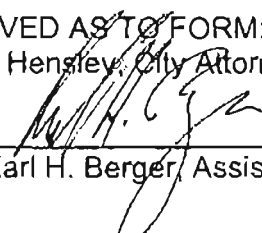
I, Vincent D. Chang, City Clerk of the City of Monterey Park, California, DO HEREBY CERTIFY that the whole number of members of the City Council of the said City is five; that the foregoing resolution, being RESOLUTION NO. _____ was duly passed and adopted by the said City Council, approved and signed by the Mayor of said City, and attested by the City Clerk of said City, all at a regular meeting of the said Council held on the ____ day of _____, 20__, and the same was so passed and adopted by the following vote:

AYES:
NOES:
ABSENT:
ABSTENTION:

WITNESS MY HAND THE OFFICIAL SEAL OF SAID CITY this ____ day of _____, 20__.

Vincent D. Chang, City Clerk
Of the City of Monterey Park,
California
(SEAL)

APPROVED AS TO FORM:
Mark D. Hensley, City Attorney

By: 
Karl H. Berger, Assistant City Attorney

**ATTACHMENT 2
EXHIBIT A TO
RESOLUTION DECLARING
PERSONAL PROPERTY AS SURPLUS
(MONTEREY PARK SCBA EQUIPMENT LEDGER)**

2006 UASI – SELF CONTAINED BREATHING APPARATUS

- 18 Each LAVR272026 Sperian Med Black 2020+ Mask w/combo Comm System (consists of medium facemask with Kevlar Headnet and medium noseclip; X242137 Combo VAS & RCS Communication System)
- 51 Each LAVR272037 Sperian Large Black 2020+ Mask with combo Comm System (consists of LA272037 medium facemask with Kevlar Headnet and large noseclip; X242137 Combo VAS & RCS Communication System)
- 5 Each LAVR272048 Sperian Small Black 2020+ mask with combo Comm System (consists of LA272048 medium facemask with Kevlar Headnet and small noseclip; X242137 Combo VAS & RCS Communication System)

**ATTACHMENT 3
OVERVIEW OF THE
WARRIOR REPLACEMENT
PROGRAM
DATED APRIL 9, 2014**

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

April 9, 2014

To: Warrior SCBA Users
From: Honeywell Safety Products
Re: Overview of the Warrior Replacement Program

As a valued user of the Warrior SCBA, you have been made aware that Honeywell will replace all Warrior SCBAs (*less facepieces, cylinders, communication products and ancillary items*) with a new **Honeywell SCBA** certified to **NFPA 1981, 2007 Edition and NFPA 1982, 2013 Edition**. This means the back frame/harness, pneumatics and low air alarms will be 2007 Edition and the PASS will be 2013 Edition with the new PASS sound.

This new Honeywell SCBA has been designed from the ground up with extensive focus on reliability, durability and ergonomics. Throughout the entire development process, firefighters, fire leadership and SCBA technicians were involved. This ensured that the new Honeywell SCBA would directly meet firefighters' needs.

To make the replacement process easier, Honeywell has developed a software program to assist in the Warrior replacement campaign. This software program is designed to make the replacement process easy and will allow for efficient communication to you, the staff you want involved and your distributor.



2007 Replacement SCBA, the TITAN

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

WARRIOR SCBA REPLACEMENT PROCESS

Log-in Instructions

Below is an outline of the log-in instructions for the replacement process:

- Warrior owners will be notified via email or phone call from either their distributor sales representative or their Honeywell sales representative that the Warrior replacement campaign has begun. All will be directed to the website **www.HFRthepulse.com** to begin the process.
 - At this website there will be a link that will take you to the Warrior replacement site to begin the process. This website will also be used for all future access to the replacement campaign.
- Warrior owners will be given a preliminary user name and password to initialize the activation. Upon the initial log-in, the user can change their user name and password to their liking.
 - Once logged in, the distributor of record and the Honeywell sales representative will receive an email notifying them of this activity.
- At this time, the user will be able to enter additional email addresses for those they would like to be included on future correspondence about the Warrior replacement program.
 - An email will be sent to those participants added, indicating they have been included in the Warrior replacement process.

Confirmation of Existing Warrior Information

Once logged in, the user will be presented with the following information:

- The number of Warrior SCBAs they have purchased through an authorized Honeywell SCBA distributor.
 - If the Warrior owner has purchased additional Warriors on the secondary market which Honeywell is not aware of, they will need to update the number of units they currently have.
- The configuration of their SCBAs.
 - The configuration of Warriors purchased through an authorized Honeywell distributor will be provided.

SCBA Sales Order: 1945958SO1000

The information and serial numbers for this order are listed below.

Order Number: 1945958SO1000

Quantity Shipped: 14

SCBA Type: Warrior

Base Part Number (First 2 digits indicate pressure): 22NB01

Configuration Options

Chest Strap Attachment Rings Only	☐	Chest Strap	☐
Left D Ring	14	Right D Ring	14
Large Left D Ring	☐	Large Right D Ring	☐
Dual Aux Coupling BB	14	Aux Coupling Kit	☐
SAR Attachment	☐	Buddy Breather Pouch	14
PASS	14	Comm Kit VAS	14
Pathfinder	☐	Heat Alarm	14

When the customer views one of their orders, they are shown all relevant information along with the original configuration options.

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

- The serial numbers of their SCBAs.
 - The serial numbers from the orders placed through an authorized Honeywell distributor will be provided. The Warrior owner will need to confirm that the serial numbers are correct.
 - If any Warriors were purchased on the secondary market, the user will need to provide Honeywell with serial numbers for any additional units.

SCBAs for Order			
	Serial Number	Confirm Possession	No Longer in Possession
1	JSNDSA132	☐	☐
2	HSDAJN43	☐	☐
3	MSDNAJ423	☐	☐
4	GDSA46373	☐	☐
5	FKKDFSJ94	☐	☐
6	DJDFJD43	☐	☐
7	SADASD3	☐	☐
8	JKGNFKJ7	☐	☐
9	KVMFLKF99	☐	☐
10	MKSAD4353	☐	☐
11	MMS73023K	☐	☐
12	ZXNS77U78	☐	☐
13	XMCNJDU8	☐	☐
14	JKGHG89	☐	☐

 Initiate Replacement of SCBAs

The customer is shown the SCBAs and their serial numbers for the order. They are able to confirm whether they still have possession of the SCBA. Once this is complete, the customer can initiate the replacement of their SCBAs.

- The preferred shipping address for the replacement SCBAs.
 - The original shipping address from previous orders will be provided.
 - The Warrior owner will have the option to enter a new shipping address or continue with the one provided.
- All of these updates will be sent to the Warrior owner, the distributor of record and the Honeywell sales representative via email.

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

Upgrade Option

Once this data is confirmed, the Warrior owner will be guided to a new screen to add any upgrades they would like to include on their new Honeywell SCBA. The end user can, of course, decline to exercise the option to upgrade.

- There will be four options for the Warrior owner to choose from:
 1. No upgrades—keep the same 2007 Warrior configuration for the Honeywell replacement SCBA. There is no charge for this.
 2. Add upgrades to their current 2007 Warrior configuration to be installed in the Honeywell replacement SCBA. There is a charge for this.
 3. Upgrade their current 2007 Warrior to the 2013 Honeywell SCBA but maintain their current 2007 configuration. There is a charge for this.
 4. Upgrade to the 2013 Honeywell SCBA and change their 2013 configuration from their 2007 Warrior. There is a charge for this.



2013 Warrior Upgrade Option, the TITAN

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

Replacement SCBA Summary

You currently have 14 SCBAs left to select replacements for.

SCBA Replacement Options

Option 1 (Default Option): Replace with NFPA 1981, 2007 edition in the same configuration that was originally purchased. There is no additional charge for this.

Units (No Charge)

Option 2: Replace with NFPA 1981, 2007 edition with installed accessories that were not purchased as part of the original configuration.

Units

Select the options for the above replacement units.

PASS	☐ (Price: 0\$ per unit)
Buddy Breather	☐ (Price: 0\$ per unit)
Buddy Breather With Pouch	☐ (Price: 0\$ per unit)
Pathfinder	☐ (Price: 0\$ per unit)
Voice Amplifier	☐ (Price: 0\$ per unit)
Wireless Radio Communication System	☐ (Price: 0\$ per unit)

Option 3: Replace with NFPA 1981, 2013 edition in the same configuration that was originally purchased.

Units (Price: 0\$ per unit)

Option 4: Replace with NFPA 1981, 2013 edition with installed accessories that were not purchased as part of the original configuration.

Units (Price: 0\$)

Select the options for the above replacement units.

PASS	☐ (Price: 0\$ per unit)
Buddy Breather	☐ (Price: 0\$ per unit)
Buddy Breather With Pouch	☐ (Price: 0\$ per unit)
Pathfinder	☐ (Price: 0\$ per unit)
Voice Amplifier	☐ (Price: 0\$ per unit)
Wireless Radio Communication System	☐ (Price: 0\$ per unit)

After adding any SCBA serial numbers which were purchased on the secondary market and identifying any accessories that were added after the initial purchase, the customer is shown the number of replacements that remain to be chosen. They are able to select from the available options and add accessories to their replacements. Each set of replacements they add will be shown until all units have been replaced. They will also have an opportunity to add facepiece upgrades on another screen.

Honeywell Safety Products
900 Douglas Pike
Smithfield, RI 02917

Process Completion Overview

Next, the Warrior owner will be provided with an overview of the replacement process. This replacement process is as follows:

- The Warrior owner, distributor and Honeywell sales representative will be advised via email of the estimated SCBA build date and the estimated shipping date, and they will be provided with a tracking number once the units have shipped.
- The replacement SCBAs will be shipped in large corrugated shippers that hold 10 SCBAs per shipper.
- When the replacement SCBAs arrive, there will be an envelope inside the shipper lid with return instructions and a shipping label. The containers are to be saved, as these will be used to ship the used Warrior SCBAs back to Honeywell.
- Once the new Honeywell SCBAs have been delivered, the used Warrior SCBAs must be returned to Honeywell within 60 days.
 1. Call Honeywell Customer care to arrange a pick-up (detailed information will be included in the envelope on the inside of the shipper lid). Honeywell Customer Care will then inform the customer of the pick-up date and confirm the pick-up address.
 - Customer Care will then contact the shipping company that the shipment is ready to be picked up.
 - An email will go to the customer, the distributor sales representative and the Honeywell sales representative with this confirmation.
 2. Place the return label on the outside of the corrugated shipper and tape the lid closed.
 3. The shipping company will be dispatched to pick up the Warrior SCBAs.
 4. When the used Warrior SCBAs arrive at Honeywell, the arrival will be confirmed via email to the Warrior user.
 5. Honeywell will inventory all components to ensure all units and components the Warrior user agreed to return at the beginning of the process have arrived.
 6. If all of the units and components have arrived complete, an email will go to the customer, distributor sales representative and the Honeywell sales representative confirming the completion of the transaction, and the customer will receive a link to a survey.

Recommended SCBA Summary with Facepiece Upgrades

Replacement Option	Quantity	Additional Accessories						Price	Change
Option 1: NFPA 1981 2007 original purchased configuration	3	None						0.000	Change
Option 2: NFPA 1981 2007 with additional accessories	2	BAGS	Quaddy Breather	Quaddy Breather W/BA Pouch	Filter/Indicator	Voice Amplifier	Intercom Radio Communication System	0.000	Change
Option 3: NFPA 1981 2013 original purchased configuration	2	None						0.200	Change
Option 4: NFPA 1981 2013 with additional accessories	3	BAGS	Quaddy Breather	Quaddy Breather W/BA Pouch	Filter/Indicator	Voice Amplifier	Intercom Radio Communication System	0.000	Change
Facepiece Upgrades									
NFPA 1981 2013 Facepiece and Voice Amplifier	2							0.000	Change
NFPA 1981 2013 Facepiece Only	6							0.000	Change
NFPA 1981 2013 Voice Amplifier Only	3							0.000	Change

The total price for all replacement options is: 0.000

Confirm quantity and continue

When selecting any additional upgrades, the customer is shown a summary of their replacement selections along with upgrades they are adding. The customer can continue at any time on this screen to complete the replacement process. The final screen will give further instructions to the customer and confirm that the replacement process has been successfully initiated.

As you can see, we have designed the replacement process to be as painless as possible for end users and distributors and to make sure nothing will be overlooked.

ATTACHMENT 4
SCBA – HONEYWELL BREATHING APPARATUS MODIFICATIONS

SCBA – HONEYWELL BREATHING APPARATUS MODIFICATIONS

1. The mask has an improved speaking diaphragm and improved voice amplification. This change drastically improves the ability to communicate on the fire ground. The improvements make it possible to overcome outside noise, volume variances in voice, and improve radio communications. Fire ground survival training has proven that this is a vital area in terms of the survivability of a down firefighter.
2. The face piece lens on a 2013 compliant mask has an increased radiant heat rating that went from 10 seconds at 500 degrees, to now 20 seconds at 500 degrees. Thermally degraded and melted self-contained breathing apparatus (SCBA) face pieces have been identified as a contributing factor in certain fire fighter fatalities and injuries in the United States.
3. The breathing apparatus itself has been completely re-configured. The unit is lighter by almost two pounds.
4. The waist and shoulder harness have a non-slip coating, as well as fitting more to the natural curvatures of the body.
5. The Universal Air Connection ("UAC") is more accessible and easier to find in a dark environment when rescue of a downed firefighter is the priority.
6. The Personal Alert Safety System ("PASS") device has a sensor located on the back of the unit that will sense the slightest movement of the wearer's hips. This will eliminate the "shaking" of the PASS that takes place, especially during defensive operations when minimal movement is required. The PASS is also equipped with a new, more efficient audible tone.
7. The new LOW AIR ALARM will activate at 33% of the bottles capacity (1485 psi). Therefore the firefighter will lose approximately six to eight minutes of fire fighting activity, but overall increase the ability of the firefighter to exit the structure with enough air, therefore increasing survivability.
8. This unit meets all 2013 NIOSH and 2013 NFPA 1981 (standard for backpack) and 1982 (PASS device) requirements.

ATTACHMENT 5
LETTER FROM HONEYWELL SAFETY PRODUCTS REGARDING
L.N. CURTIS & SONS BEING SOLE DISTRIBUTOR

Honeywell Safety Products
3001 S. Susan Street
Santa Ana, CA 92704
Tel: 714 545-0410 – Fax: 800 201-4407
www.honeywellsafety.com

September 25, 2014

To Whom It May Concern:

This is to verify that L.N. Curtis & Sons is the sole distributor authorized to sell Sperian and Survivair self-contained breathing apparatus and related parts and accessories to the municipal fire service in the states of California, Arizona, Nevada, Oregon, Washington, Idaho, Montana, Wyoming, Utah, and Alaska.

Sincerely,



Steven H. Weinstein
Strategic Technical Manager