

**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  
October 7, 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](http://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 Fire Explorers  
**ROLL CALL** Peter Chan, Mitchell Ing, Stephen Lam, Hans Liang, Teresa Real Sebastian

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

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**

### **[1.] PRESENTATIONS**

#### **1-A. WATER CONSERVATION UPDATE AND STATUS REPORT ON WATER CAPITAL IMPROVEMENT PLAN**

### **[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 OCTOBER 7, 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 **October 7, 2015 totaling \$17.21** 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 September 2, 2015; and
- (2) Take such additional, related, action that may be desirable.

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

**[4.] PUBLIC HEARING-None.**

**[5.] OLD BUSINESS**

**5-A. SECOND READING OF AN ORDINANCE ADOPTING THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN AND A RESOLUTION TO AMEND THE FISCAL YEAR 2015-16 BUDGET TO ALLOCATE \$900,000 TO CONSTRUCT CERTAIN PUBLIC IMPROVEMENTS WITHIN THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN AREA**

It is recommended that the City Council

- (1) Waive second reading and adopt proposed ordinance;
- (2) Adopt a resolution amending the FY 2015-16 City Budget to allocate \$900,000 toward construction certain public improvements within the South Garfield Village Specific Plan area; and
- (3) 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 (IS/MND). 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.

**[6.] NEW BUSINESS**

**6-A. WARRANT REGISTER FOR THE CITY OF MONTEREY PARK OF OCTOBER 7, 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 **October 7, 2015 Totaling \$2,012,238.21** 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 September 2, 2015; and
- (2) Take such additional, related, action that may be desirable.

**6-C. SIEMENS ENERGY EFFICIENCY PHASE I SUMMARY AND AUTHORIZATION TO PROCEED WITH PHASE II**

It is recommended that the City Council

- (1) Receive and file this report, summarizing Phase I of the Siemens Energy Efficiency upgrades;
- (2) Authorize the City Manager and City Attorney to finalize a purchase agreement related to the purchase of streetlights with Southern California Edison;
- (3) Direct staff to conduct financing options for the acquisition and conversion to light-emitting diode (LED) streetlights, and
- (4) Take such additional, related, action that may be desirable.

**6-D. 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.

**6-E. APPROVE THE MEMORANDA OF UNDERSTANDING BETWEEN THE CITY AND THE CITY OF MONTEREY PARK'S SERVICE EMPLOYEE' INTERNATIONAL UNION, THE MONTEREY PARK MID-MANAGEMENT ASSOCIATION, AND THE MONTEREY PARK CONFIDENTIAL EMPLOYEES ASSOCIATION FIXING THE RATE OF COMPENSATION AND OTHER TERMS AND CONDITIONS OF EMPLOYMENT FOR REPRESENTED EMPLOYEES FOR THE TERM JULY 1, 2015 TO JUNE 30, 2017**

It is recommended that the City Council

- (1) Adopt Resolutions approving the three (3) Memoranda of Understanding between the City of Monterey Park and the Monterey Park Service Employees' International Union (SEIU), the Monterey Park Mid-Management Association (MMA), and the Monterey Park Confidential Employees Association (CEA);
- (2) Authorize the expenditure of \$366,272 for the 2015-2016 fiscal year, and amend the 2015-2016 Budget accordingly; and
- (3) Take such additional, related, action that may be desirable.



**6-F. ATLANTIC-HELLMAN TRAFFIC SIGNAL IMPROVEMENTS**

It is recommended that the City Council

- (1) Receive and file the Notice of Completion recorded by the Public Works Director on September 30, 2015 accepting the Atlantic-Hellman Traffic Signal Improvements completed by Steiny and Company, Inc.;
- (2) Authorize the allocation of an additional \$8,000 in Proposition C funds to cover the final cost of the project; and
- (3) Take such additional, related, action that may be desirable.

**6-G. AWARD OF CONTRACT FOR CONSTRUCTION MANAGEMENT SERVICES FOR WATER MAIN IMPROVEMENTS IN NORTHWEST AREA**

It is recommended that the City Council

- (1) Award a Contract to KOA Corporation, in the amount of \$334,784;
- (2) Authorize the Director of Public Works to approve change orders up to \$33,478 (up to ten percent of contract amount) for this project;
- (3) Authorize the City Manager, or designee, to execute a contract, in a form approved by the City Attorney, with KOA Corporation; and
- (4) Take such additional, related, action that may be desirable.

CEQA: Taking the recommended action would not result in a potential for causing in a direct or reasonably indirect physical change in the environment and, accordingly, does not qualify as a "project" under the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, *et seq.*; "CEQA") or CEQA regulations (Cal. Code Regs. tit. 14 §§ 15000, *et seq.*; see Cal. Code Regs. tit. 14 §§ 15061(b)(3), 15378). Even if the award of contract were to qualify as a project, it would be categorically exempt as a Class 1 or Class 5 project since, at best, it would constitute a minor alteration of existing public structures involving no expansion of use; or a minor alternation in land use limitations (see Cal. Code Regs. tit. 14 §§ 15301, 15305).

**6-H. ADOPT A RESOLUTION AUTHORIZING ADVERTISEMENT OF THE ACCESS CONTROL SYSTEM FOR CITY HALL BUILDING PROJECT**

It is recommended that the City Council

- (1) Adopt a Resolution authorizing advertisement of the Access Control System for City Hall Building Project; and
- (2) Take such additional, related, action that may be desirable.

CEQA: Since the proposed work is a minor alternation to an existing public facility, this project is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

**6-I. LA RIVER BACTERIA TOTAL MAXIMUM DAILY LOAD (TMDL) REDUCTION STRATEGY FOR RIO HONDO RIVER**

It is recommended that the City Council

- (1) Authorize the City Manager to execute an Memorandum of Understanding, in a form approved by the City Attorney, to participate in a consortium of ten cities, Los Angeles County, and the Los Angeles Council Flood Control District to prepare a load reduction strategy for the Rio Hondo River to comply with the National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System (NPDES MS4) permit;
- (2) Approve an appropriation of \$44,850 in Refuse Funds for the City's share of the cost; and
- (3) Take such additional, related, action that may be desirable.

CEQA: The project is categorically exempt pursuant to CEQA Guidelines §§ 15262, 15306, 15307, and 15308. Feasibility and planning studies are exempt from the requirements to prepare Environmental Impact Reports (EIR) or Negative Declarations. The load reduction strategy is a planning study that identifies potential projects, programs, and policies for possible future actions. It consists of basic data and information collection and includes possible actions, subject to future adoption and approval that would protect natural resources and the environment.

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

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

**[8.] CLOSED SESSION- None.**

**ADJOURN**

## ORAL AND WRITTEN COMMUNICATIONS

## PRESENTATIONS



# City Council Staff Report

**DATE:** October 7, 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  
**October 7, 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 **October 7, 2015 totaling \$17.21** 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 **294-294**.

## **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.

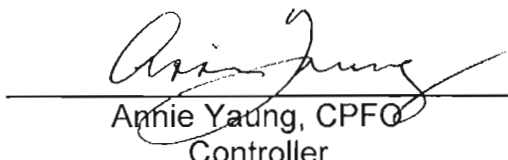
**FISCAL IMPACT:**

Disbursements from all funds total **\$17.21.**

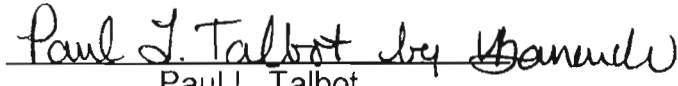
Respectfully submitted:

  
Chu Thai  
Director of Management Services

Prepared by:

  
Annie Young, 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  
7TH DAY OF OCTOBER 2015  
TOTALING \$17.21 AND SPECIFYING THE FUNDS OUT  
OF WHICH THE SAME ARE TO BE PAID

THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY  
DOSE 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 | \$ | 17.21        |
| Total                    | \$ | <u>17.21</u> |

PASSED, APPROVED AND ADOPTED THE 7TH DAY OF OCTOBER 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 7th day of October 2015 by the following vote.

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

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



# **ATTACHMENT 1**

## Warrant Register

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PREPAID WARRANTS

| VENDOR NAME                | ACCOUNT             | AMOUNT | DESCRIPTION            | P.O. | CHECK # | TOTAL |
|----------------------------|---------------------|--------|------------------------|------|---------|-------|
| AT&T                       | 0860-801-1203-32050 | 17.21  | INTERNET/PHONE SERVICE |      | 294     | 17.21 |
| TOTAL FOR PREPAID WARRANTS |                     |        |                        |      |         | 17.21 |
|                            | PRINTED             | 17.21  |                        |      |         |       |
|                            | E-PAYABLE           | 0.00   |                        |      |         |       |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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|                              |       |
|------------------------------|-------|
| TOTAL FOR PREPAID WARRANTS   | 17.21 |
| TOTAL FOR PREPAID E-PAYABLES | 0.00  |
| TOTAL FOR PRINTED WARRANTS   | 0.00  |
| TOTAL FOR PRINTED E-PAYABLES | 0.00  |
| TOTAL WARRANTS               | 17.21 |
| TOTAL VOID CHECKS            | 0     |
| TOTAL PREPAID CHECKS         | 1     |
| TOTAL PREPAID E-PAYABLES     | 0     |
| TOTAL CHECKS PRINTED         | 0     |
| TOTAL E-PAYABLES PRINTED     | 0     |
| TOTAL CHECKS ISSUED          | 1     |

CITY OF MONTEREY PARK  
 FINAL WARRANT REGISTER  
 COUNCIL MEETING DATE 10/07/2015  
 FUND SUMMARY

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| FUND | DESCRIPTION                  | PREPAID | PRINTED | TOTAL |
|------|------------------------------|---------|---------|-------|
| 0860 | ATLANTIC/GARVEY CAP PROJECTS | 17.21   | 0.00    | 17.21 |
|      | TOTAL                        | 17.21   | 0.00    | 17.21 |



# City Council Staff Report

**DATE:** October 7, 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 September 2, 2015.
- (2) Take such additional, related, action that may be desirable.

**EXECUTIVE SUMMARY:**

None.

**BACKGROUND:**

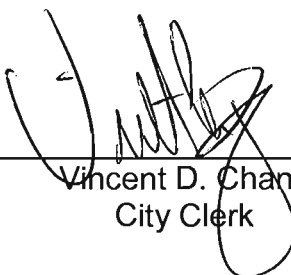
None.

**FISCAL IMPACT:**

None.

Respectfully submitted,

Prepared by:

  
\_\_\_\_\_  
Vincent D. Chang  
City Clerk

  
\_\_\_\_\_  
Helena Cho  
Secretary

Approved By:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager

**Attachments:** (Regular) September 2, 2015, (Special) September 2, 2015

**MINUTES  
MONTEREY PARK CITY COUNCIL  
SUCCESSOR AGENCY (SA)  
SPECIAL MEETING  
SEPTEMBER 2, 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, September 2, 2015 at 6:00 p.m.

**CALL TO ORDER:**

Mayor Chan called the meeting to order at 6:00 p.m.

**ROLL CALL:**

City Manager Paul Talbot called the roll:

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

Council Members Absent: None

Also Present: City Manager Paul Talbot, City Attorney Mark Hensley, Human Resources Director Tom Cody

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

None.

**ORAL & WRITTEN COMMUNICATIONS**

None.

**CLOSED SESSION**- The City Council adjourned to Closed Session at 6:00 p.m.

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

Kenneth Thai v. Cities of Alhambra and Monterey Park (May 14, 2014)  
LASC Case No.: BC565253

Mary Chan, et al v. Villa Garfield, City of Monterey Park, et al,  
LASC Case No.: GC047033

**2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - GOVERNMENT  
CODE § 54956.8 One Item**

Property: 2300 Greenwood Ave Monterey Park CA 91755  
APN 5275-003-016

City Negotiators: Paul Talbot, City Manager; Mark Hensley, City Attorney

Negotiating Parties: Monterey Park Retail Partners, LLC (Market Place Project)

Under Negotiation: Price and terms of payment

**3. CONFERENCE LEGAL COUNSEL, POTENTIAL LITIGATION - Significant exposure to litigation pursuant to Government Code § 54956.9 (b) - 1 Matter, Facts and Circumstances:**

Claim filed October 28, 2014 by Pacific Bell Telephone Company DBA ATT/California (Claim No. 1956-CL)

Copies of all claims are available in the City Clerk's Office.

**RECONVENE & ADJOURNMENT**

The City Council reconvened from Closed Session with all Council Members present at 6:55 p.m. and The City Attorney reported out of closed session that Council Member Ing had declared a potential conflict of interest for Closed Session Item No. 2, Market Place Project, recused himself and left the room during the discussion, as his wife is currently employed by Southern California Edison (SCE). The meeting was adjourned at 6:55 p.m.

**Action Taken:** No reportable action taken during Closed Session.

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Vincent D. Chang  
City Clerk

**MINUTES  
MONTEREY PARK CITY COUNCIL  
SUCCESSOR AGENCY (SA)  
REGULAR MEETING  
SEPTEMBER 2, 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, September 5, 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 7:05 p.m.

**FLAG SALUTE:**

The Monterey Park Fire 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:** City Manager Paul Talbot, City Attorney Mark Hensley, City Treasurer Joseph Leon, Public Works Director/Assistant City Manager Ron Bow, Fire Chief Scott Haberle, Police Chief Jim Smith, Recreation and Community Services Director Dan Costley, Human Resources Director Tom Cody, Management Services Director Chu Thai, City Librarian Norma Arvizu, Controller Annie Young, Assistant City Engineer Rey Alfonso, Building Official Tim Tran

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

**Discussion:** City Manager Talbot announced that representatives from Sing Tao Daily Newspaper were not able to attend the meeting. As a result, Item No. 6H Proposed New Year's Eve Countdown Event will be continued to a later date.

**1. PRESENTATION:** None.

**ORAL AND WRITTEN COMMUNICATIONS**

- Joseph Leon, the City's representative of the San Gabriel Valley Mosquito & Vector Control District, shared that recently, a deadly citrus tree disease called Huanglongbing (HLB) was found in San Gabriel. Residents who have questions or concerns with about HLB can call the California Department of Food and Agriculture hotline at 800-491-1899.

**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



- Tammy Louie announced and invited the community to the 2nd Annual Geranium Festival on Saturday, October 3, 2015 from 11:00 a.m. - 4:00 p.m. at Barnes Park. This year it is "Going to the Dogs" in which there will be a contest for dogs, games, raffles, Home Depot Kids Workshops, a dunk tank, Fire and Police demonstrations and activities for the entire family.

- Nancy Arcuri, requested that a staff report be presented with more information regarding the upcoming Fire Fighters Exchange Program in Hong Kong.

## **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 SEPTEMBER 2, 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 291-291.

**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 2A, 2B and 2C. The City Council approved payment of warrants and adopted Resolution No. SA-100 of the Successor Agency to the former Monterey Park Redevelopment Agency allowing certain claims and demands per warrant register dated September 2, 2015 totaling \$15.86 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-100**, entitled:

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE FORMER COMMUNITY REDEVELOPMENT AGENCY (SA) ALLOWING CERTAIN CLAIMS AND DEMANDS PER WARRANT REGISTER DATED 2ND DAY OF SEPTEMBER 2015 TOTALING \$15.86 AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

#### **2B. SUCCESSOR AGENCY MINUTES**

Approval of Minutes from the regular meeting and special meeting of August 5, 2015 and the minutes from the special Mayor Installation meeting of August 18, 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 2A, 2B and 2C. The City Council approved the minutes from the regular meeting and special meeting of August 5, 2015 and the minutes from the special Mayor Installation meeting of August 18, 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. RESOLUTION ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE AND ADMINISTRATIVE BUDGET FOR JANUARY - JUNE 2016**

Staff requests that the City Council, acting on behalf of the Successor Agency for the former Monterey Park Redevelopment Agency, consider and adopt the Recognized Obligation Payment Schedule ROPS 15-16B and Administrative Budget for the period covering January - June 2016.

**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 2A, 2B and 2C. The City Council (1) adopted Resolution SA-101 approving the Recognized Obligation Payment Schedule (ROPS 15-16B) for the period between January - June 2016; and (2) approved the Successor Agency Administrative Budget for January - June 2016.

**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-101**, entitled:

A RESOLUTION OF THE SUCCESSOR AGENCY TO THE MONTEREY PARK REDEVELOPMENT AGENCY ADOPTING RECOGNIZED OBLIGATION PAYMENT SCHEDULES PURSUANT TO HEALTH AND SAFETY CODE § 34177

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



## City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **Unfinished Business**  
**Agenda Item 5-A.**

**TO:** Honorable Mayor and Members of the City Council

**FROM:** Michael Huntley, Director of Community and Economic Development

**SUBJECT:** Second reading of an ordinance adopting the South Garfield Village Specific Plan and a resolution to amend the Fiscal Year 2015-16 Budget to allocate \$900,000 to construct certain public improvements within the South Garfield Village Specific Plan area.

### **RECOMMENDATION:**

It is recommended that the City Council consider:

1. Waiving second reading and adopting the proposed ordinance;
2. Adopting a resolution amending the FY 2015-2016 City Budget to allocate \$900,000 toward construction certain public improvements within the South Garfield Village Specific Plan area; and
2. Take such additional, related, action that may be desirable.

### **EXECUTIVE SUMMARY:**

The ordinance was introduced following a public hearing on September 16, 2015. Part of the City Council's motion included action to allocate 50% of the \$1.8 million of funds set aside for economic development, specifically for the South Garfield Village Specific Plan. Additionally, the Council directed staff to create a plan for the spending of such funds for the median improvements to be presented to the City Council for review and approval. To implement that action requires a budget amendment. If adopted, the draft resolution would authorize the City Manager to reallocate \$900,000 to the South Garfield Village Specific Plan.

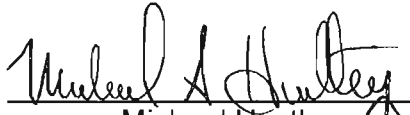
The ordinance is now ready for second reading and adoption by the City Council. A copy of the staff report from the September 16, 2015 meeting is attached for reference.

### **ENVIRONMENTAL REVIEW:**

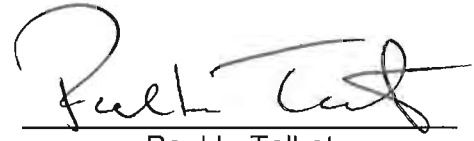
Pursuant to the California Environmental Quality Act (CEQA) (Public Resources Code §§ 21000, *et seq.*) and *CEQA Guidelines* (California Code of Regulations, Title 14, §§ 15000, *et seq.*), the City prepared an Initial Study/Mitigated Negative Declaration. Based on the analysis contained in the IS/MND, the proposed project would not have

cumulatively considerable impacts with implementation of the project mitigation measures.

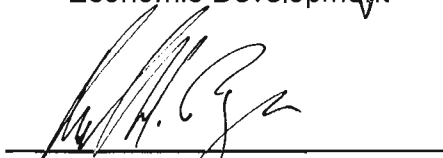
By:

  
Michael Huntley  
Director of Community and  
Economic Development

Approved:

  
Paul L. Talbot  
City Manager

Reviewed:

  
Karl H. Berger  
Assistant City Attorney

Attachments:

Proposed Ordinance  
Proposed Resolution  
City Council staff report from September 16, 2015

# **ATTACHMENT 1**

## **Draft Ordinance**

**ORDINANCE NO.**

**AN ORDINANCE CERTIFYING A MITIGATED NEGATIVE  
DECLARATION AND ADOPTING THE 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 October 7, 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.

**ORDINANCE NO.**  
**PAGE 3 of 4**

SECTION 4:     *Approvals.*

- A.     Subject to the mitigation measures set forth in 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 October 7, 2015.

\_\_\_\_\_  
Peter Chan, Mayor

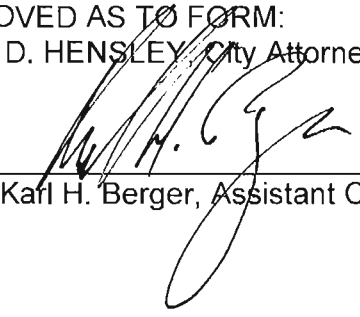
ATTEST:

\_\_\_\_\_  
Vincent D. Chang, City Clerk

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 October 7, 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

## **ATTACHMENT 2**

### Draft Resolution

## RESOLUTION NO.

### A RESOLUTION APPROVING A BUDGET ADJUSTMENT FOR THE SOUTH GARFIELD VILLAGE SPECIFIC PLAN IN ACCORDANCE WITH RESOLUTION NO. 11749 (THE FISCAL YEAR 2015-2016 BUDGET RESOLUTION).

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

**SECTION 1:** *Findings.* The City Council finds and declares as follows:

- A. On September 16, 2015, the City Council introduced and waived first reading of an ordinance that will adopt the South Garfield Village Specific Plan (the "Specific Plan");
- B. To help implement the Specific Plan, the City Council voted to allocate \$900,000 of the \$1.8M set aside for economic development to be used for certain public improvements including, without limitation, median improvements ("Improvements");
- C. As part of its action, the City Council directed the City Manager, or designee, to draft a plan to identify appropriate Improvements for construction using the \$900,000; and
- D. Section 8 of Resolution No. 11749 (adopted June 17, 2015) requires a budget adjustment for the \$900,000 allocation.

**SECTION 2:** *Authorizations.* The City Council authorizes the following:

- A. The Fiscal Year 2015-16 Budget is amended to allocate \$900,000 from the General Fund Committed Fund Reserve for Economic Development Account to South Garfield Village Specific Plan Capital Improvements Account for the purpose of designing and constructing Improvements to be identified in a plan subsequently approved by the City Council for the South Garfield Village Specific Plan.
- B. The City Manager, or designee, is authorized to implement this Resolution.

**SECTION 3:** The City Clerk is directed to certify the adoption of this Resolution; record this Resolution in the book of the City's original resolutions; and make a minute of the adoption of the Resolution in the City Council's records and the minutes of this meeting.

**SECTION 4:** This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

PASSED, APPROVED and ADOPTED this \_\_\_\_ day of October, 2015.

Peter Chan, Mayor

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

By:

Karl H. Berger  
Assistant City Attorney

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 foregoing Resolution No. \_\_\_\_\_ was duly and regularly adopted by the City Council of the City of Monterey Park at a meeting held on the \_\_\_\_ day of October 2015 by the following vote:

AYES:  
NOES:  
ABSTAIN:  
ABSENT:

Dated this \_\_\_\_ day of \_\_\_\_ 2015

Vincent D. Chang, City Clerk

**ATTACHMENT 3**  
September 16, 2015 Staff Report



## City Council Staff Report

**DATE:** September 16, 2015

**AGENDA ITEM NO:**

**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 ties 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:

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Michael Huntley  
Director of Community and  
Economic Development

Approved by:

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Paul L. Talbot  
City Manager

Reviewed by:



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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

**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

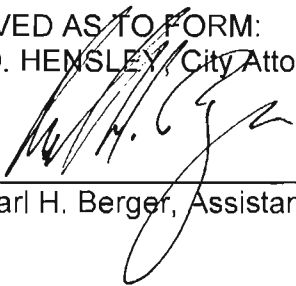
ATTEST:

\_\_\_\_\_  
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

Final  
September 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

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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

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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;

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- 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**

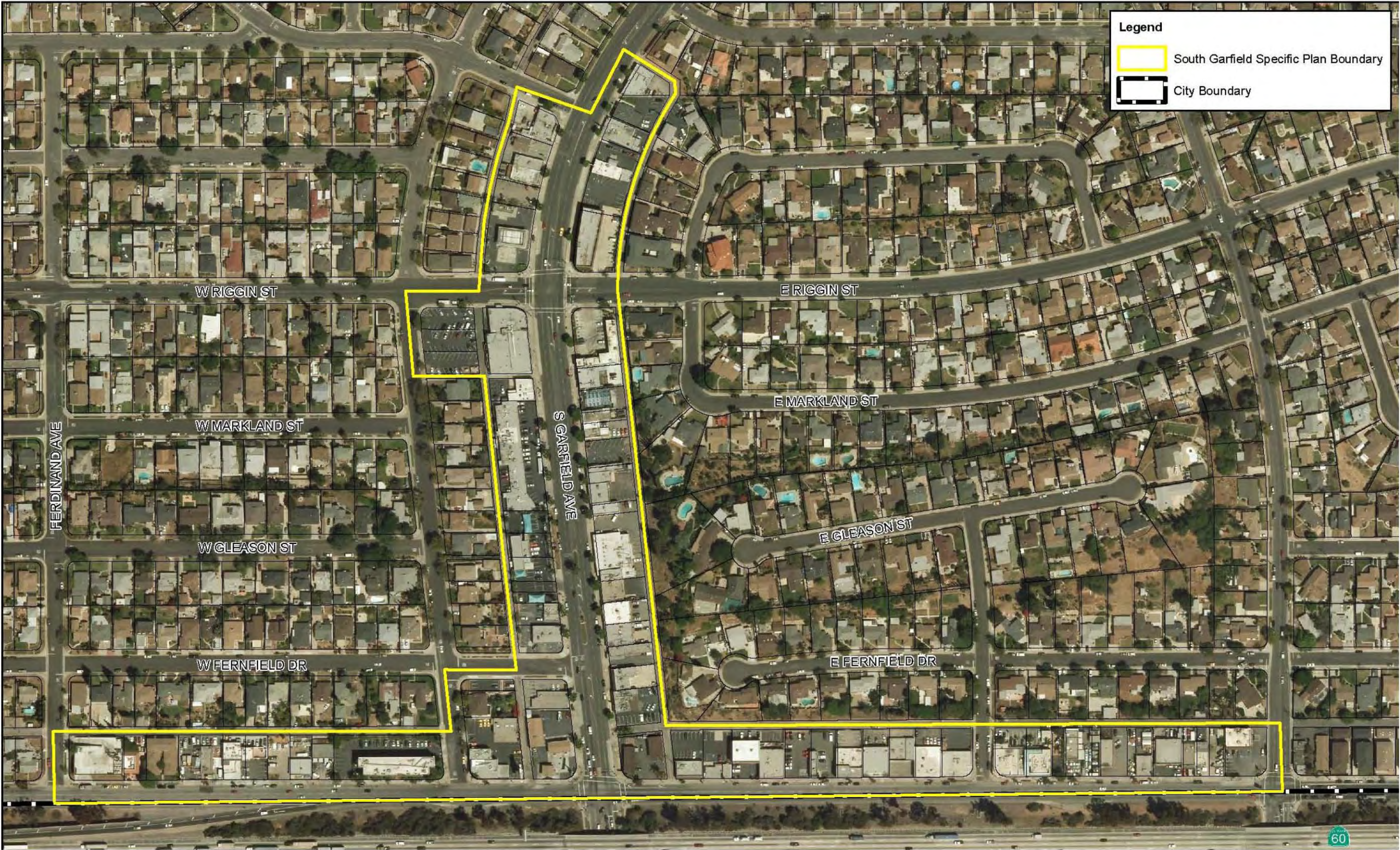
#### **1.3.1 Community Outreach and Input**

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

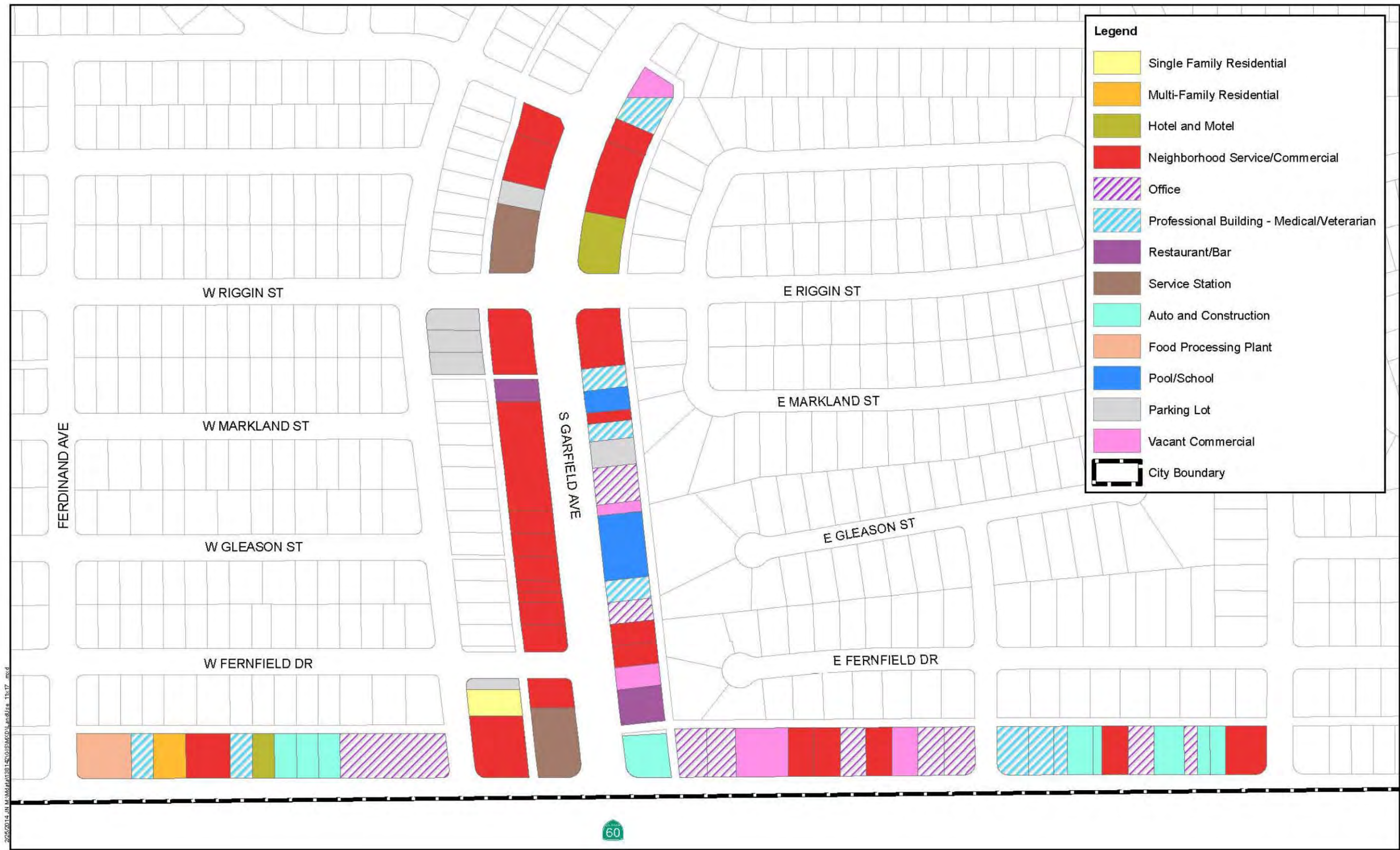




Figure 1-3: Existing Architecture





Figure 1-4: Existing Streetscape



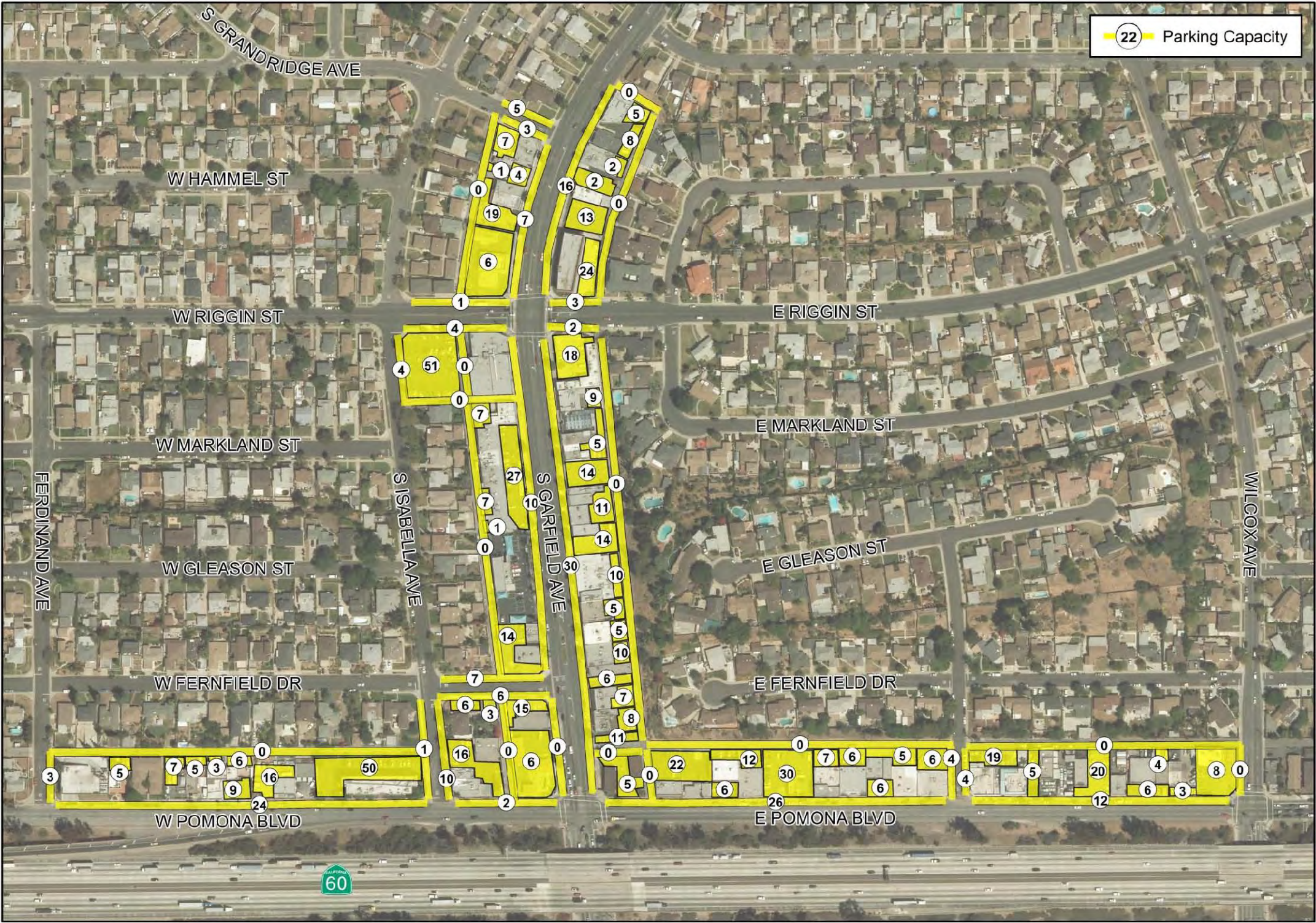


Figure 1-5: Existing Mobility





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).



## GARFIELD VILLAGE SPECIFIC PLAN

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- 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**

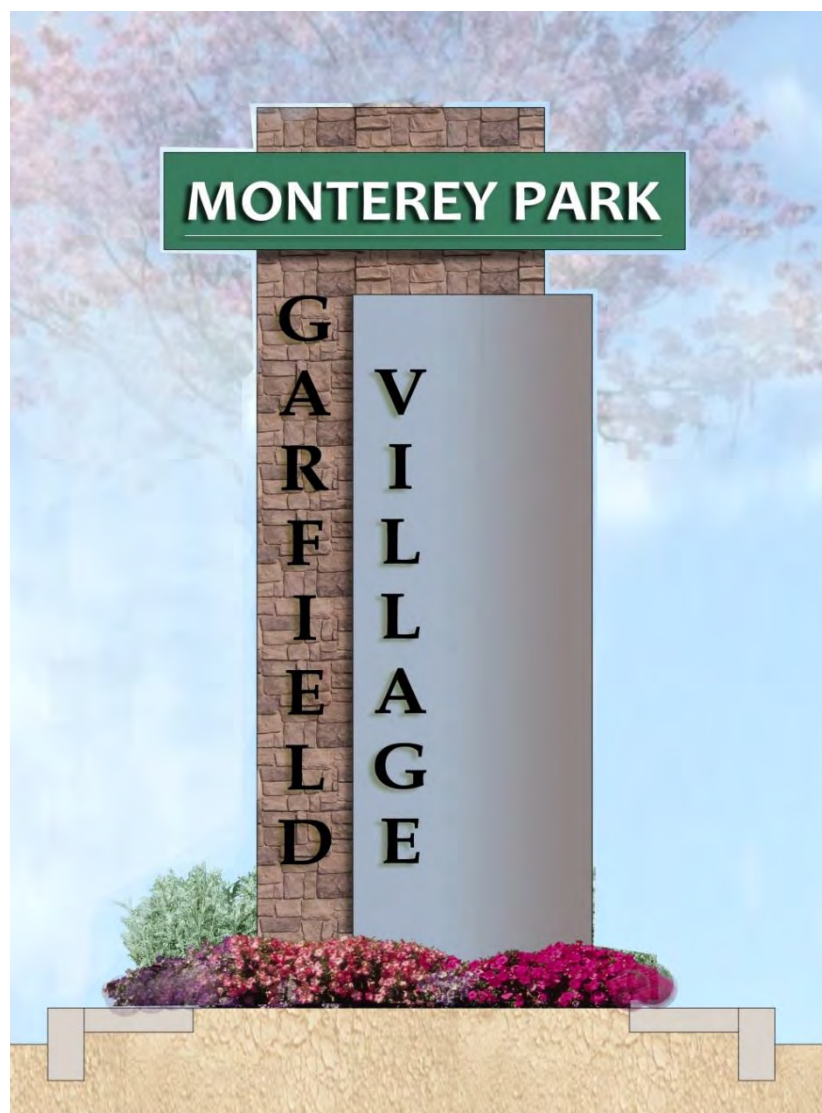
The Primary Village Gateway is the “node” of activity around the Garfield Avenue and Pomona Boulevard intersection. This is a major gateway area for automobile traffic into the Village. With the potential location of a future Gold Line station in proximity to this area, this gateway function could also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

## GARFIELD VILLAGE SPECIFIC PLAN

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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

Figure 2-2: Secondary Village Gateway



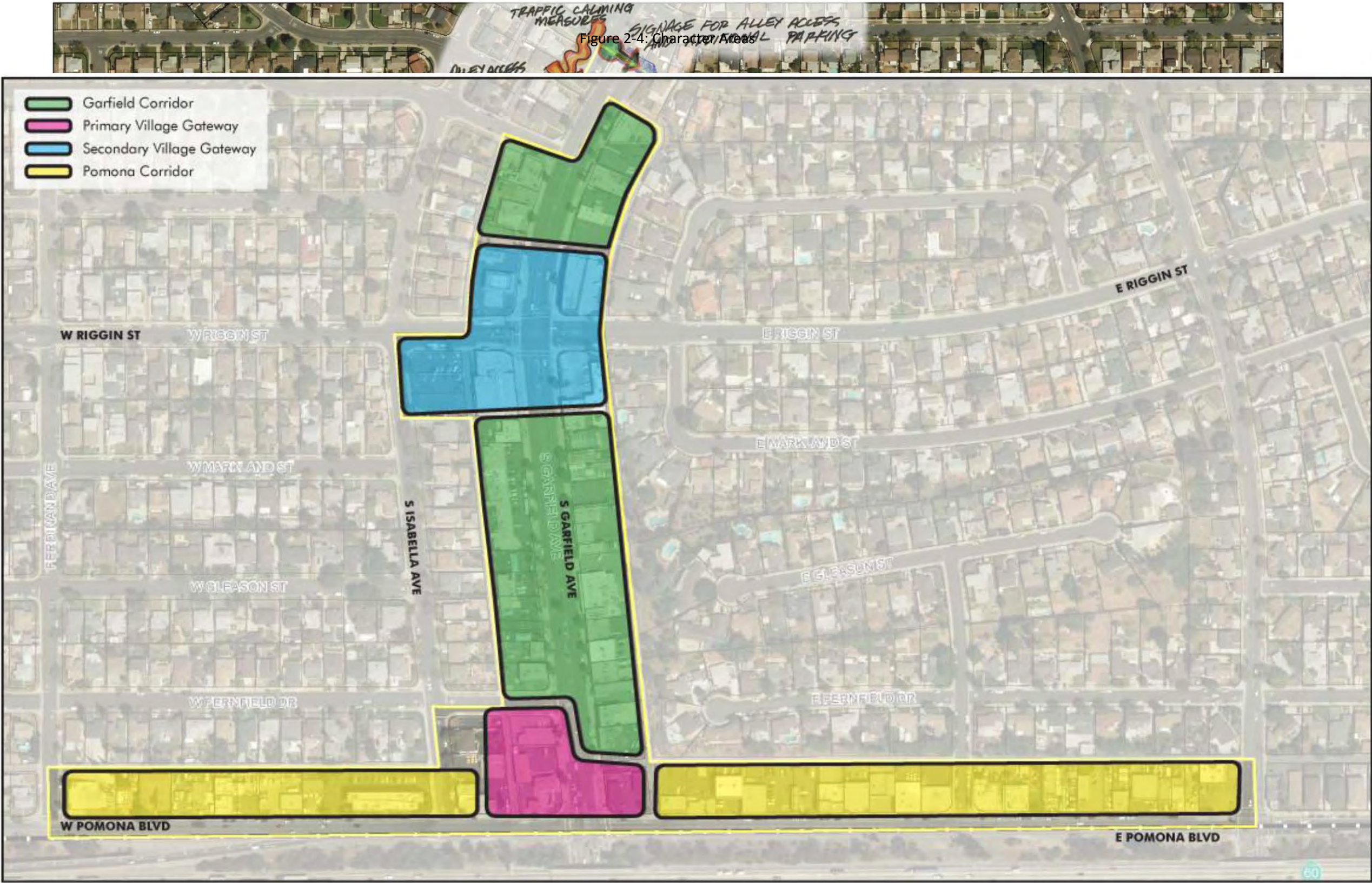
pedestrian-scale character.

### ***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







# 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**

|                                                                                                                                                                                                                                                                                                                                         |              |              |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|
| <b>Legend:</b><br>A – As an accessory use only<br>C – Permitted subject to approval of a conditional use permit<br>L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040<br>P – Permitted<br>S – Permitted only on second floor or above<br>X – Expressly prohibited |              |              |
| <b>Land Uses</b>                                                                                                                                                                                                                                                                                                                        |              |              |
| <b>Retail</b>                                                                                                                                                                                                                                                                                                                           | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |



## Chapter 3 | Land Use & Development Standards

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|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------|--------------|
| <b>Legend:</b><br>A – As an accessory use only<br>C – Permitted subject to approval of a conditional use permit<br>L – Permitted subject to limitations or special standards as described in Monterey Park Municipal Code Section 21.10.040<br>P – Permitted<br>S – Permitted only on second floor or above<br>X – Expressly prohibited |              |              |
| <b>Land Uses</b>                                                                                                                                                                                                                                                                                                                        |              |              |
| 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            |
| <b>Service Business</b>                                                                                                                                                                                                                                                                                                                 | <b>GVN-S</b> | <b>GVC-S</b> |
| 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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|--------------------------------------------------------------------------------------------------------------------------|--------------|--------------|
| <b>Legend:</b>                                                                                                           |              |              |
| 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                                                                                                 |              |              |
| <b>Land Uses</b>                                                                                                         |              |              |
| 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            |
| <b>Eating &amp; Drinking Establishment</b>                                                                               | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |
| <b>Entertainment/Cultural</b>                                                                                            | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |

## Chapter 3 | Land Use & Development Standards

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| <b>Land Uses</b>                                                                                                                                                                                                                                                                                                                        |              |              |
| 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            |
| <b>Office</b>                                                                                                                                                                                                                                                                                                                           | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |
| <b>Medical Uses</b>                                                                                                                                                                                                                                                                                                                     | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |
| <b>Educational Institutions</b>                                                                                                                                                                                                                                                                                                         | <b>GVN-S</b> | <b>GVC-S</b> |
| 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            |

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| <b>Land Uses</b>                                                                                                                                                                                                                                                                                                                        |              |              |
| School, Vocational or Trade School                                                                                                                                                                                                                                                                                                      | C, S         | C            |
| Swimming Pool School                                                                                                                                                                                                                                                                                                                    | S            | X            |
| <b>Additional/Accessory Uses</b>                                                                                                                                                                                                                                                                                                        | <b>GVN-S</b> | <b>GVC-S</b> |
| 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                                                             |
|--------------------------------------------------------------------------------|------------------------------------------------------------|-------------------------------------------------------------------|
| <b>Lot size (min.)</b>                                                         |                                                            |                                                                   |
| Lot width                                                                      | 50 ft.                                                     | 100 ft.                                                           |
| Lot depth                                                                      | 100 ft.                                                    | 100 ft.                                                           |
| Lot area                                                                       | 5,000 sq. ft.                                              | 10,000 sq. ft.                                                    |
| <b>1. Front yard (min.)</b>                                                    |                                                            |                                                                   |
| a. Abuts a street                                                              | 0 ft.                                                      | 0 ft.                                                             |
| <b>2. Side yard (min.)</b>                                                     |                                                            |                                                                   |
| 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.                                                            |
| <b>3. Rear yard (min.)</b>                                                     |                                                            |                                                                   |
| 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.                                                            |
| <b>Building height (max.)</b>                                                  |                                                            |                                                                   |
| 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. |
| <b>Floor area ratio (max.)</b>                                                 |                                                            |                                                                   |
| 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 |                                                                                                                                                                                                                                                                                                                                                          |
|--------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>1. Surface Parking</b>            | <ul style="list-style-type: none"> <li>a) Allowed to the rear of on-site buildings</li> <li>b) 1 row of parking is allowed to the side of buildings if placed along a driveway connecting to the street</li> <li>c) A 5ft min landscaped buffer shall be provided between the back of sidewalk and the first parking stall along the driveway</li> </ul> |
| <b>2. Underground Parking</b>        | <ul style="list-style-type: none"> <li>a) Allowed under the entire site</li> </ul>                                                                                                                                                                                                                                                                       |
| <b>3. Structured Parking</b>         | <ul style="list-style-type: none"> <li>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</li> </ul>                                                                                               |
| <b>4. Podium Parking</b>             | <ul style="list-style-type: none"> <li>a) Allowed under all buildings if designed in accordance with the standards and guidelines for podium parking</li> </ul>                                                                                                                                                                                          |
| <b>5. Bicycle Parking</b>            | <ul style="list-style-type: none"> <li>a) Allowed within surface parking areas and first floor of underground parking areas</li> <li>b) Allowed near building entrances (excluding private service entrance)</li> <li>c) Allowed on private property adjacent to</li> </ul>                                                                              |

|                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
|------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                                | sidewalks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|                                                | d) Allowed on sidewalks if a clear walking path of at least 6 ft is maintained                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |
| <b>6. Parking Requirements</b>                 | <ol style="list-style-type: none"> <li>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: <ol style="list-style-type: none"> <li>i. Increase the number of shade trees provided to a ratio of 1 tree per 5 parking spaces;</li> <li>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</li> <li>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).</li> </ol> </li> </ol> |
| <b>7. Minimum Bicycle Parking Requirements</b> | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| <b>8. Shared Parking</b>                       | 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b>9. Landscaping</b>                          | <ol style="list-style-type: none"> <li>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.</li> <li>b) The minimum tree planter width in parking areas shall be 5 feet.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                      |

### 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.
- The City shall fast track the plan review process for approved incentive Bonuses.



### **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.
- The City shall fast track the plan review process for approved incentive Bonuses.

### **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.

The City shall fast track the plan review process for approved incentive Bonuses.

### **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. The City shall fast track the plan review process for approved incentive Bonuses.

#### **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.



### **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.
- The City shall fast track the plan review process for approved incentive Bonuses.

#### **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.

#### **Bonus Incentives**

The City shall fast track the plan review process for approved incentive Bonuses.



### 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.







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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 shall 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:

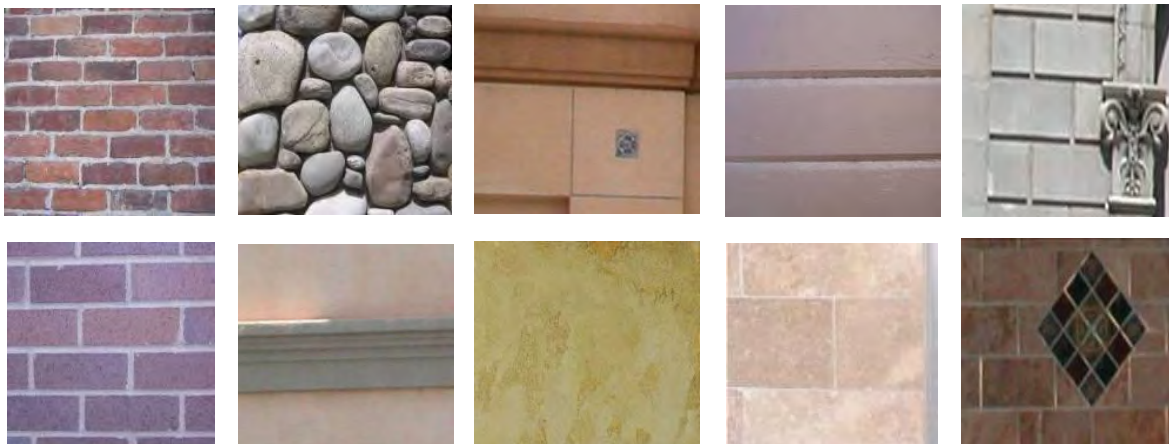


- Porches, verandas, courtyards, and gardens accommodate outdoor seating areas adjacent to restaurants, coffee shops, bookstores, and other similar uses.
- Awnings cover entries and provide opportunities for signage. Awnings shall be no longer than a single storefront and shall be of a style and color 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.

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- 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.

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### 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.





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### 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.





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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.



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- 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.



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### 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.



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### 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:

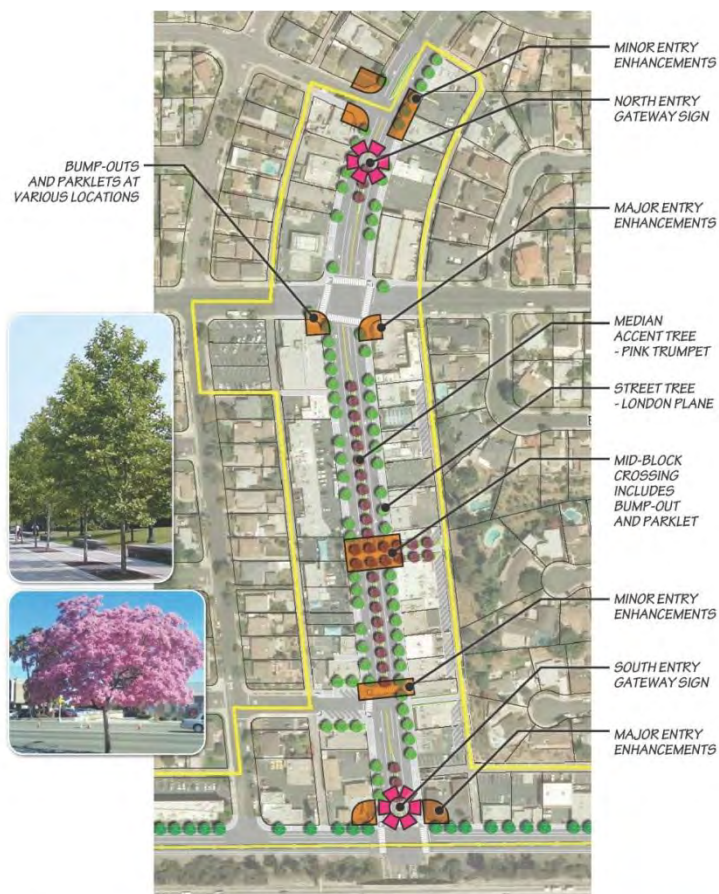
- Providing a clear and discernible vehicular circulation pattern that provides access to convenient parking areas.
- Combining parallel parking, angled parking, and standard parking throughout commercial areas to create variety and interest and help define various public spaces.
- Reducing off-street 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. The proposed circulation, parking, and streetscape improvements are conceptual in nature. Any alterations to vehicle parking and circulation areas in the public right-of-way shall be brought to the attention of the adjacent property owners and shall come back to the City Council for final approval.

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*



See the following pages for enlargements and cross section details for both Garfield Ave and E. Pomona Blvd.



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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





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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 Riggins 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.

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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

## GARFIELD VILLAGE SPECIFIC PLAN

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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:

- Riggin 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

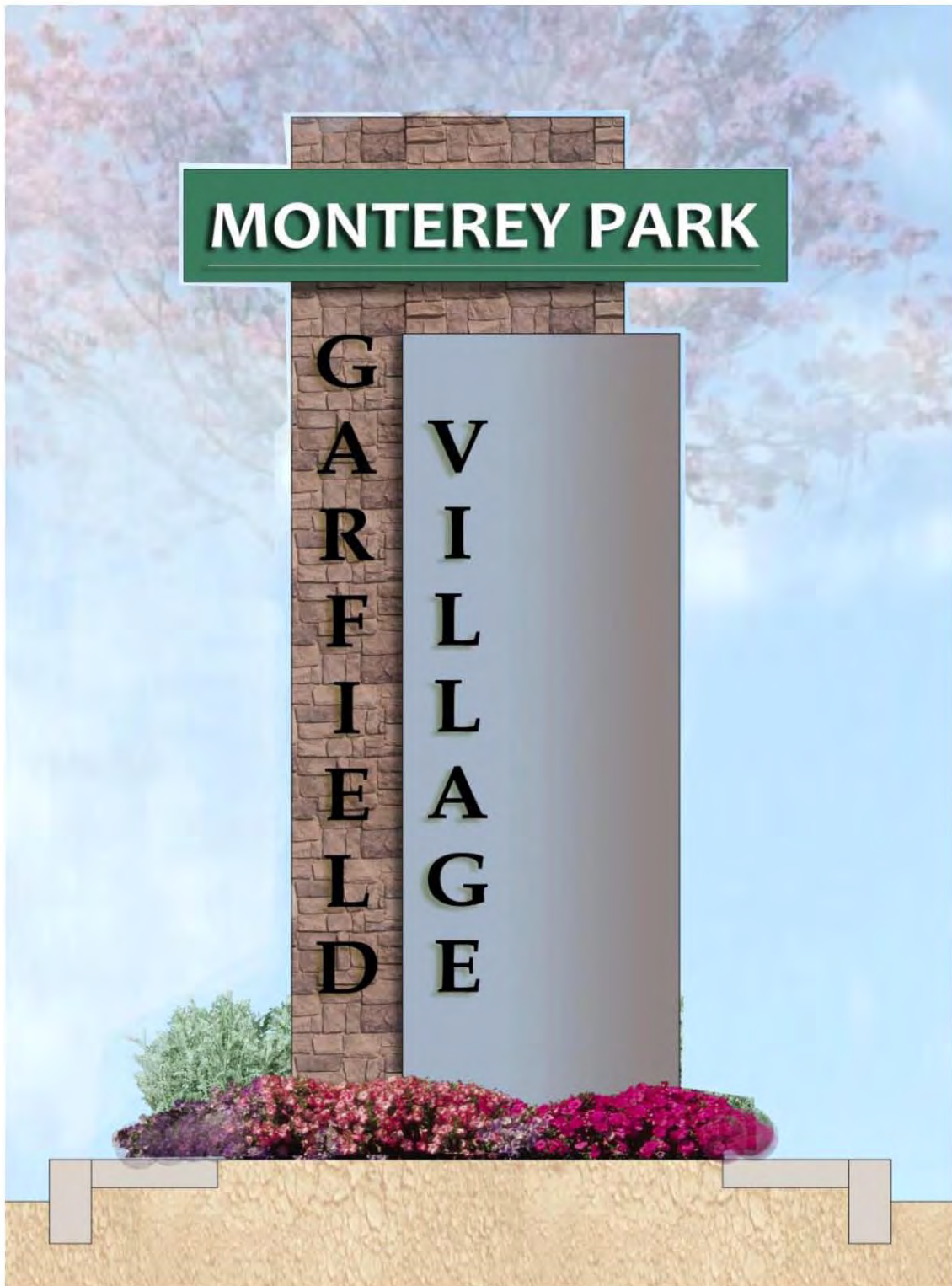




Figure 5-9: Secondary Gateway Entry Monument





### **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.



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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



*The Anapolis Smart Bollard  
(solar collectors on each - no need for electrical)  
and Key Bike Rack by Landscape Forms*

*DuMor Receptacle 17 and Bench 94*

*Iron Smith Tree Grate*





## 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>SOUTHERN CALIFORNIA ASSOCIATION OF GOVERNMENTS (SCAG)</i></b><br/>           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.</p> <p>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.</p> |
| <p><b><i>FEDERAL TRANSIT ADMINISTRATION</i></b><br/>           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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| State                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <p><b><i>INFRASTRUCTURE STATE REVOLVING FUND PROGRAM OF THE CALIFORNIA</i></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |



| Federal/MPO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
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| <p><b><i>INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (CIEDP)</i></b><br/> 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.</p>                                                                                                                                            |
| <p><b><i>CALIFORNIA INFRASTRUCTURE AND ECONOMIC DEVELOPMENT BANK (I-BANK)</i></b><br/> 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:<br/> 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.</p> |
| <p><b><i>CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) GRANTS</i></b><br/> 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</p>                                                            |

| Federal/MPO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
| <p><b><i>CALIFORNIA STRATEGIC GROWTH COUNCIL GRANTS</i></b><br/>           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.</p> |
| Local and Regional                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <p><b><i>CITY GENERAL FUND</i></b><br/>           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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><b><i>GENERAL OBLIGATION BONDS (G.O. BONDS)</i></b></p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |

| 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. |
| <b><i>REVENUE BONDS</i></b><br>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.                                                                                                                                                                                                                                              |
| <b><i>DEVELOPMENT INCENTIVE PROGRAMS</i></b><br>Incentive programs are created to encourage the private sector to provide the desired public improvement.                                                                                                                                                                                                                                                                                                                                                   |

| Federal/MPO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>BUSINESS IMPROVEMENT AREAS (BIAS)</i></b></p> <p>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:</p> <ul style="list-style-type: none"> <li>• Fountains, benches, and trash receptacles and integrated signing</li> <li>• Street lighting</li> <li>• Security services that are supplemental to those normally provided by the municipality.</li> <li>• Special cleaning operations, graffiti removal, and waste management</li> <li>• Decorations and public art</li> <li>• Promotions of public events that benefit the area</li> <li>• Furnishing music to any public place in the area</li> <li>• Promotion of tourism within the area (only businesses benefiting from tourist visits can be assessed for this type of benefit)</li> <li>• Any other activities that benefit businesses located in the area</li> </ul> |
| <p><b><i>LANDSCAPE AND LIGHTING MAINTENANCE DISTRICT (LMDs)</i></b></p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                |
| <p><b><i>SPECIAL BENEFIT ASSESSMENTS</i></b></p> <p>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</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |



| Federal/MPO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>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.</p> |
| <p><b><i>DEVELOPMENT IMPACT FEES</i></b></p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |
| <p><b><i>IN-LIEU PARKING FEE</i></b></p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| Private and Nonprofit                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |

| Federal/MPO                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p><b><i>PRIVATE DONATIONS</i></b></p> <p>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.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <p><b><i>DONOR PROGRAMS</i></b></p> <p>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.</p> |

**Table 6-2: Implementation Matrix**

| Project/Program/Action Step                                              | Timeline | Leaders & Team Members | Potential Funding Sources                      |
|--------------------------------------------------------------------------|----------|------------------------|------------------------------------------------|
| <b>Garfield Avenue Improvements</b>                                      |          |                        |                                                |
| 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 |
| <b>Fernfield Improvements</b>                                            |          |                        |                                                |
| 1. Fernfield Block Reconfiguration/On-Street Parking                     | LT       | C                      | General Fund, BID                              |
| <b>Pomona Boulevard Improvements</b>                                     |          |                        |                                                |
| 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

## **GARFIELD VILLAGE SPECIFIC PLAN**

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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**

---

Lead Agency:

**CITY OF MONTEREY PARK**  
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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<br>(square feet) | Residential<br>(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                            |                                 |
| <b>Total</b>                    | <b>220,017</b>                   | <b>7</b>                        |

The area currently includes a diverse range of architectural styles and buildings of varying ages with no consistent style or theme.



NOT TO SCALE

Michael Baker  
INTERNATIONAL

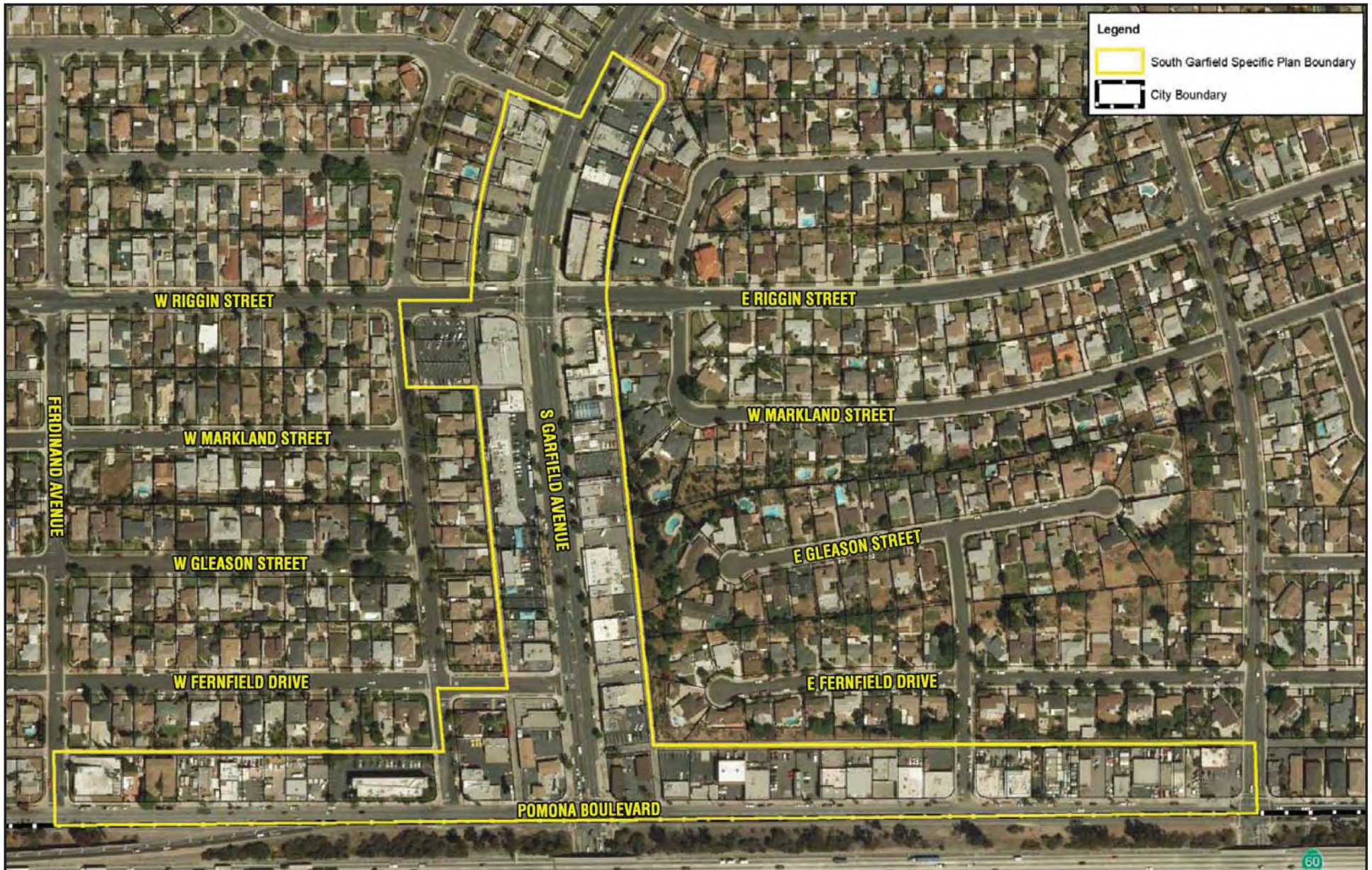


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CITY OF MONTEREY PARK  
SOUTH GARFIELD VILLAGE SPECIFIC PLAN  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

## Regional Vicinity





Source: RBF Consulting, South Garfield Village Specific Plan.

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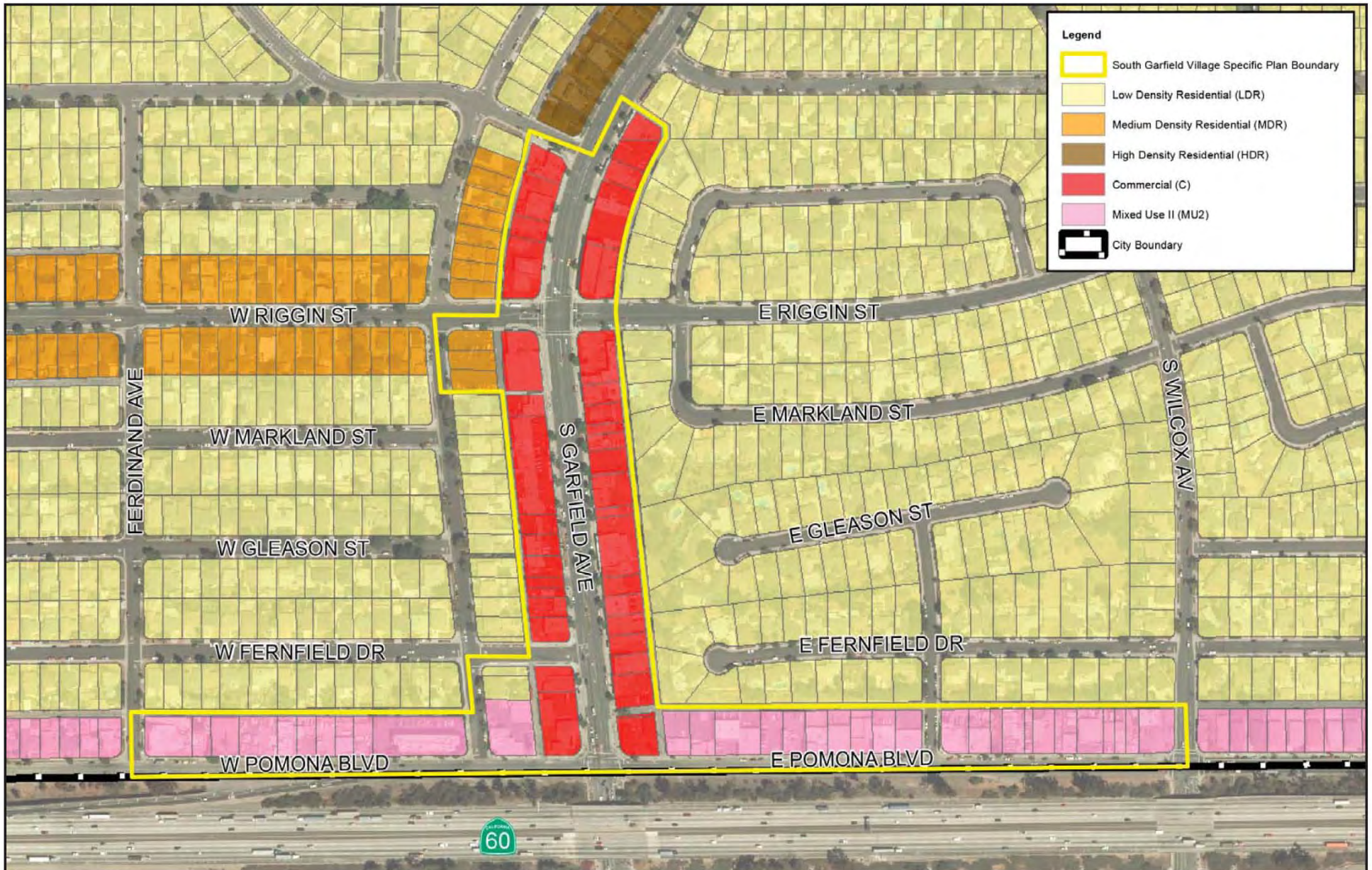
CITY OF MONTEREY PARK  
SOUTH GARFIELD VILLAGE SPECIFIC PLAN  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

## Project Location

Exhibit 2-2

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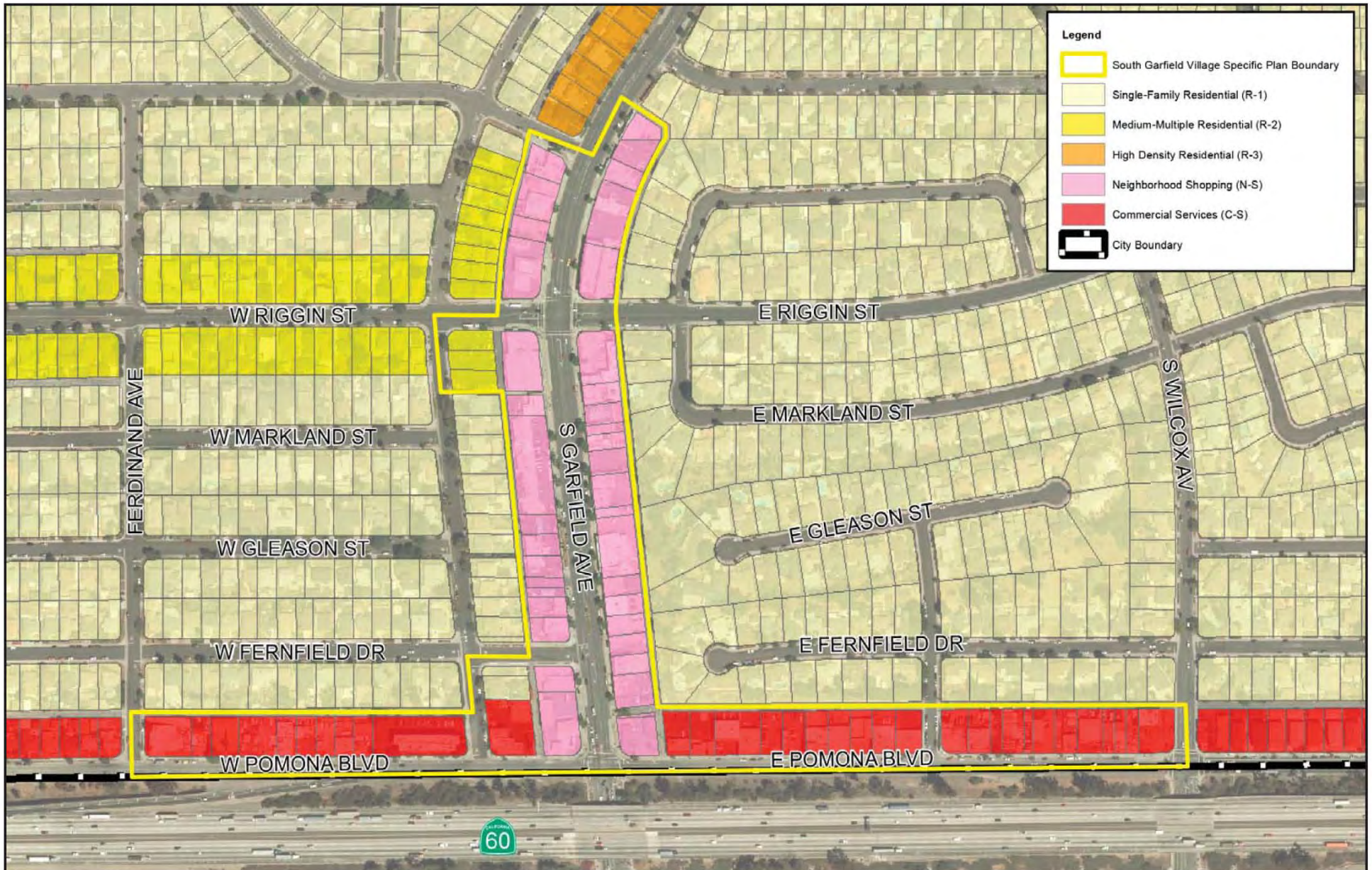


Source: City of Monterey Park, City of Monterey Park Land Use Policy Map.

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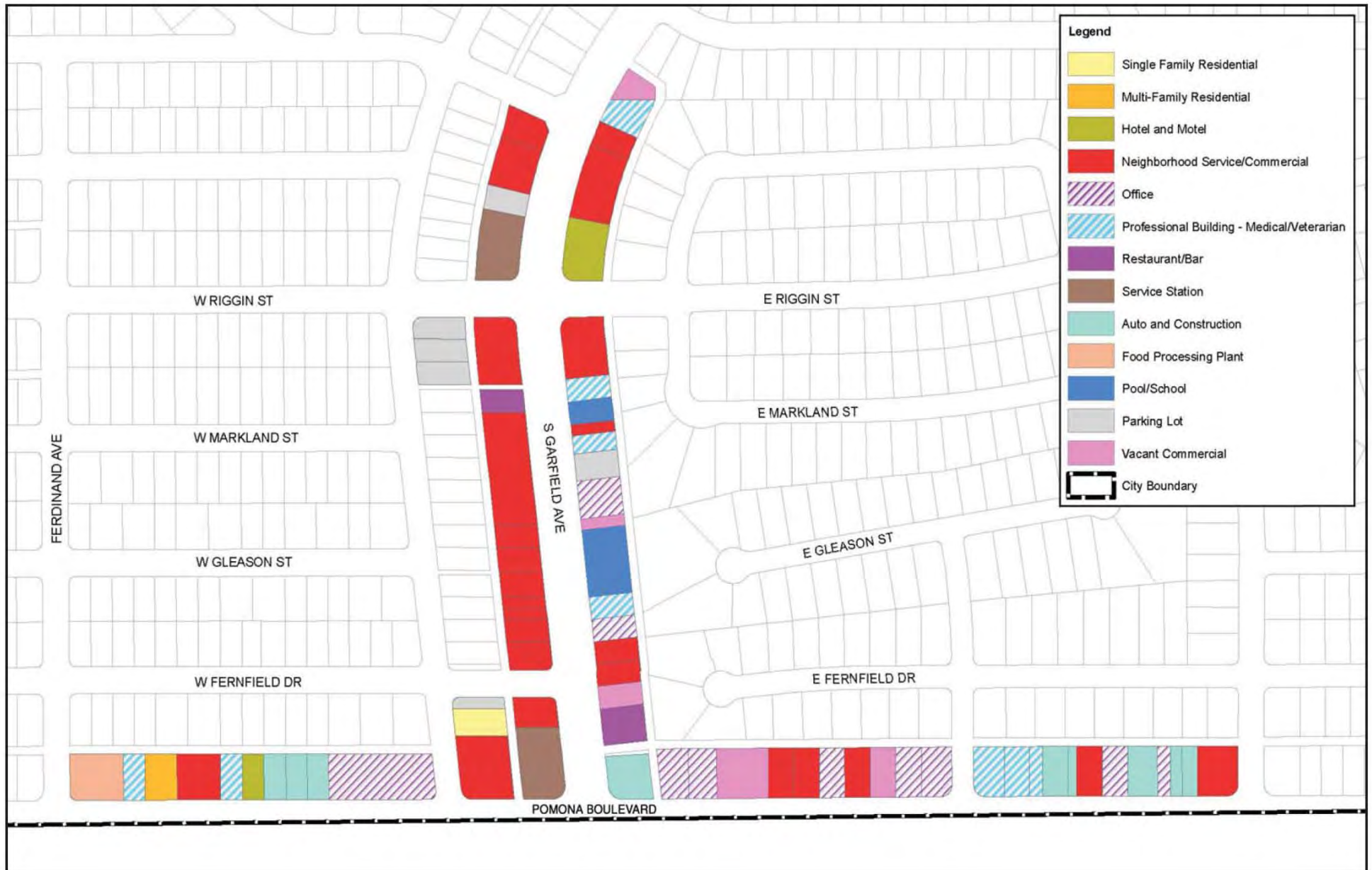


Source: City of Monterey Park, City of Monterey Park Zoning Map.

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.

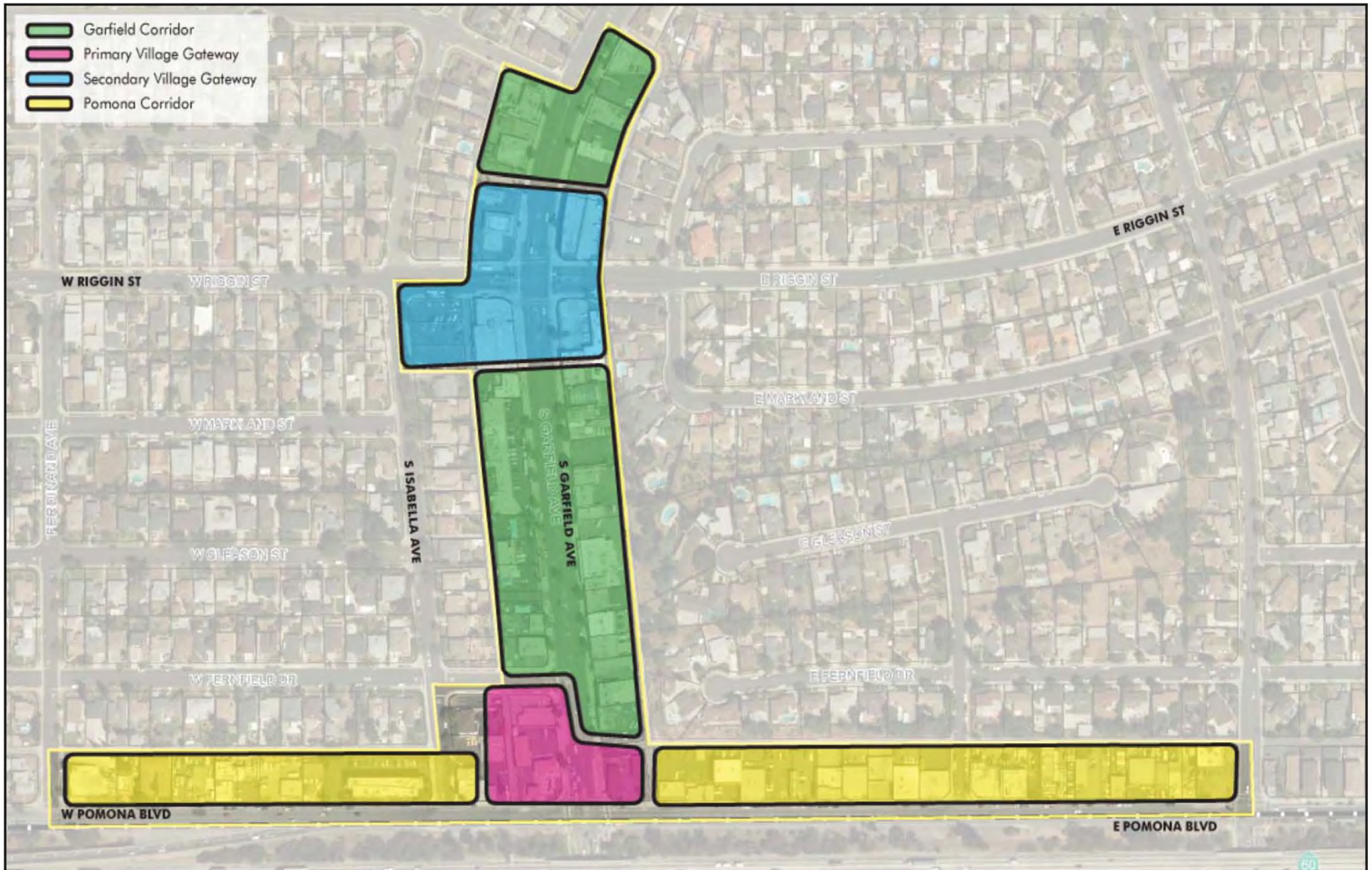
#### **Primary Village Gateway**

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.<sup>1</sup> When compared to existing conditions, the proposed project would allow for a potential net

<sup>1</sup> 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         |
| <b>Total</b>                           | <b>220,017</b> | <b>329,964.8</b>       | <b>109,947.88</b> |

## **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.





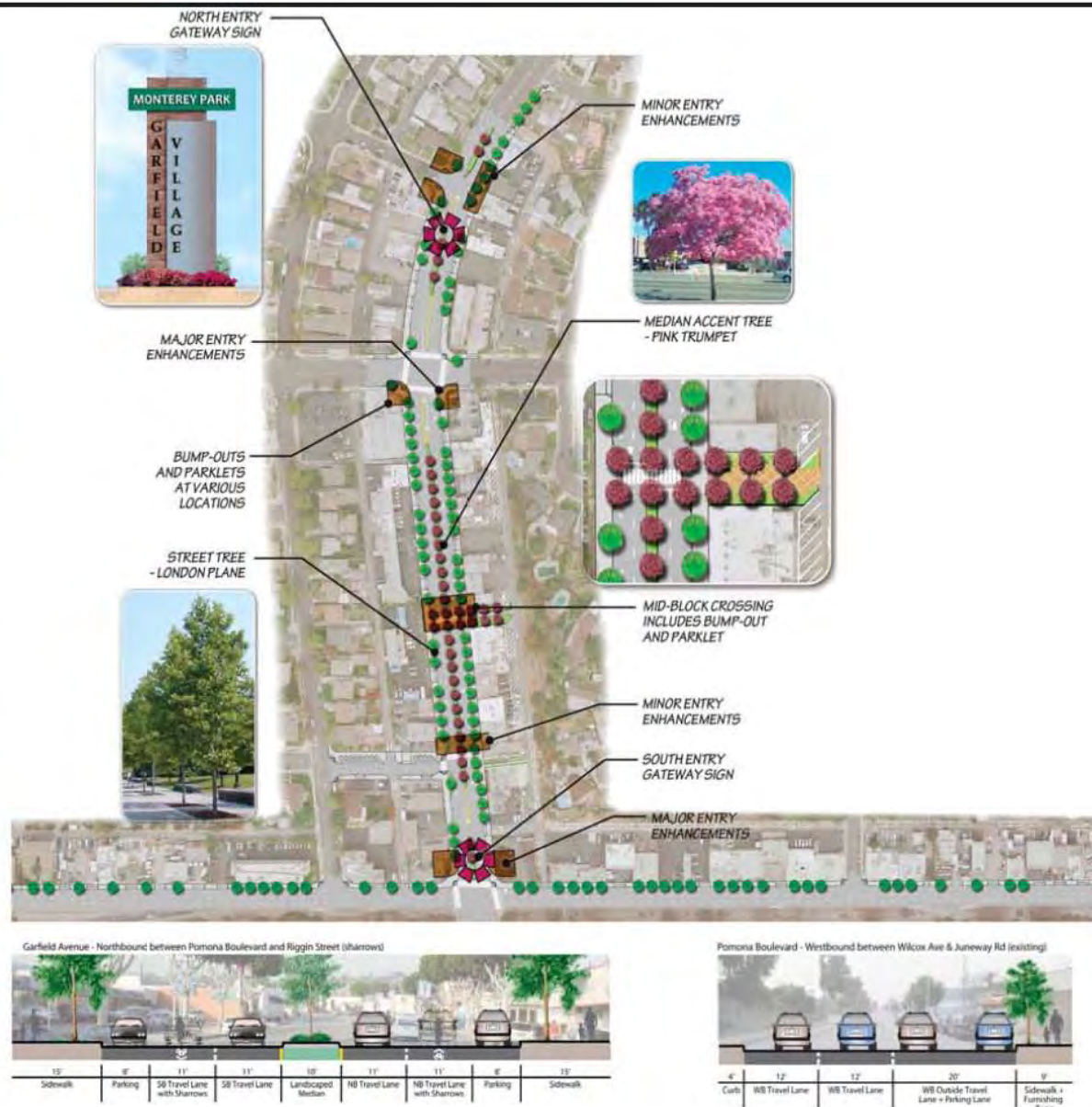
View of Garfield Avenue looking north at Fernfield.



Mid-Block Crossing concept with paseo access to Alley on east side.



Typical alley improvement concept.



Source: RBF Consulting, South Garfield Village Specific Plan.

NOT TO SCALE

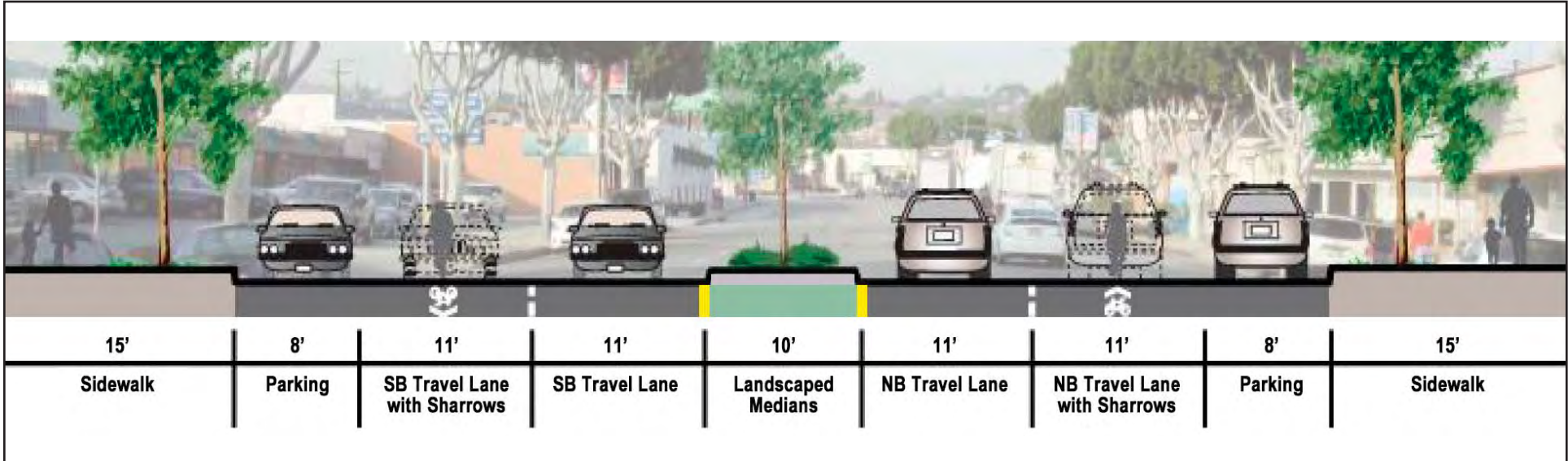
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CITY OF MONTEREY PARK  
SOUTH GARFIELD VILLAGE SPECIFIC PLAN  
INITIAL STUDY/MITIGATED NEGATIVE DECLARATION  
**Circulation and Streetscape Concept**

**Exhibit 2-8**  
**Page 203 of 878**





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.  | <b>Project Title:</b> South Garfield Village Specific Plan                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 2.  | <b>Lead Agency Name and Address:</b><br>City of Monterey Park<br>320 West Newmark Avenue<br>Monterey Park, California 91754                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| 3.  | <b>Contact Person and Phone Number:</b><br>Ms. Samantha Tewart<br>Senior Planner<br>626.307.1324                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| 4.  | <b>Project Location:</b> 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.  | <b>Project Sponsor's Name and Address:</b><br>City of Monterey Park (Lead Agency)<br>320 W. Newmark Avenue<br>Monterey Park, California 91754                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| 6.  | <b>General Plan Designation:</b> Commercial (C), Mixed Use III (MU3), Low Density Residential (LDR), and Medium Density Residential (MDR).                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| 7.  | <b>Zoning:</b> 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.  | <b>Description of the Project:</b> 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.  | <b>Surrounding Land Uses and Setting:</b> 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. | <b>Other public agencies whose approval is required (e.g., permits, financing approval or participation agreement).</b><br><br>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.<sup>1</sup> 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.<sup>2</sup> 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.

<sup>1</sup> 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.

<sup>2</sup> California Scenic Highway Mapping System, [http://www.dot.ca.gov/hq/LandArch/scenic\\_highways/](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.<sup>1</sup> 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.

<sup>1</sup> 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<sub>x</sub>), particulate matter less than 10 microns in diameter (PM<sub>10</sub>), and particulate matter less than 2.5 microns in diameter (PM<sub>2.5</sub>) 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) <sup>1</sup> |                 |               |                 |                  |                   |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------|-----------------|---------------|-----------------|------------------|-------------------|
|                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           | ROG                                 | NO <sub>x</sub> | CO            | SO <sub>x</sub> | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Existing Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                     |                 |               |                 |                  |                   |
| 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              |
| <b>Total Existing Emissions<sup>2, 4</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                                            | <b>2.25</b>                         | <b>0.74</b>     | <b>6.68</b>   | <b>0.01</b>     | <b>0.93</b>      | <b>0.65</b>       |
| <b>Proposed Mitigated Emissions</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                     |                 |               |                 |                  |                   |
| 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              |
| <b>Total Proposed Mitigated Emissions<sup>3,4</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                                   | <b>16.80</b>                        | <b>22.84</b>    | <b>104.92</b> | <b>0.18</b>     | <b>12.48</b>     | <b>3.52</b>       |
| SCAQMD Threshold                                                                                                                                                                                                                                                                                                                                                                                                                                                                          | 55                                  | 55              | 550           | 150             | 150              | 55                |
| <b>Mitigated Net Increase Over Existing Emissions<sup>2, 3</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>14.55</b>                        | <b>22.10</b>    | <b>98.24</b>  | <b>0.17</b>     | <b>11.55</b>     | <b>2.87</b>       |
| <b>Is Threshold Exceeded? Significant Impact?)</b>                                                                                                                                                                                                                                                                                                                                                                                                                                        | No                                  | No              | No            | No              | No               | No                |
| Notes:<br>1. Based on CalEEMod results, worst-case seasonal emissions for area and mobile emissions have been modeled.<br>2. The numbers may be slightly off due to rounding.<br>3. Mitigated emissions are due to reductions from Mitigation Measure GHG-1; refer to <a href="#">Section 4.7, Greenhouse Gas Emissions</a> . Air quality mitigation is not required.<br>4. Refer to <a href="#">Appendix A, Air Quality/Greenhouse Gas Data</a> , 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<sub>x</sub>, SO<sub>x</sub> and PM<sub>10</sub> are all pollutants of regional concern; (NO<sub>x</sub> and VOCs react with sunlight to form O<sub>3</sub> [photochemical smog], and wind currents readily transport SO<sub>x</sub> and PM<sub>10</sub>). 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<sub>x</sub>, PM<sub>2.5</sub>, or PM<sub>10</sub>. 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<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> 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 <sub>x</sub>        | CO        | PM <sub>10</sub> | PM <sub>2.5</sub> |
| <b>Operational</b>                                                                                                                                                                                                                                                                                                                                                                                                         |                        |           |                  |                   |
| Area Source Emissions                                                                                                                                                                                                                                                                                                                                                                                                      | 2.88                   | 0.01      | 0.00             | 0.00              |
| Localized Significance Threshold <sup>2</sup>                                                                                                                                                                                                                                                                                                                                                                              | 183                    | 1,814     | 4                | 2                 |
| <b>Thresholds Exceeded?</b>                                                                                                                                                                                                                                                                                                                                                                                                | <b>No</b>              | <b>No</b> | <b>No</b>        | <b>No</b>         |
| Note:<br>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 <sub>x</sub> , CO, PM <sub>10</sub> , and PM <sub>2.5</sub> . 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,<sup>1</sup> 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.

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<sup>1</sup> 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](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,<sup>1</sup> or as resources identified as Listed or Eligible for Listing on the California Register of Historic Resources.<sup>2</sup> 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

<sup>1</sup> City of Monterey Park, *Historical Sites*, <http://www.montereypark.ca.gov/677/Historical-Sites>, accessed December 5, 2014.

<sup>2</sup> 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).<sup>1</sup> 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

<sup>1</sup> 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.<sup>2</sup> 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.

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<sup>2</sup> 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.<sup>3</sup> 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.

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<sup>3</sup> 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 (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), ground-level ozone (O<sub>3</sub>), 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 CO<sub>2</sub> 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 CO<sub>2</sub> equivalent (CO<sub>2</sub>e) in 2000 to 457 MMT of CO<sub>2</sub>e 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 CO<sub>2</sub>e 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 CO<sub>2</sub>e (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 (CO<sub>2</sub>eq)<sup>1</sup> 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 CO<sub>2</sub>eq.

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.<sup>2</sup> 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

<sup>1</sup> Carbon Dioxide Equivalent (CO<sub>2</sub>eq) – A metric measure used to compare the emissions from various greenhouse gases based upon their global warming potential.

<sup>2</sup> 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.<sup>3</sup>

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 MTCO<sub>2</sub>eq 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 MTCO<sub>2</sub>eq per service population (SP) per year.<sup>4</sup> Tier 5 would

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<sup>3</sup> The most recent SCAQMD GHG CEQA Significance Threshold Working Group meeting was held on September 2010.

<sup>4</sup> The project-level efficiency-based threshold of 4.8 MTCO<sub>2</sub>eq 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 MTCO<sub>2</sub>eq per SP per year and an efficiency threshold at the project level of 3.0 MTCO<sub>2</sub>eq/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 MTCO<sub>2</sub>eq 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 MTCO<sub>2</sub>eq per year non-industrial screening threshold has been selected as the significance threshold, as it is most applicable to the proposed project.<sup>5</sup> The 3,000 MTCO<sub>2</sub>eq 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 CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub>, 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 CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> 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, 9<sup>th</sup> 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 CO<sub>2</sub>, N<sub>2</sub>O, and CH<sub>4</sub> 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, 9<sup>th</sup> Edition, and the proposed project specific land use data to calculate mobile source emissions. The proposed project could directly result in 3,708.63 MTCO<sub>2</sub>eq/yr of mobile source-generated GHG emissions; refer to Table 4.7-1.

<sup>5</sup> 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 <sub>2</sub>    | CH <sub>4</sub>               |                                   | N <sub>2</sub> O   |                                   | Total<br>MTCO <sub>2</sub> eq <sup>3</sup> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------|-----------------------------------|--------------------|-----------------------------------|--------------------------------------------|
|                                                                                                                                                                                                                                                                                                   | MT/yr <sup>1</sup> | MT/yr <sup>1</sup>            | MTCO <sub>2</sub> eq <sup>2</sup> | MT/yr <sup>1</sup> | MTCO <sub>2</sub> eq <sup>2</sup> |                                            |
| 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 <sup>3</sup>                                                                                                                                                                                                                                                   |                    | 3,708.63 MTCO <sub>2</sub> 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 <sup>3</sup>                                                                                                                                                                                                                                                 |                    | 604.75 MTCO <sub>2</sub> eq   |                                   |                    |                                   |                                            |
| Total Unmitigated Project-Related Emissions                                                                                                                                                                                                                                                       |                    | 4,313.38 MTCO <sub>2</sub> eq |                                   |                    |                                   |                                            |
| Notes:                                                                                                                                                                                                                                                                                            |                    |                               |                                   |                    |                                   |                                            |
| 1. Emissions calculated using the California Emissions Estimator Model.                                                                                                                                                                                                                           |                    |                               |                                   |                    |                                   |                                            |
| 2. CO <sub>2</sub> Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , <a href="http://www.epa.gov/cleanenergy/energy-resources/calculator.html">http://www.epa.gov/cleanenergy/energy-resources/calculator.html</a> , 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 MTCO<sub>2</sub>eq/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 MTCO<sub>2</sub>eq/year.
- **Solid Waste.** Solid waste associated with future development consistent with the proposed project could result in 58.04 MTCO<sub>2</sub>eq/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 MTCO<sub>2</sub>eq/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 MTCO<sub>2</sub>eq/yr, which would exceed the 3,000 MTCO<sub>2</sub>eq/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 <sub>2</sub>    | CH <sub>4</sub>               |                                   | N <sub>2</sub> O   |                                   | Total<br>MTCO <sub>2</sub> eq <sup>3</sup> |
|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|-------------------------------|-----------------------------------|--------------------|-----------------------------------|--------------------------------------------|
|                                                                                                                                                                                                                                                                                                   | MT/yr <sup>1</sup> | MT/yr <sup>1</sup>            | MTCO <sub>2</sub> eq <sup>2</sup> | MT/yr <sup>1</sup> | MTCO <sub>2</sub> eq <sup>2</sup> |                                            |
| 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 <sup>3</sup>                                                                                                                                                                                                                                                             |                    | 96.45 MTCO <sub>2</sub> 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 <sup>3</sup>                                                                                                                                                                                                                                   |                    | 2,903.65 MTCO <sub>2</sub> eq |                                   |                    |                                   |                                            |
| TOTAL NET GREENHOUSE GAS EMISSIONS                                                                                                                                                                                                                                                                |                    | 2,807.21 MTCO <sub>2</sub> eq |                                   |                    |                                   |                                            |
| Notes:                                                                                                                                                                                                                                                                                            |                    |                               |                                   |                    |                                   |                                            |
| 1. Emissions calculated using the California Emissions Estimator Model.                                                                                                                                                                                                                           |                    |                               |                                   |                    |                                   |                                            |
| 2. CO <sub>2</sub> Equivalent values calculated using the U.S. EPA Website, <i>Greenhouse Gas Equivalencies Calculator</i> , <a href="http://www.epa.gov/cleanenergy/energy-resources/calculator.html">http://www.epa.gov/cleanenergy/energy-resources/calculator.html</a> , 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 MTCO<sub>2</sub>eq/yr. Therefore, the proposed project would not exceed the 3,000 MTCO<sub>2</sub>eq/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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Building Efficiency</b>                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>E1. Efficiency Requirements for New Development.</u></b><br>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]). | <b>Consistent.</b> 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).                                                                                                                                                                                                                                                                         |
| <b><u>E2. Building Retrofits.</u></b><br>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.                                                                                                                                                | <b>Consistent.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b><u>E3. Appliance Upgrades.</u></b><br>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.                                                                                                                                            | <b>Consistent.</b> 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).                                                                                                                                                                                                                                                                                                                                                          |
| <b>Land Use</b>                                                                                                                                                                                                                                                                                                                                                                         |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>LU2. Service Nodes.</u></b><br>The City will revise the zoning regulations to allow for commercial and retail services in employment centers.                                                                                                                                                                                                                                     | <b>Consistent.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Transportation</b>                                                                                                                                                                                                                                                                                                                                                                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>T1. Increase Transit Use.</u></b>                                                                                                                                                                                                                                                                                                                                                 |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>T1.1. Lower Cost of Riding Transit.</u></b><br>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.                                                                                                                                               | <b>Consistent.</b> 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.                                                                                             |
| <b><u>T1.2. Promote Use of Transit Network.</u></b><br>The City will develop marketing or outreach programs to promote the use of the Spirit Bus and other transit options.                                                                                                                                                                                                             | <b>Consistent.</b> 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.                                                                                                                                                                                                                                                |
| <b><u>T2. Increase Walking and Biking.</u></b>                                                                                                                                                                                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| <b><u>T2.1. Expand Pedestrian Network and Increase Bicycle Parking</u></b><br>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.                                                                                                                        | <b>Consistent.</b> 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.                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Consistent.</b> 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><br>The City will work with local employers to facilitate the expansion or provision of these facilities.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | <b>Consistent.</b> Refer to Response to T2.1.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <u>T3. Transportation Demand Management</u><br>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.                                                                                                                                                                                                                                                                                                                                                                                                                                      | <b>Consistent.</b> 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. |
| <b>Waste Conservation and Waste Reduction</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                    |
| <u>W1. Conserving Water.</u><br>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.<br><br>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).<br><br>The City will also work with MWD to increase participation in these programs and raise awareness of water conservation practices. | <b>Consistent.</b> 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                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | <b>Consistent.</b> 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.<sup>1</sup> 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

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<sup>1</sup> 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,<sup>2</sup> and the underground tank regulations.<sup>3</sup> 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

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<sup>2</sup> California's Health and Safety Code, Division 20, Chapter 6.7.

<sup>3</sup> 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.<sup>4</sup> 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?***

<sup>4</sup> 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.<sup>5</sup> 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.

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<sup>5</sup> 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.<sup>1</sup> 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

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<sup>1</sup> State of California Water Quality Control Board Website, [http://www.waterboards.ca.gov/water\\_issues/programs/stormwater/constpermits.shtml](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.<sup>2</sup> 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.<sup>3</sup> 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.<sup>4</sup> 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.<sup>5</sup> Future

<sup>2</sup> 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.

<sup>3</sup> City of Monterey Park, *2005 Urban Water Management Plan*, June 21, 2006.

<sup>4</sup> Ibid.

<sup>5</sup> 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.<sup>6</sup> Thus, no impact would occur in this regard.

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<sup>6</sup> 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.<sup>1</sup> 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.

<sup>1</sup> 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 <sub>dn</sub> 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**

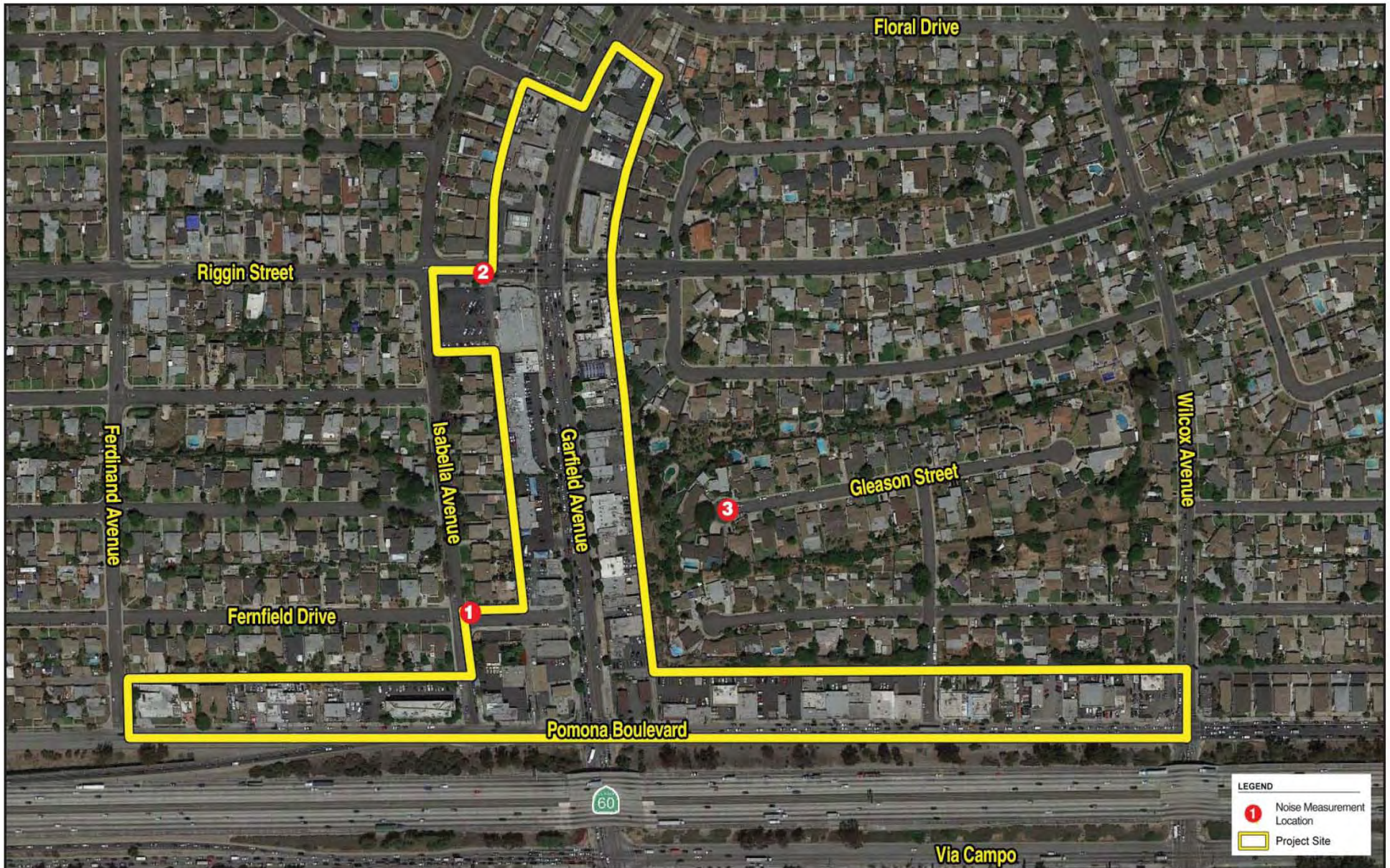
| Roadway Segment                                                                                               | ADT    | dBA @ 100 Feet<br>from Roadway<br>Centerline | Distance from Roadway Centerline to: (Feet) |                          |                          |
|---------------------------------------------------------------------------------------------------------------|--------|----------------------------------------------|---------------------------------------------|--------------------------|--------------------------|
|                                                                                                               |        |                                              | 60 CNEL Noise<br>Contour                    | 65 CNEL Noise<br>Contour | 70 CNEL Noise<br>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<br>No.                              | Location                                                                | L <sub>eq</sub> (dBA) | L <sub>min</sub> (dBA) | L <sub>max</sub> (dBA) | Peak<br>(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<sub>eq</sub>. 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 <sup>1</sup> | L <sub>max</sub> 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:<br>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.<br>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 dBA<sup>1</sup>, 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.

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<sup>1</sup> 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<br>In dBA @<br>100 Feet<br>from<br>Roadway |
|---------------------------------------------------------------------------------------------------------------|----------|----------------------------------------------------|------------------------------------------------|-----------------------------|-----------------------------|-----------------------|-------------------------------------------------|------------------------------------------------|-----------------------------|-----------------------------|-------------------------------------------------------|
|                                                                                                               | ADT      | dBA @<br>100 Feet<br>from<br>Roadway<br>Centerline | Distance from Roadway<br>Centerline to: (Feet) |                             |                             | ADT                   | dBA @ 100<br>Feet from<br>Roadway<br>Centerline | Distance from Roadway<br>Centerline to: (Feet) |                             |                             |                                                       |
|                                                                                                               |          |                                                    | 60 CNEL<br>Noise<br>Contour                    | 65 CNEL<br>Noise<br>Contour | 70 CNEL<br>Noise<br>Contour |                       |                                                 | 60 CNEL<br>Noise<br>Contour                    | 65 CNEL<br>Noise<br>Contour | 70 CNEL<br>Noise<br>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<br>In dBA @<br>100 Feet<br>from<br>Roadway |
|---------------------------------------------------------------------------------------------------------------|---------------------------------------|----------------------------------------------------|------------------------------------------------|-----------------------------|-----------------------------|------------------------------------|-------------------------------------------------|------------------------------------------------|-----------------------------|-----------------------------|-------------------------------------------------------|
|                                                                                                               | ADT                                   | dBA @<br>100 Feet<br>from<br>Roadway<br>Centerline | Distance from Roadway<br>Centerline to: (Feet) |                             |                             | ADT                                | dBA @ 100<br>Feet from<br>Roadway<br>Centerline | Distance from Roadway<br>Centerline to: (Feet) |                             |                             |                                                       |
|                                                                                                               |                                       |                                                    | 60 CNEL<br>Noise<br>Contour                    | 65 CNEL<br>Noise<br>Contour | 70 CNEL<br>Noise<br>Contour |                                    |                                                 | 60 CNEL<br>Noise<br>Contour                    | 65 CNEL<br>Noise<br>Contour | 70 CNEL<br>Noise<br>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 Riggins Street                                                                                | 28,000                                | 67.6                                               | 657                                            | 208                         | 66                          | 28,500                             | 67.6                                            | 667                                            | 211                         | 67                          | 0.0                                                   |
| Riggins 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                                                   |
| Riggins 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. <i>South Garfield Village Specific Plan Traffic Impact Analysis</i> . 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) <sup>1</sup> | Approximate peak particle velocity at 20 feet (inches/second) <sup>2</sup> |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------|----------------------------------------------------------------------------|
| Large bulldozer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0.089                                                                      | 0.124                                                                      |
| Loaded trucks                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               | 0.076                                                                      | 0.106                                                                      |
| Small bulldozer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             | 0.003                                                                      | 0.004                                                                      |
| Jackhammer                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | 0.035                                                                      | 0.049                                                                      |
| <b>Notes:</b><br>1. Federal Transit Administration, <i>Transit Noise and Vibration Impact Assessment Guidelines</i> , May 2006. Table 12-2.<br>2. Calculated using the following formula:<br>$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$<br>where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance<br>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><br>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) <sup>1</sup> | Square Feet       | Employment Estimate |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------|-------------------|---------------------|
| <b>Existing Conditions<sup>2</sup></b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |                                                  |                   |                     |
| Garfield Village Neighborhood Shopping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 424                                              | 117,343           | 276.75              |
| Garfield Village Commercial Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 424                                              | 102,674           | 242.16              |
| <b>Proposed Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |                                                  |                   |                     |
| Garfield Village Neighborhood Shopping                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      | 424                                              | 200,705.30        | 473.36              |
| Garfield Village Commercial Services                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        | 424                                              | 129,259.58        | 304.86              |
| <b>Total Proposed Project</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |                                                  | <b>329,964.88</b> | <b>778.22</b>       |
| <b>Difference</b>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                           |                                                  | <b>109,947.88</b> | <b>+259.31</b>      |
| Notes:<br>1. Southern California Association of Governments Website, <i>Employment Density Study Summary Report</i> , October 31, 2001, Page 4, <a href="http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf">http://www.scag.ca.gov/pdfs/Employment_Density_Study.pdf</a> , accessed December 15, 2014.<br>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.<sup>1</sup> 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<br>(Dwelling<br>Units) | Households<br>(Occupied<br>Dwelling Units) | Population<br>(Persons) | Employment<br>(Jobs) |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------|--------------------------------------------|-------------------------|----------------------|
| <b>Project</b>                                                                                                                                                                                                                                       |                                |                                            |                         |                      |
| Employment Generating Land Uses                                                                                                                                                                                                                      | 0                              | 0                                          | 0                       | 259.31               |
| <b>Total Project</b>                                                                                                                                                                                                                                 | <b>0</b>                       | <b>260<sup>1</sup></b>                     | <b>793<sup>2</sup></b>  | <b>259.31</b>        |
| <b>Existing + Project Conditions</b>                                                                                                                                                                                                                 |                                |                                            |                         |                      |
| 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

<sup>1</sup> 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.<sup>1</sup>

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.

<sup>1</sup> 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 staff<sup>1</sup>, 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**

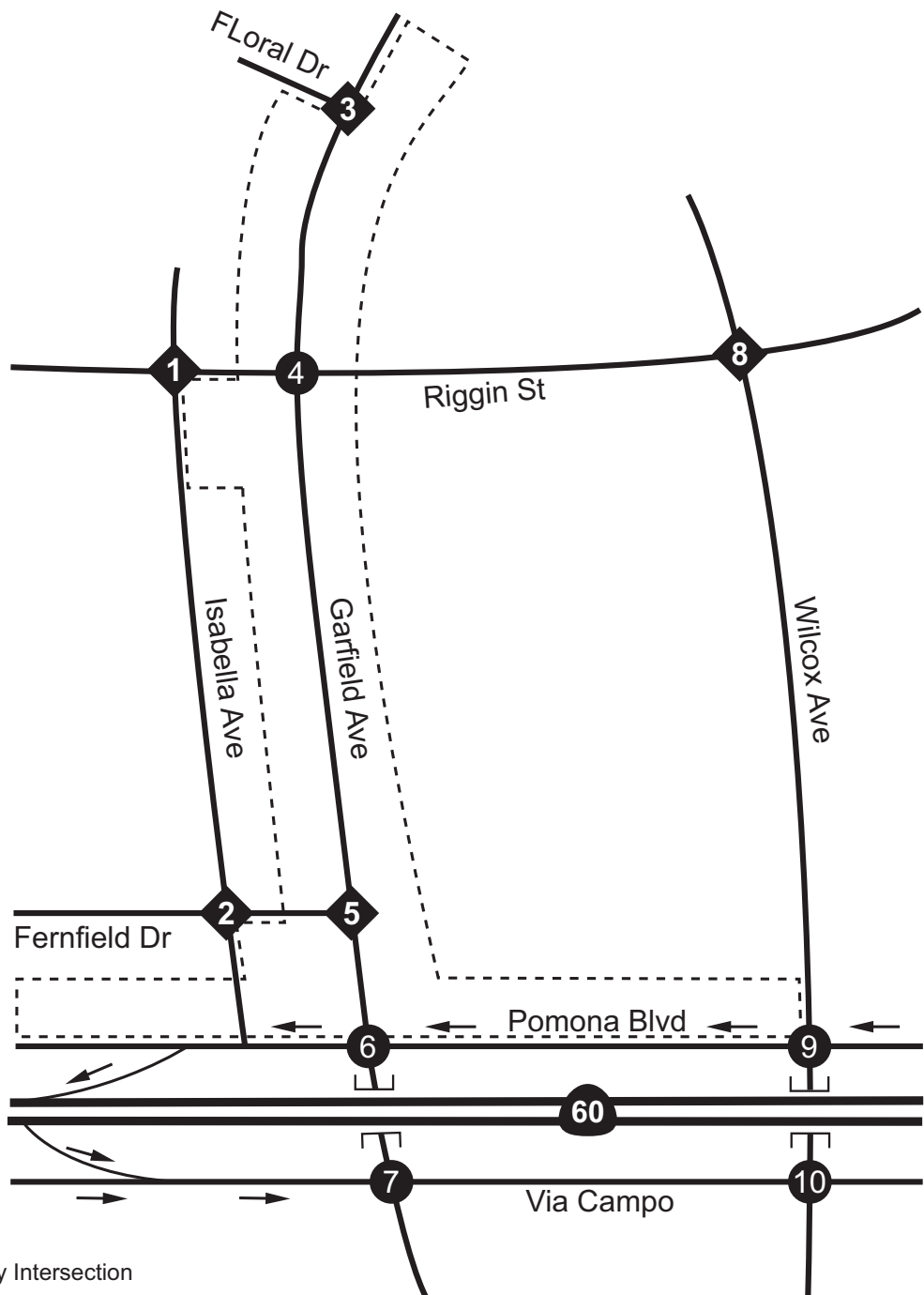
| Intersection #                                                                                                                                                                                                                                                               | Study Intersection               | Cross-Street Stop (CSS) or All-Way Stop (AWS) or Traffic Signal (TS) Intersection? | Jurisdiction <sup>1</sup> |            |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------|---------------------------|------------|
|                                                                                                                                                                                                                                                                              |                                  |                                                                                    | 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:<br>1. XX = Jurisdiction and corresponding thresholds of significance under which the study intersection is analyzed.<br>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.

<sup>1</sup> 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:<br>ICU Methodology <sup>1</sup> | Stop-Controlled Intersection:<br>HCM Methodology <sup>2</sup> |
|---------------------------------------------------------------------------------------|----------------------------------------------------------|---------------------------------------------------------------|
|                                                                                       | V/C Ratio                                                | Control Delay<br>(seconds/vehicle)                            |
| A                                                                                     | $\leq 0.60$                                              | $\leq 10.0$                                                   |
| 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:<br>1. 1990 Transportation Research Board.<br>2. 2000 Highway Capacity Manual. |                                                          |                                                               |

In accordance with City of Monterey Park *Traffic Impact Study Guidelines*<sup>2</sup>, 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.

<sup>2</sup> 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*<sup>3</sup> 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;<sup>4</sup> 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 Riggan 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.

<sup>3</sup> Los Angeles County Department of Public Works, *Traffic Impact Analysis Report Guidelines*, January 1, 1997.

<sup>4</sup> 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;<sup>5</sup> 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;<sup>6</sup> 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.

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<sup>5</sup> Ibid.

<sup>6</sup> Ibid.





**Table 4.16-3  
Existing Conditions AM and PM Peak Hour Intersection LOS**

| Study Intersection                                                                                            |                                  | Signalized Intersections: V/C – LOS<br>Controlled Intersections: Delay – LOS |              |
|---------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------|--------------|
|                                                                                                               |                                  | AM Peak Hour                                                                 | PM Peak Hour |
| <b>Signalized Intersections</b>                                                                               |                                  |                                                                              |              |
| 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    |
| <b>Stop-Controlled Intersections</b>                                                                          |                                  |                                                                              |              |
| 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 <sup>1</sup> | AM<br>Peak Hour Trip Rates |      |       | PM<br>Peak Hour Trip Rates |      |       | Daily Trip<br>Rate |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------|----------------------------|------|-------|----------------------------|------|-------|--------------------|
|                                                                                                                                                                   |                    | In                         | Out  | Total | In                         | Out  | Total |                    |
| Specialty Retail (826/820) <sup>2</sup>                                                                                                                           | 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 <sup>1</sup>                                                                                         | AM<br>Peak Hour Trip<br>Generation <sup>2</sup> |           |           | PM<br>Peak Hour Trip<br>Generation <sup>2</sup> |            |            | Daily Trip<br>Generation <sup>2</sup> |
|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------|-----------|-----------|-------------------------------------------------|------------|------------|---------------------------------------|
|                                                                                                               | In                                              | Out       | Total     | In                                              | Out        | Total      |                                       |
| <i>Additional Non-Residential Development</i><br>109.948-tsf Specialty Retail                                 | 66                                              | 40        | 106       | 131                                             | 167        | 298        | 4,873                                 |
| Pass-By Trip Reduction (10% AM, 34% PM, 10% Daily) <sup>3</sup>                                               | -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><br>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                                   |
| <b>Net Project Trip Generation</b>                                                                            | <b>58</b>                                       | <b>33</b> | <b>91</b> | <b>83</b>                                       | <b>109</b> | <b>192</b> | <b>4,336</b>                          |
| 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) <sup>1</sup><br>Stop-Controlled (Delay – LOS) <sup>2</sup> | Stop-        | Signalized (V/C – LOS) <sup>1</sup><br>Stop-Controlled (Delay – LOS) <sup>2</sup> | Stop-        | AM Peak Hour | PM Peak Hour |                     |
|                                                                                                                                                                                                                                                                                        |                                  | 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 <sup>3</sup>                                                                  | 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:<br>1. V/C = volume to capacity ratio.<br>2. Delay shown in seconds.<br>3. N/A = Not applicable; intersection converted to one-way, southbound right-turn only.<br>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 staff<sup>7</sup> and City of Montebello staff<sup>8</sup> 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.

<sup>7</sup> 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.

<sup>8</sup> 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<br>Peak Hour Trip<br>Generation <sup>1</sup> |              |              | PM<br>Peak Hour Trip<br>Generation <sup>1</sup> |              |              | Daily Trip<br>Generation <sup>2</sup> |
|------------------------------------------------------------|-------------------------------------------------|--------------|--------------|-------------------------------------------------|--------------|--------------|---------------------------------------|
|                                                            | 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) <sup>2</sup> | 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                                 |
| <b>Total Forecast Cumulative Project Trip Generation</b>   | <b>814</b>                                      | <b>1,132</b> | <b>1,946</b> | <b>1,644</b>                                    | <b>1,329</b> | <b>2,973</b> | <b>38,622</b>                         |

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<br>Without Project Conditions<br>Signalized (V/C – LOS) <sup>1</sup><br>Stop-Controlled (Delay – LOS) <sup>2</sup> |                 | General Plan Buildout<br>With Project Conditions<br>Signalized (V/C – LOS) <sup>1</sup><br>Stop-Controlled (Delay – LOS) <sup>2</sup> |                 | Change          |                 | Significant<br>Impact? |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------|------------------------------------------------------------------------------------------------------------------------------------------|-----------------|---------------------------------------------------------------------------------------------------------------------------------------|-----------------|-----------------|-----------------|------------------------|
|                                                                                                                                                                       |                                  | AM Peak<br>Hour                                                                                                                          | PM Peak<br>Hour | AM Peak<br>Hour                                                                                                                       | PM Peak<br>Hour | AM Peak<br>Hour | PM Peak<br>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 <sup>3</sup>                                                                                                                      | 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:<br>1. V/C = volume to capacity ratio.<br>2. Delay shown in seconds.<br>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.<sup>9</sup> 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.

<sup>9</sup> 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.<sup>1</sup> 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.

<sup>1</sup> 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.<sup>2</sup>

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.<sup>3</sup> 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

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<sup>2</sup> 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.

<sup>3</sup> 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.<sup>4</sup>

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.

<sup>4</sup> 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 <sup>1</sup> | Solid Waste Generation (pounds/day) |
|-----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------|------------------------------|-------------------------------------|
| <b>Existing</b>                                                                                                                                                                                                                                                                   |               |                              |                                     |
| 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                              |
| <b>Total</b>                                                                                                                                                                                                                                                                      |               |                              | <b>1,354.10</b>                     |
| <b>Proposed</b>                                                                                                                                                                                                                                                                   |               |                              |                                     |
| 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                              |
| <b>Total</b>                                                                                                                                                                                                                                                                      |               |                              | <b>1,979.79</b>                     |
| <b>Net Increase Change (Proposed Future Development – Existing Uses)</b>                                                                                                                                                                                                          |               |                              | <b>+625.69</b>                      |
| DU = dwelling unit; SF= square feet; lbs = pounds                                                                                                                                                                                                                                 |               |                              |                                     |
| 1. CalRecycle, Waste Characterization, <i>Estimated Solid Waste Generation and Disposal Rates</i> , <a href="http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm">http://www.calrecycle.ca.gov/WasteChar/WasteGenRates/default.htm</a> , 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 programs<sup>5</sup> 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.<sup>6</sup>

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.<sup>7</sup> 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*.<sup>8</sup>

<sup>5</sup> Cal Recycle, *Jurisdiction Waste Diversion Program Summary*, <http://www.calrecycle.ca.gov/lgcentral/reports/diversionprogram/JurisdictionDiversionPrograms.aspx>, accessed December 30, 2014.

<sup>6</sup> City of Monterey Park, *Trash and Recycling*, <http://www.montereypark.ca.gov/552/Trash-Recycling>, accessed December 30, 2014.

<sup>7</sup> The Planning Center, *Monterey Park Market Place Supplemental EIR*, April 2011.

<sup>8</sup> Sanitation Districts of Los Angeles County, *Puente Hills Landfill (Closed)*, [http://www.lacsd.org/solidwaste/swfacilities/landfills/puente\\_hills/](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                |
| <b>Total</b>                                                                                                                                                                                                                                                 | <b>80,804</b>                                 | <b>-</b>                 |
| Source: CalRecycle, <i>Solid Waste Information System Facility/Site Search</i> , <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx">http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx</a> , 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               |
| <b>Total</b>                                                                                                                                                                                                                                                 | <b>37,954</b>                                 | <b>-</b>                 |
| Source: CalRecycle, <i>Solid Waste Information System Facility/Site Search</i> , <a href="http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx">http://www.calrecycle.ca.gov/SWFacilities/Directory/Search.aspx</a> , 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.<sup>9</sup> 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

<sup>9</sup> 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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## 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:

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**  
14725 Alton Parkway  
Irvine, California 92618-2069  
**Contact: Ms. Starla Barker, AICP**  
949.472.3505

August 2015



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



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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



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.

**A1**

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 P<sup>1</sup>, Melly S<sup>2</sup>, Vallarino J<sup>2</sup>, Adamkiewicz G<sup>2</sup>, Spengler JD<sup>2</sup>.

#### **Author information**

<sup>1</sup>Exposure, Epidemiology & Risk Program, Department of Environmental Health, Harvard School of Public Health, Boston, MA, USA. Electronic address: piers.macnaughton@gmail.com.

<sup>2</sup>Exposure, 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 (NO<sub>2</sub>), 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 NO<sub>2</sub> 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 NO<sub>2</sub>. After adjusting for traffic density, background concentration, and proximity to intersections, bike lanes were found to have concentrations of BC and NO<sub>2</sub> 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 A<sup>1</sup>, 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, Cipton 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.) <sup>*</sup> | Design Capacity (mgd) <sup>**</sup> | 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          |

<sup>\*</sup>diameter in inches  
<sup>\*\*</sup>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](http://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](http://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 |      |         |
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|                   |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                      |                                                                  |                                                                                | 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;<br>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;<br>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 |      |         |
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|                   | <p>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:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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;</li> <li>• 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;</li> <li>• All grading and excavation operations must be suspended when wind speeds exceed 25 miles per hour;</li> </ul> |                                  |                       |                                  |                            |      |         |



| Mitigation Number | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  | Monitoring and Reporting Process | Monitoring Milestones | Party Responsible for Monitoring | VERIFICATION OF COMPLIANCE |      |         |
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|                   | <ul style="list-style-type: none"> <li>Disturbed areas must be replaced with ground cover or paved immediately after construction is completed in the affected area;</li> <li>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;</li> <li>On-site vehicle speed must be limited to 15 miles per hour;</li> <li>All on-site roads must be paved as soon as feasible, watered twice daily, or chemically stabilized;</li> <li>Visible dust beyond the property line which emanates from the proposed project must be prevented to the maximum extent feasible;</li> <li>All material transported off-site must be either sufficiently watered or securely covered to prevent excessive amounts of dust before departing the job site;</li> <li>Reroute construction trucks away from congested streets or sensitive receptor areas;</li> <li>Track-out devices must be used at all construction site access points; and</li> </ul> |                                  |                       |                                  |                            |      |         |



| Mitigation Number         | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         | Monitoring and Reporting Process                                            | Monitoring Milestones                                            | Party Responsible for Monitoring                                               | VERIFICATION OF COMPLIANCE |      |         |
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|                           | <ul style="list-style-type: none"> <li>All delivery truck tires must be watered down and/or scraped down prior to departing the job site.</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |                                                                             |                                                                  |                                                                                |                            |      |         |
| 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 |                            |      |         |
| <b>CULTURAL RESOURCES</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            |                                                                             |                                                                  |                                                                                |                            |      |         |
| 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;<br>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 |      |         |
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| 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;<br>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;<br>Evaluation of the Archaeological Resources Significance, if required    | During Grading Activities                                          | City of Monterey Park Community and Economic Development Director, or designee |                            |      |         |
| <b>GREENHOUSE GASES</b> |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |                                                                                                       |                                                                    |                                                                                |                            |      |         |
| 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;<br>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 |      |         |
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|                   | <p><i>Transportation</i></p> <ul style="list-style-type: none"> <li>• Provide pedestrian connections to the off-site circulation network.</li> <li>• Implementation of a Transportation Demand Management (TDM) Plan including the following measures: <ul style="list-style-type: none"> <li>- 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.</li> <li>- 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.</li> <li>- 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;</li> <li>- Provide vanpool/shuttle services, for which all employees are eligible to participate. The vanpool/shuttle</li> </ul> </li> </ul> |                                  |                       |                                  |                            |      |         |



| Mitigation Number | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     | Monitoring and Reporting Process | Monitoring Milestones | Party Responsible for Monitoring | VERIFICATION OF COMPLIANCE |      |         |
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|                   | <p>services should reduce commute trips by at least 0.3 percent;</p> <ul style="list-style-type: none"> <li>- 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).</li> </ul> <p><i>Energy Efficiency</i></p> <ul style="list-style-type: none"> <li>• Design buildings to be energy efficient, 15 percent above Code of California Regulations Title 24 requirements.</li> <li>• Install high efficiency lighting, and energy efficient heating and cooling systems.</li> <li>• Install energy efficient appliances (e.g., clothes washers, dishwashers, refrigerators, fans).</li> <li>• Reduce unnecessary outdoor lighting.</li> </ul> <p><i>Water Conservation and Efficiency</i></p> <ul style="list-style-type: none"> <li>• Compliance with MPMC Chapter 6.31, Water Efficient Landscapes.</li> <li>• 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.</li> </ul> |                                  |                       |                                  |                            |      |         |



| Mitigation Number | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              | Monitoring and Reporting Process                                                         | Monitoring Milestones                                          | Party Responsible for Monitoring                                               | VERIFICATION OF COMPLIANCE |      |         |
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|                   | <p><i>Solid Waste</i></p> <ul style="list-style-type: none"> <li>• Reuse and recycle construction and demolition waste (including, without limitation, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>• Provide interior and exterior storage areas for recyclables and adequate recycling containers located in public areas;</li> <li>• Institute recycling services and composting services to reduce solid waste by at least 50 percent.</li> </ul>                                                                                                                                                                                                                                                                                                                    |                                                                                          |                                                                |                                                                                |                            |      |         |
| <b>NOISE</b>      |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |                                                                                          |                                                                |                                                                                |                            |      |         |
| NOI-1             | <p>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:</p> <ul style="list-style-type: none"> <li>• 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).</li> <li>• 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</li> </ul> | 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 |      |         |
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|                   | <p>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.</p> <ul style="list-style-type: none"> <li>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.</li> <li>If feasible, the noisiest phases of construction are limited to less than 10 days at a time.</li> </ul> |                                                                                                         |                                                                       |                                                                                       |                            |      |         |
| NOI-2             | <p>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:</p> <ul style="list-style-type: none"> <li>A procedure and phone numbers for notifying the City including, without limitation, Monterey Park Police Department (during regular construction</li> </ul>                                                                                                                                 | <p>Review and Approval of a List of Measures to Respond to and Track Complaints During Construction</p> | <p>Prior to Grading Permit Issuance; On-going During Construction</p> | <p>City of Monterey Park Community and Economic Development Director, or designee</p> |                            |      |         |





| Mitigation Number | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                            | Monitoring and Reporting Process | Monitoring Milestones | Party Responsible for Monitoring | VERIFICATION OF COMPLIANCE |      |         |
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|                   | <p>hours and off-hours), regarding complaints;</p> <ul style="list-style-type: none"> <li>• 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);</li> <li>• 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:               <ul style="list-style-type: none"> <li>- An active role in monitoring project compliance with respect to noise;</li> <li>- Ability to reschedule noisy construction activities to reduce effects on surrounding noise sensitive receivers;</li> <li>- Site supervision of all potential sources of noise (e.g., material delivery, shouting, debris box pick-up and delivery) for all trades; and</li> <li>- Intervening or discussing mitigation options with contractors.</li> </ul> </li> </ul> |                                  |                       |                                  |                            |      |         |



| Mitigation Number | Mitigation Measure                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                | Monitoring and Reporting Process | Monitoring Milestones | Party Responsible for Monitoring | VERIFICATION OF COMPLIANCE |      |         |
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|                   | <ul style="list-style-type: none"><li>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</li><li>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.</li></ul> |                                  |                       |                                  |                            |      |         |



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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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         | <b>Operational Year</b>         | 2015  |                                  |       |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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        |
| <b>Total</b>          |                | <b>4.3000e-004</b> | <b>3.6500e-003</b> | <b>1.5600e-003</b> | <b>2.0000e-005</b> |               | <b>2.9000e-004</b> | <b>2.9000e-004</b> |                | <b>2.9000e-004</b> | <b>2.9000e-004</b> | <b>0.0000</b> | <b>4.2319</b> | <b>4.2319</b> | <b>8.0000e-005</b> | <b>8.0000e-005</b> | <b>4.2577</b> |



## 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        |
| <b>Total</b>          |                 | <b>4.3000e-004</b> | <b>3.6500e-003</b> | <b>1.5600e-003</b> | <b>2.0000e-005</b> |               | <b>2.9000e-004</b> | <b>2.9000e-004</b> |                | <b>2.9000e-004</b> | <b>2.9000e-004</b> | <b>0.0000</b> | <b>4.2319</b> | <b>4.2319</b> | <b>8.0000e-005</b> | <b>8.0000e-005</b> | <b>4.2577</b> |

## 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        |
| <b>Total</b>          |                 | <b>8.3649</b> | <b>3.9000e-004</b> | <b>8.0000e-005</b> | <b>8.3976</b> |

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        |
| <b>Total</b>          | <b>0.0565</b> | <b>1.4500e-003</b> | <b>0.1175</b> | <b>7.0000e-005</b> |               | <b>7.0700e-003</b> | <b>7.0700e-003</b> |                | <b>7.0700e-003</b> | <b>7.0700e-003</b> | <b>0.7435</b> | <b>1.5467</b> | <b>2.2903</b> | <b>2.3400e-003</b> | <b>5.0000e-005</b> | <b>2.3551</b> |

### 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        |
| <b>Total</b>          | <b>0.0565</b> | <b>1.4500e-003</b> | <b>0.1175</b> | <b>7.0000e-005</b> |               | <b>7.0700e-003</b> | <b>7.0700e-003</b> |                | <b>7.0700e-003</b> | <b>7.0700e-003</b> | <b>0.7435</b> | <b>1.5467</b> | <b>2.2903</b> | <b>2.3400e-003</b> | <b>5.0000e-005</b> | <b>2.3551</b> |

## 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<br>Disposed | Total CO2 | CH4    | N2O    | CO2e   |
|--------------------------|-------------------|-----------|--------|--------|--------|
| Land Use                 | tons              | MT/yr     |        |        |        |
| Apartments Low<br>Rise   | 2.76              | 0.5603    | 0.0331 | 0.0000 | 1.2556 |
| Single Family<br>Housing | 1.23              | 0.2497    | 0.0148 | 0.0000 | 0.5596 |
| Total                    |                   | 0.8099    | 0.0479 | 0.0000 | 1.8151 |

Mitigated

|                          | Waste<br>Disposed | Total CO2 | CH4    | N2O    | CO2e   |
|--------------------------|-------------------|-----------|--------|--------|--------|
| Land Use                 | tons              | MT/yr     |        |        |        |
| Apartments Low<br>Rise   | 2.76              | 0.5603    | 0.0331 | 0.0000 | 1.2556 |
| Single Family<br>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 |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         |                                 |       | <b>Operational Year</b>          | 2015  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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

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| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation

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## 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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         | <b>Operational Year</b>         | 2015  |                                  |       |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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          |
| <b>Total</b>          | <b>2.0242</b> | <b>0.0535</b> | <b>4.1068</b> | <b>5.6300e-003</b> |               | <b>0.5379</b> | <b>0.5379</b> |                | <b>0.5378</b> | <b>0.5378</b> | <b>65.5684</b> | <b>127.0399</b> | <b>192.6083</b> | <b>0.1966</b> | <b>4.4500e-003</b> | <b>198.1169</b> |

### 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          |
| <b>Total</b>          | <b>2.0242</b> | <b>0.0535</b> | <b>4.1068</b> | <b>5.6300e-003</b> |               | <b>0.5379</b> | <b>0.5379</b> |                | <b>0.5378</b> | <b>0.5378</b> | <b>65.5684</b> | <b>127.0399</b> | <b>192.6083</b> | <b>0.1966</b> | <b>4.4500e-003</b> | <b>198.1169</b> |

## 7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

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8.1 Mitigation Measures Waste

9.0 Operational Offroad

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|                |        |           |           |             |             |           |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
| Equipment Type | Number | Hours/Day | Days/Year | Horse Power | Load Factor | Fuel Type |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation

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## South Garfield Village Specific Plan

### South Coast Air Basin, Annual

## 1.0 Project Characteristics

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### 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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         |                                 |       | <b>Operational Year</b>          | 2017  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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

| 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

| 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 |
| 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        |
| <b>Total</b> |                | <b>1.0100e-003</b> | <b>9.1600e-003</b> | <b>7.7000e-003</b> | <b>5.0000e-005</b> |               | <b>7.0000e-004</b> | <b>7.0000e-004</b> |                | <b>7.0000e-004</b> | <b>7.0000e-004</b> | <b>0.0000</b> | <b>9.9743</b> | <b>9.9743</b> | <b>1.9000e-004</b> | <b>1.8000e-004</b> | <b>10.0350</b> |



## 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    |           |           |             |             |        |
| 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+006     | 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        |
| <b>Total</b>          | <b>0.5248</b> | <b>1.0000e-005</b> | <b>1.4300e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>2.7300e-003</b> | <b>2.7300e-003</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>2.8900e-003</b> |

### 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             |
| <b>Total</b>          | <b>0.5248</b> | <b>1.0000e-005</b> | <b>1.4300e-003</b> | <b>0.0000</b> |               | <b>1.0000e-005</b> | <b>1.0000e-005</b> |                | <b>1.0000e-005</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>2.7300e-003</b> | <b>2.7300e-003</b> | <b>1.0000e-005</b> | <b>0.0000</b> | <b>2.8900e-003</b> |

## 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<br>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<br>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 |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation



## South Garfield Village Specific Plan

### South Coast Air Basin, Winter

## 1.0 Project Characteristics

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### 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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         |                                 |       | <b>Operational Year</b>          | 2017  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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        |
| <b>Total</b> | <b>18.0366</b> | <b>32.4991</b> | <b>135.5709</b> | <b>0.2847</b> | <b>19.6602</b> | <b>0.4317</b> | <b>20.0919</b> | <b>5.2530</b>  | <b>0.3976</b> | <b>5.6506</b> |          | <b>24,293.7604</b> | <b>24,293.7604</b> | <b>1.0044</b> | <b>1.1000e-003</b> | <b>24,315.1960</b> |

## 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 |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation

## South Garfield Village Specific Plan

### South Coast Air Basin, Summer

## 1.0 Project Characteristics

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### 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

|                                 |                            |                                 |       |                                  |       |
|---------------------------------|----------------------------|---------------------------------|-------|----------------------------------|-------|
| <b>Urbanization</b>             | Urban                      | <b>Wind Speed (m/s)</b>         | 2.2   | <b>Precipitation Freq (Days)</b> | 31    |
| <b>Climate Zone</b>             | 12                         |                                 |       | <b>Operational Year</b>          | 2017  |
| <b>Utility Company</b>          | Southern California Edison |                                 |       |                                  |       |
| <b>CO2 Intensity (lb/MW hr)</b> | 630.89                     | <b>CH4 Intensity (lb/MW hr)</b> | 0.029 | <b>N2O Intensity (lb/MW hr)</b>  | 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        |
| <b>Total</b> | <b>17.4115</b> | <b>31.0255</b> | <b>132.4180</b> | <b>0.2996</b> | <b>19.6602</b> | <b>0.4290</b> | <b>20.0892</b> | <b>5.2530</b>  | <b>0.3951</b> | <b>5.6481</b> |          | <b>25,518.7217</b> | <b>25,518.7217</b> | <b>1.0031</b> | <b>1.1000e-003</b> | <b>25,540.1295</b> |

## 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

|            | 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        |
| <b>Total</b> |                | <b>5.5200e-003</b> | <b>0.0502</b> | <b>0.0422</b> | <b>3.0000e-004</b> |               | <b>3.8200e-003</b> | <b>3.8200e-003</b> |                | <b>3.8200e-003</b> | <b>3.8200e-003</b> |          | <b>60.2455</b> | <b>60.2455</b> | <b>1.1500e-003</b> | <b>1.1000e-003</b> | <b>60.6121</b> |

### 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        |
| <b>Total</b> |                | <b>4.9300e-003</b> | <b>0.0448</b> | <b>0.0377</b> | <b>2.7000e-004</b> |               | <b>3.4100e-003</b> | <b>3.4100e-003</b> |                | <b>3.4100e-003</b> | <b>3.4100e-003</b> |          | <b>53.8134</b> | <b>53.8134</b> | <b>1.0300e-003</b> | <b>9.9000e-004</b> | <b>54.1409</b> |

## 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 |
|----------------|--------|-----------|-----------|-------------|-------------|-----------|
|----------------|--------|-----------|-----------|-------------|-------------|-----------|

10.0 Vegetation

## **APPENDIX B**

### **Noise Data**

**Federal Highway Administration RD-77-108  
Traffic Noise Prediction Model (CALVENO)**

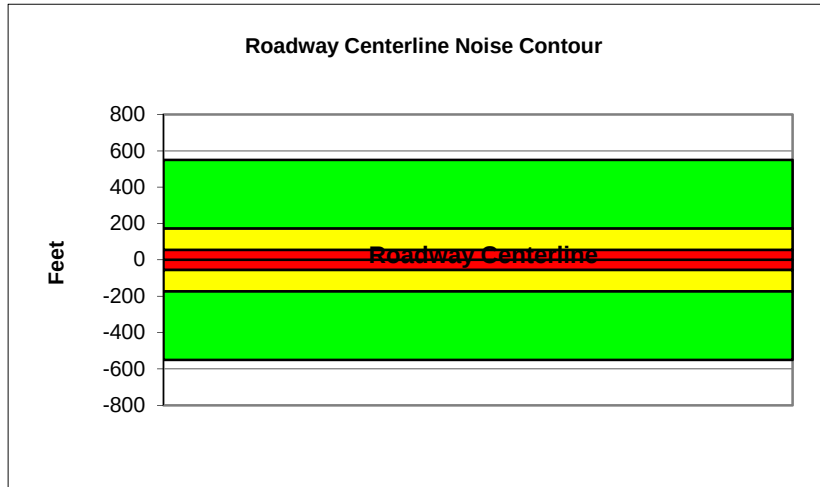
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: North of Floral Drive

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.4</b> | <b>65.6</b> | <b>62.7</b> | <b>57.7</b> | <b>66.3</b> | <b>66.8</b> |

| 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)**

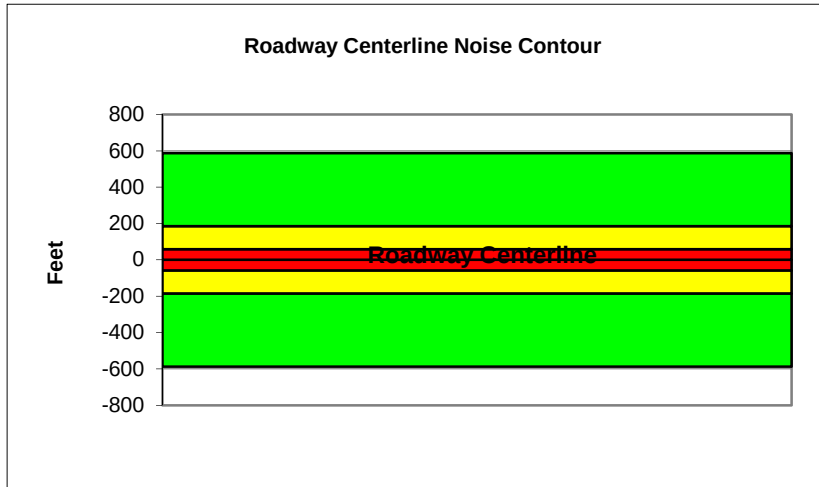
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Floral Drive to Riggin Street

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.7</b> | <b>65.9</b> | <b>63.0</b> | <b>58.0</b> | <b>66.6</b> | <b>67.1</b> |

| 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)**

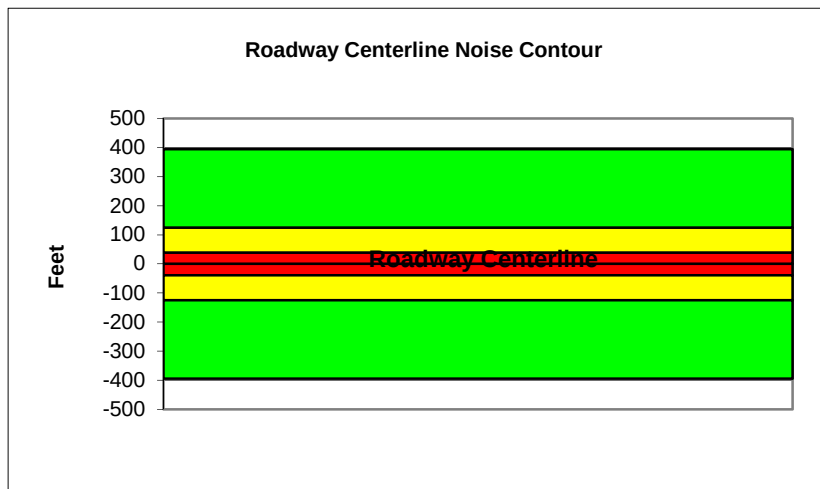
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Riggins Street to Pomona Boulevard

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.8</b> | <b>64.2</b> | <b>61.0</b> | <b>56.3</b> | <b>64.9</b> | <b>65.3</b> |

| 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)**

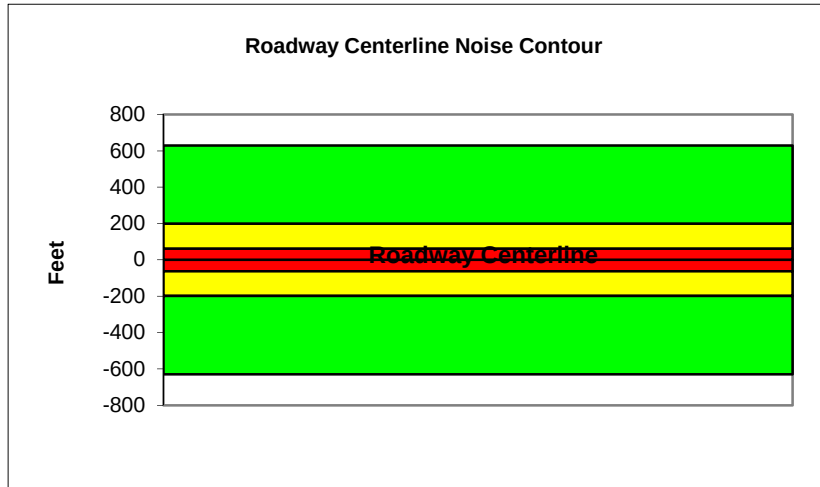
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Pomona Boulevard to Via Campo

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.9</b> | <b>66.1</b> | <b>63.2</b> | <b>58.2</b> | <b>66.8</b> | <b>67.3</b> |

| 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)**

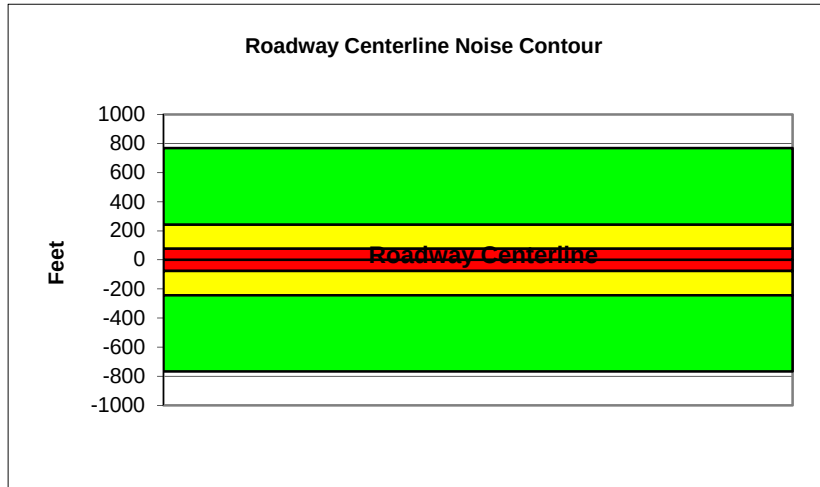
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: South of Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.7</b> | <b>66.9</b> | <b>64.0</b> | <b>59.1</b> | <b>67.6</b> | <b>68.1</b> |

| 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)**

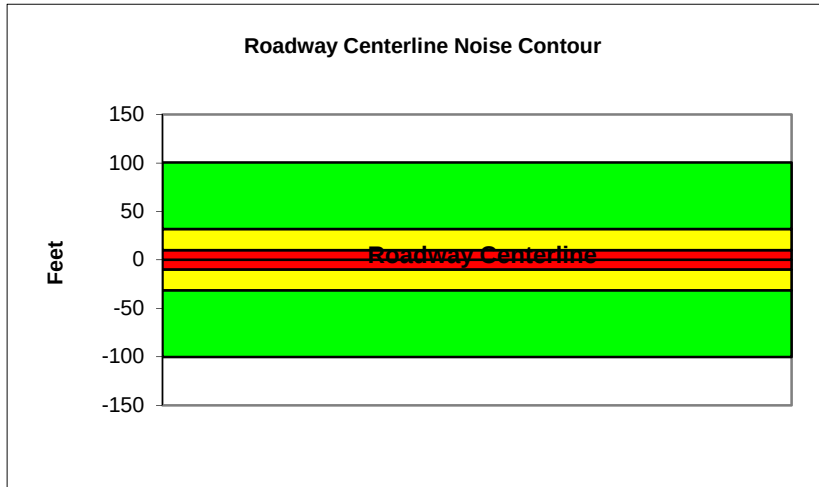
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: West of Isabella Avenue

| PROJECT DATA                   |               | SITE DATA                 |       |         |       |        |
|--------------------------------|---------------|---------------------------|-------|---------|-------|--------|
| Centerline Dist to Barrier     | 0             | Road Grade:               | 0     |         |       |        |
| Barrier (0=wall, 1= berm):     | 0             | Average Daily Traffic:    | 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.2</b> | <b>58.7</b> | <b>54.7</b> | <b>50.9</b> | <b>59.4</b> | <b>59.8</b> |

| 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)**

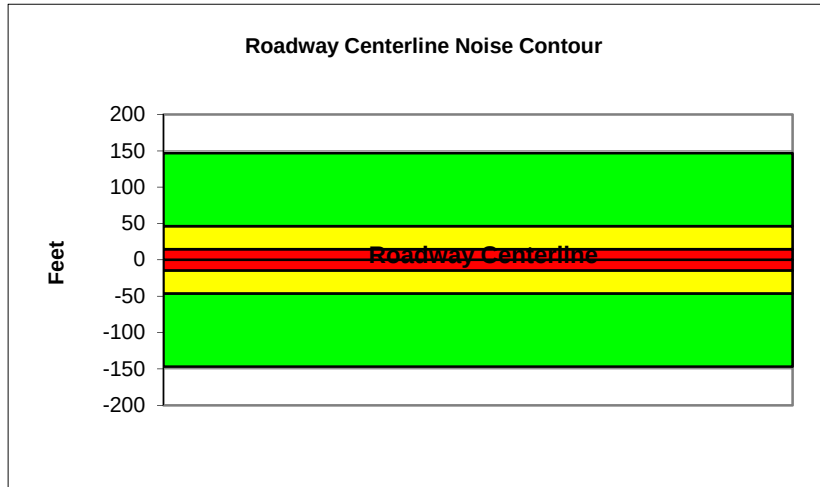
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggins Street  
Road Segment: Isabella Avenue to Garfield Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.6</b> | <b>60.1</b> | <b>56.6</b> | <b>52.2</b> | <b>60.8</b> | <b>61.2</b> |

| 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)**

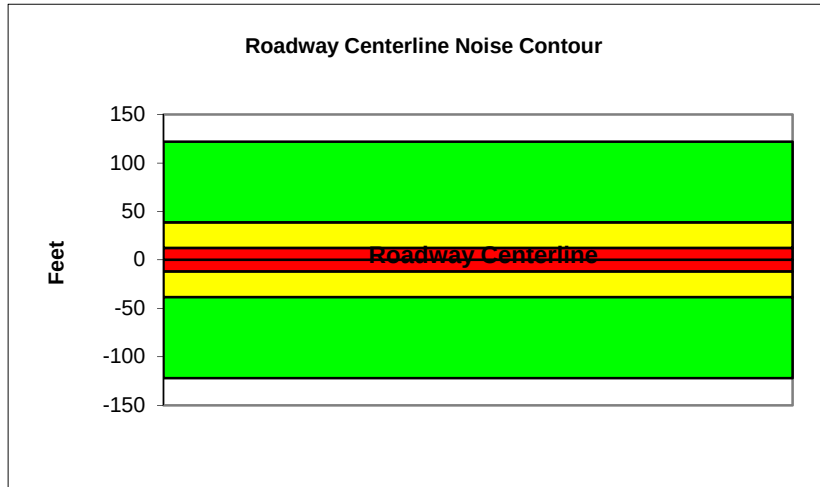
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>66.8</b> | <b>59.3</b> | <b>55.8</b> | <b>51.4</b> | <b>60.0</b> | <b>60.4</b> |

| 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)**

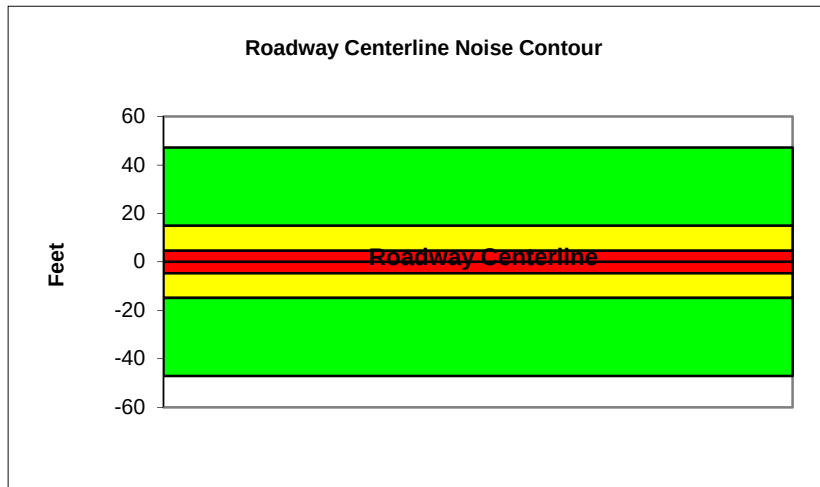
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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)**

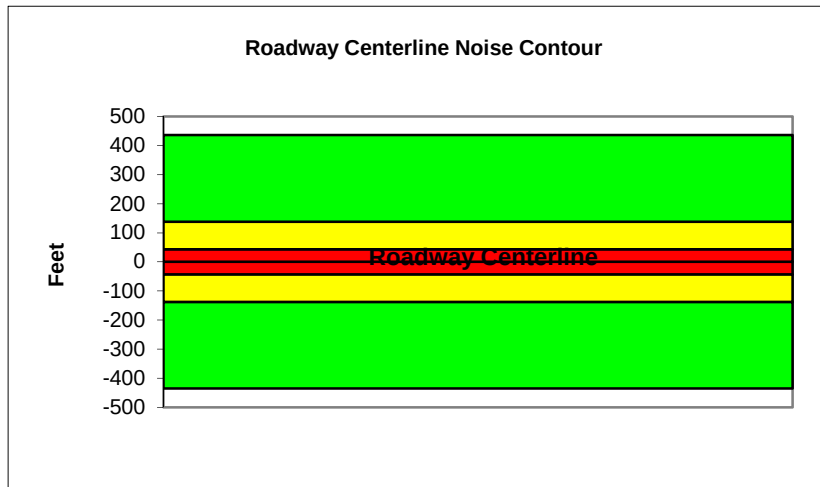
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: West of Garfield Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.8</b> | <b>64.9</b> | <b>62.0</b> | <b>57.1</b> | <b>65.7</b> | <b>66.1</b> |

| 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)**

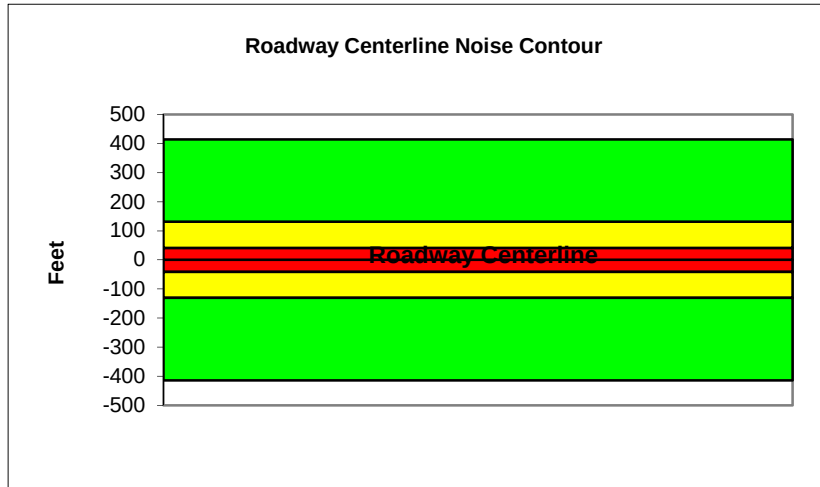
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.5</b> | <b>64.7</b> | <b>61.8</b> | <b>56.9</b> | <b>65.4</b> | <b>65.9</b> |

| 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)**

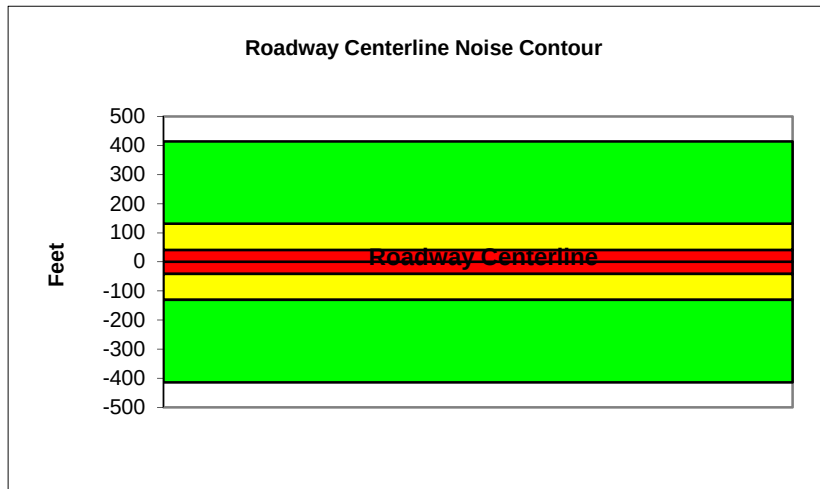
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: East of Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.5</b> | <b>64.7</b> | <b>61.8</b> | <b>56.9</b> | <b>65.4</b> | <b>65.9</b> |

| 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)**

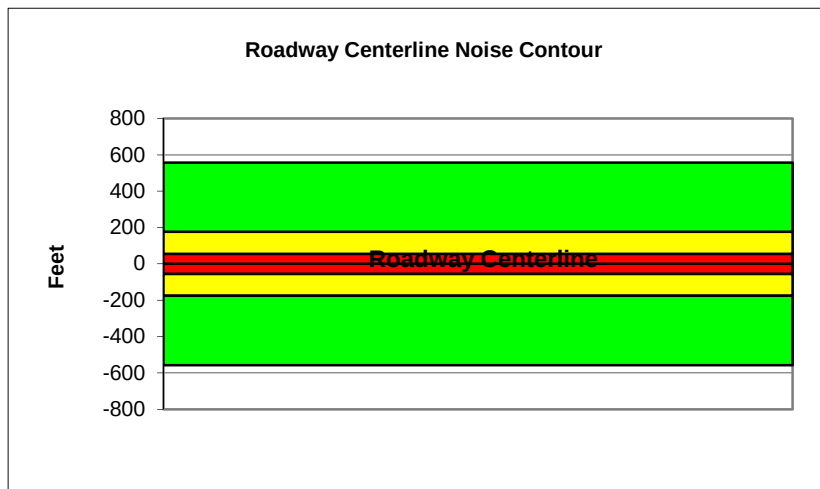
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: West of Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.7</b> | <b>65.8</b> | <b>62.9</b> | <b>58.0</b> | <b>66.6</b> | <b>67.0</b> |

| 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)**

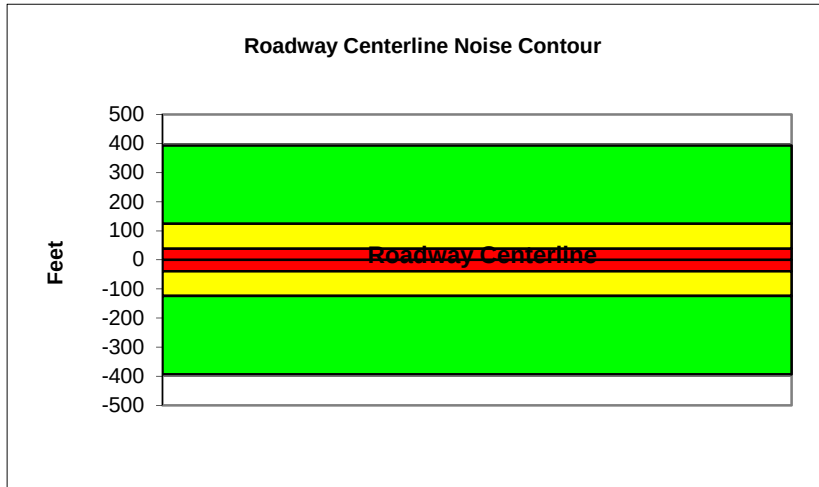
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.0</b> | <b>64.3</b> | <b>61.2</b> | <b>56.5</b> | <b>65.0</b> | <b>65.5</b> |

| 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)**

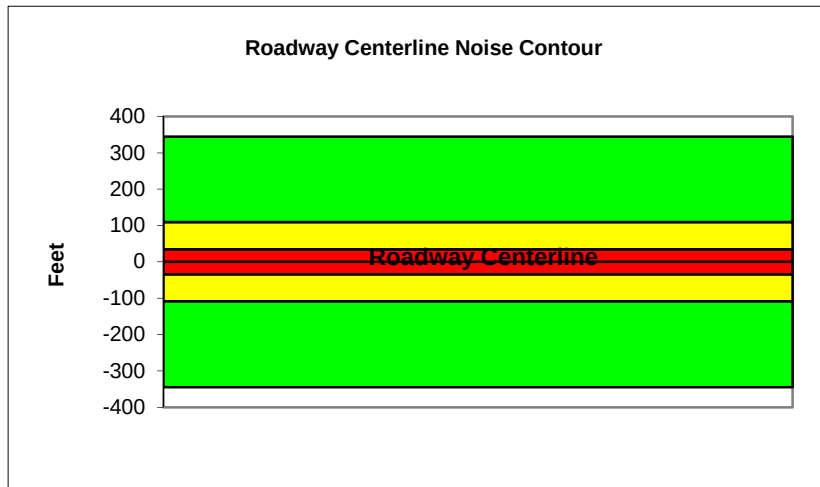
Project Name: South Garfield Village Specific Plan      Scenario: Existing  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.3</b> | <b>63.7</b> | <b>60.5</b> | <b>55.8</b> | <b>64.4</b> | <b>64.9</b> |

| 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)**

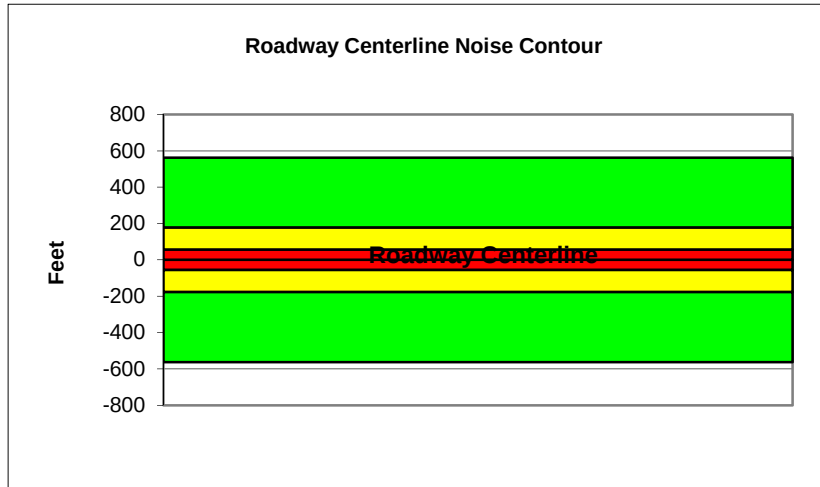
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: North of Floral Drive

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.5</b> | <b>65.7</b> | <b>62.8</b> | <b>57.8</b> | <b>66.4</b> | <b>66.9</b> |

| 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)**

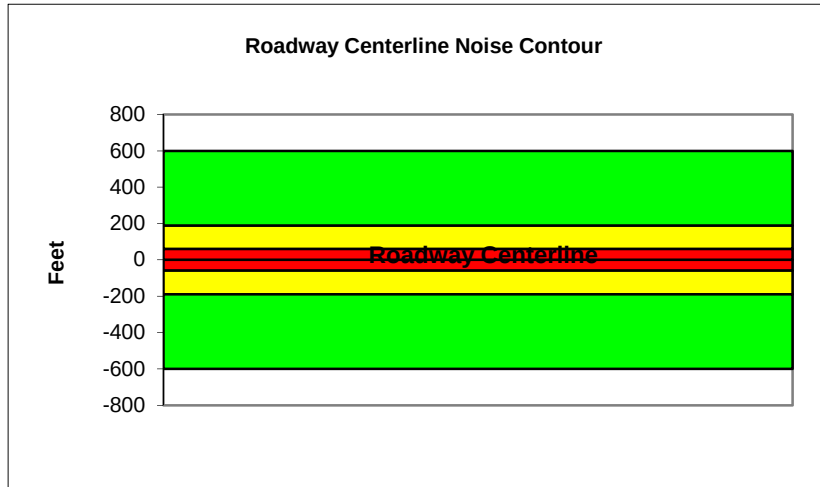
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Floral Drive to Riggins Street

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.8</b> | <b>66.0</b> | <b>63.1</b> | <b>58.1</b> | <b>66.7</b> | <b>67.2</b> |

| 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)**

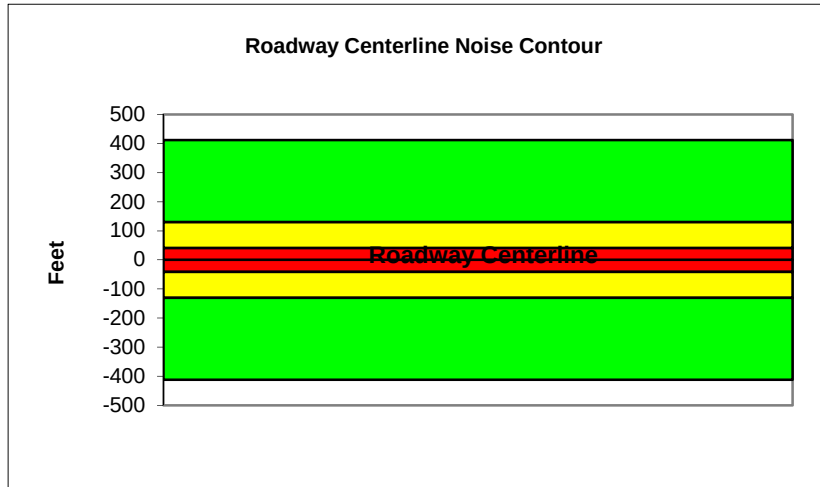
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Riggins Street to Pomona Boulevard

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.0</b> | <b>64.4</b> | <b>61.2</b> | <b>56.5</b> | <b>65.1</b> | <b>65.5</b> |

| 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)**

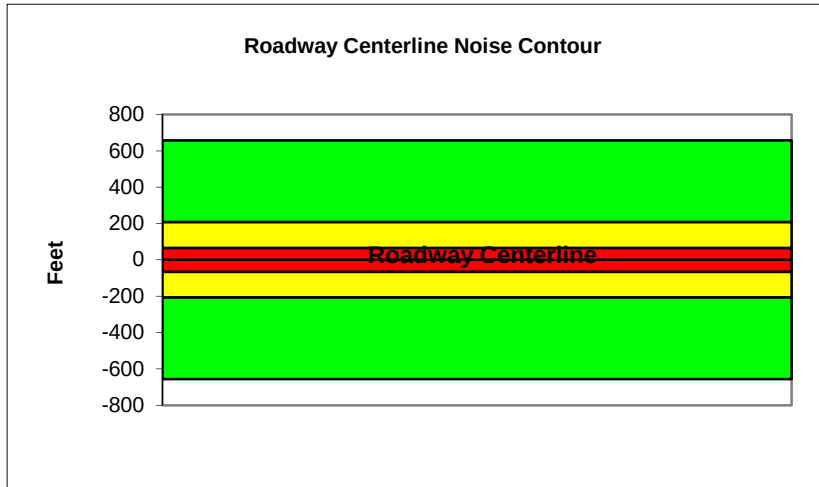
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Pomona Boulevard to Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.1</b> | <b>66.3</b> | <b>63.3</b> | <b>58.4</b> | <b>67.0</b> | <b>67.5</b> |

| 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)**

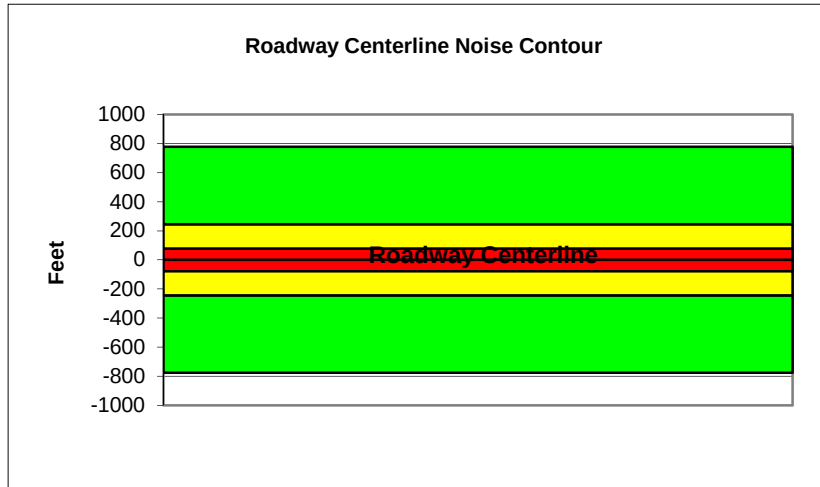
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: South of Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.8</b> | <b>67.0</b> | <b>64.1</b> | <b>59.1</b> | <b>67.7</b> | <b>68.2</b> |

| 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)**

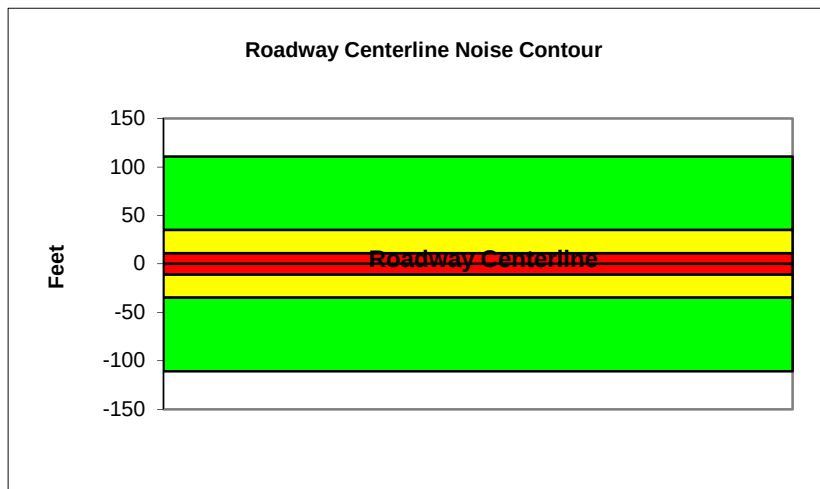
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: West of Isabella Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.6</b> | <b>59.2</b> | <b>55.1</b> | <b>51.3</b> | <b>59.8</b> | <b>60.2</b> |

| 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)**

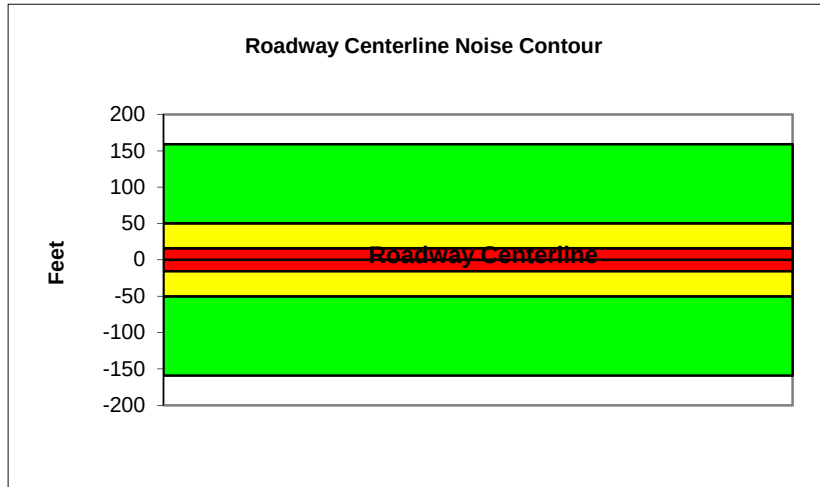
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggins Street  
Road Segment: Isabella Avenue to Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>68.0</b> | <b>60.5</b> | <b>56.9</b> | <b>52.6</b> | <b>61.1</b> | <b>61.6</b> |

| 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)**

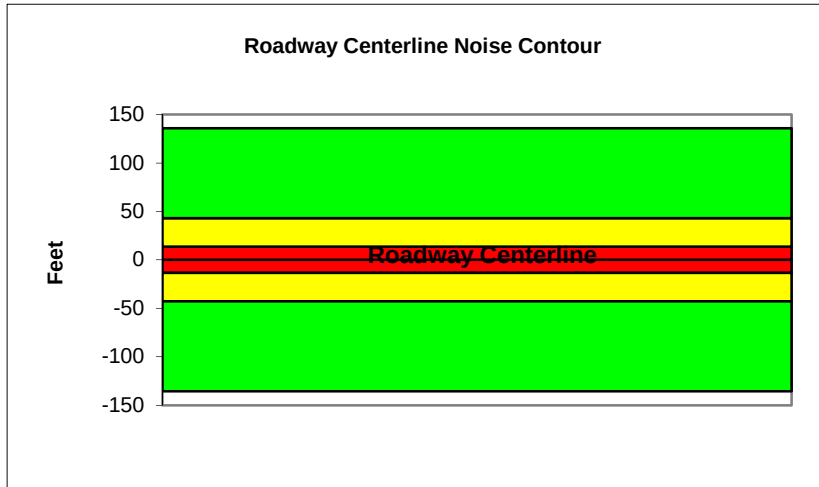
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.3</b> | <b>59.8</b> | <b>56.2</b> | <b>51.9</b> | <b>60.4</b> | <b>60.9</b> |

| 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)**

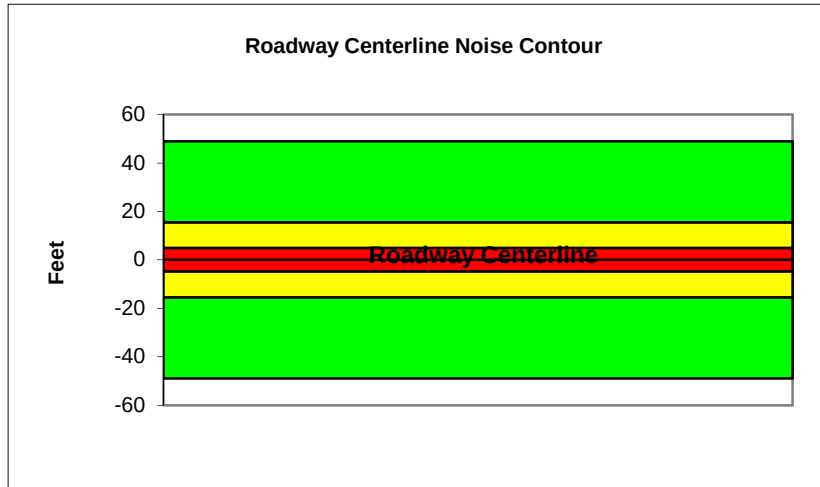
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>64.1</b> | <b>55.6</b> | <b>51.6</b> | <b>47.7</b> | <b>56.3</b> | <b>56.7</b> |

| 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)**

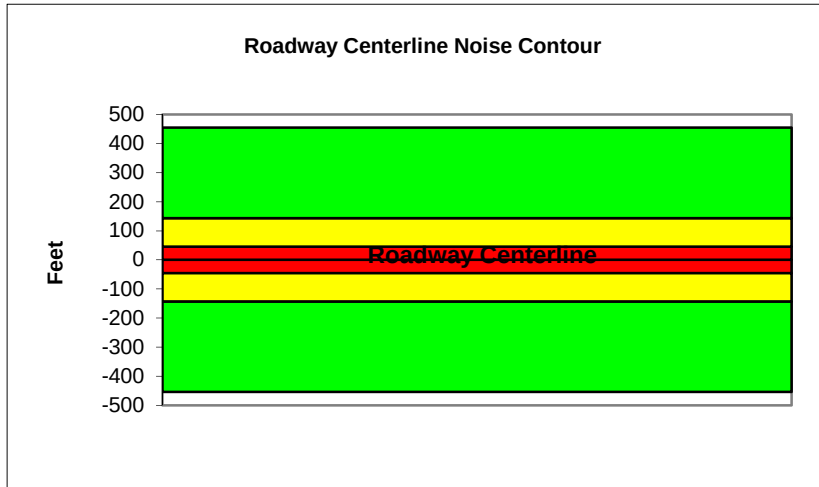
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: West of Garfield Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.9</b> | <b>65.1</b> | <b>62.2</b> | <b>57.3</b> | <b>65.8</b> | <b>66.3</b> |

| 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)**

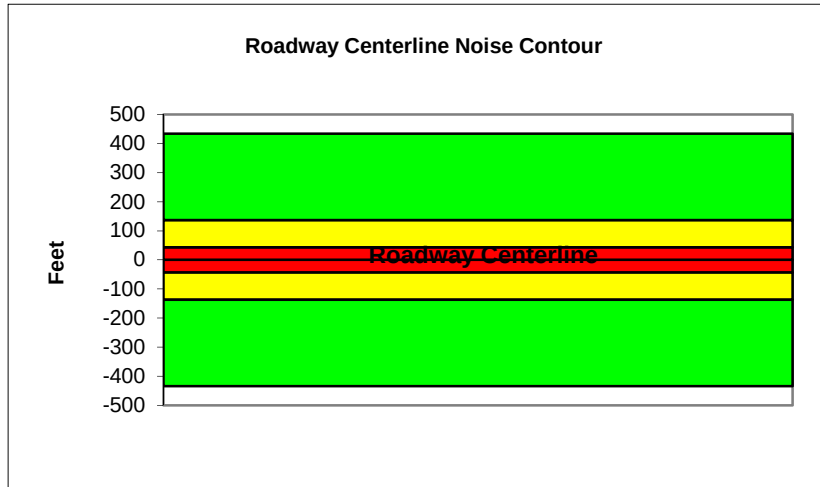
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.7</b> | <b>64.9</b> | <b>62.0</b> | <b>57.0</b> | <b>65.6</b> | <b>66.1</b> |

| 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)**

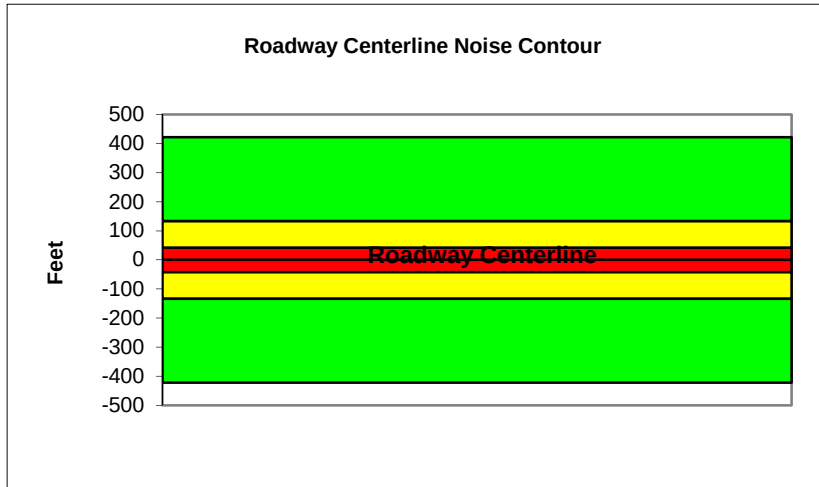
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.6</b> | <b>64.8</b> | <b>61.9</b> | <b>56.9</b> | <b>65.5</b> | <b>66.0</b> |

| 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)**

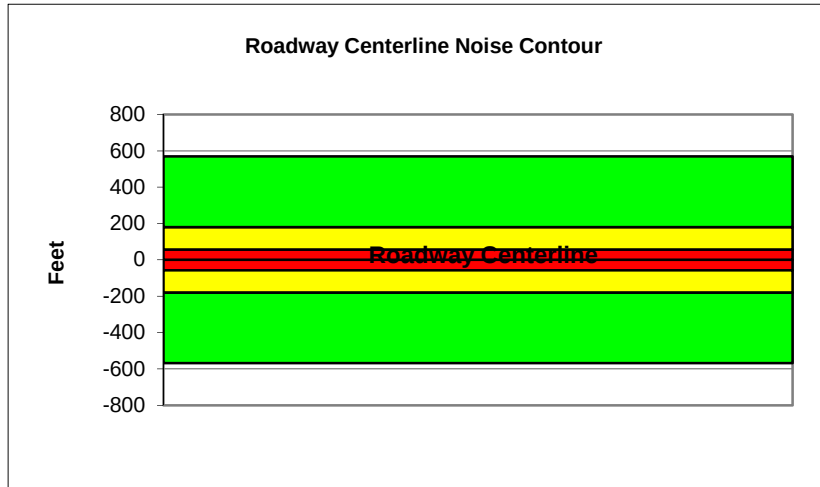
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: West of Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.8</b> | <b>65.9</b> | <b>63.0</b> | <b>58.1</b> | <b>66.6</b> | <b>67.1</b> |

| 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)**

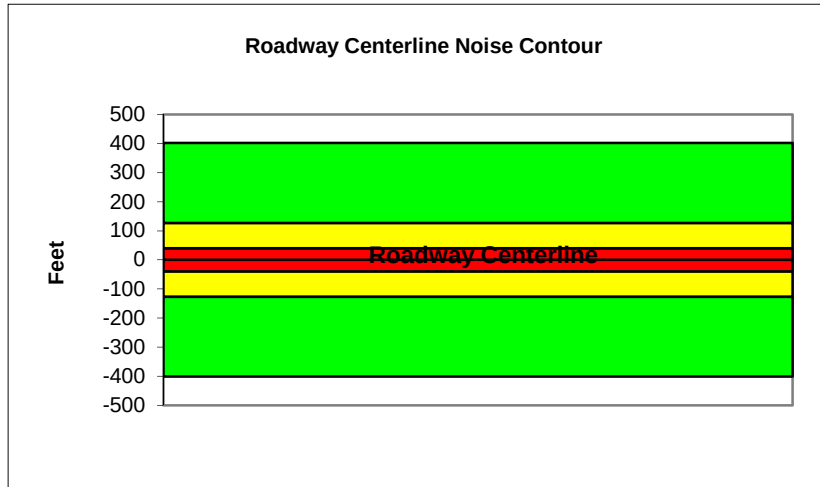
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.1</b> | <b>64.4</b> | <b>61.3</b> | <b>56.6</b> | <b>65.1</b> | <b>65.6</b> |

| 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)**

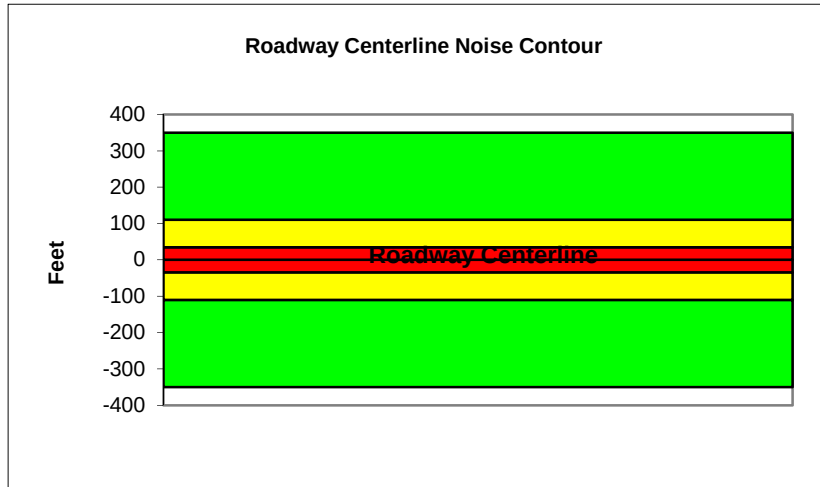
Project Name: South Garfield Village Specific Plan      Scenario: Existing Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: East of Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>70.4</b> | <b>63.8</b> | <b>60.6</b> | <b>55.9</b> | <b>64.5</b> | <b>64.9</b> |

| 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)**

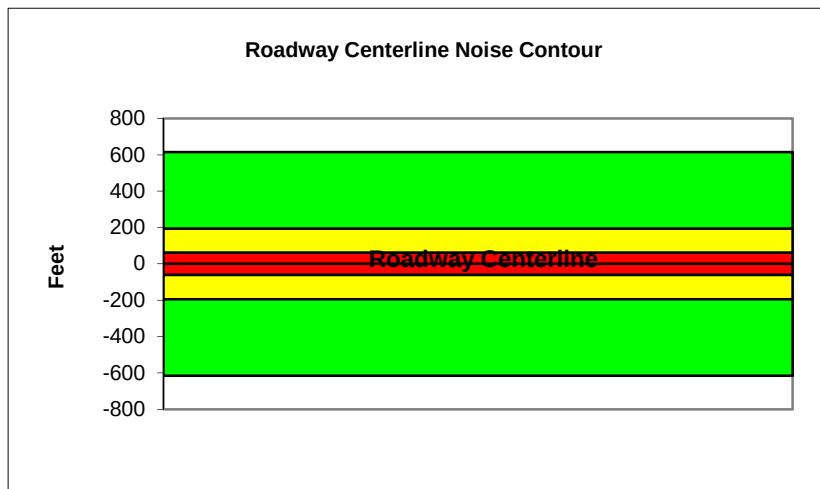
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: North of Floral Drive

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.9</b> | <b>66.1</b> | <b>63.2</b> | <b>58.2</b> | <b>66.8</b> | <b>67.3</b> |

| 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)**

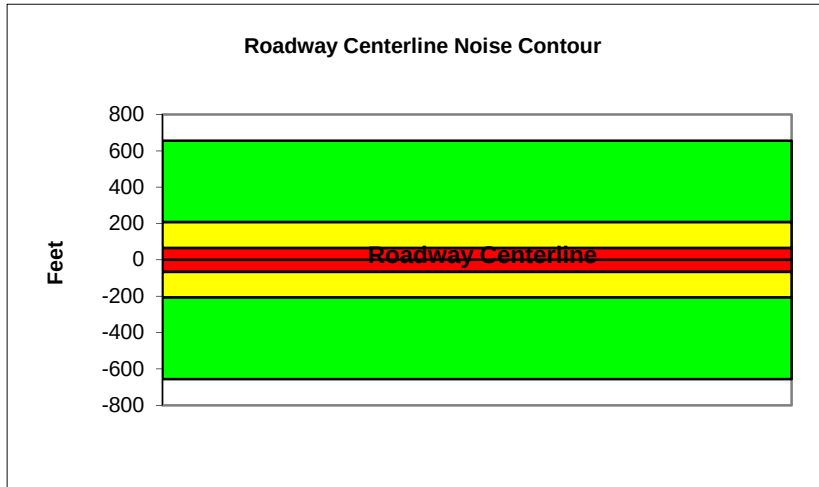
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Floral Drive to Riggin Street

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.2</b> | <b>66.4</b> | <b>63.5</b> | <b>58.5</b> | <b>67.1</b> | <b>67.6</b> |

| 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)**

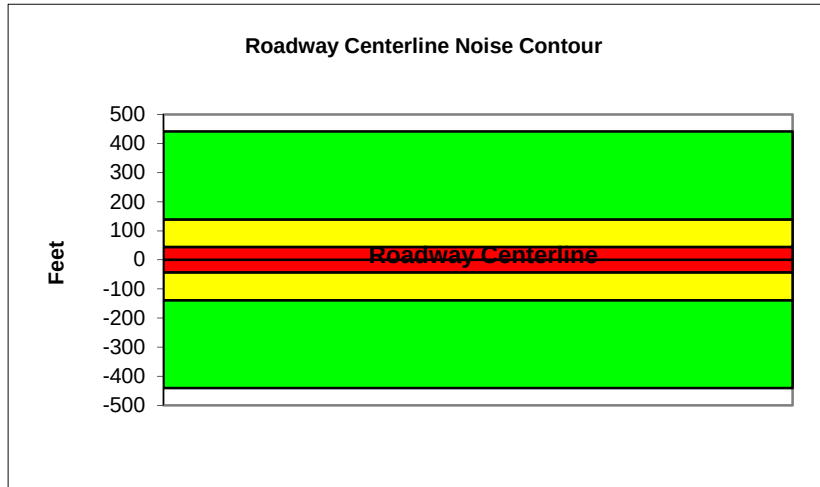
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Riggins Street to Pomona Boulevard

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.3</b> | <b>64.7</b> | <b>61.5</b> | <b>56.8</b> | <b>65.4</b> | <b>65.8</b> |

| 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)**

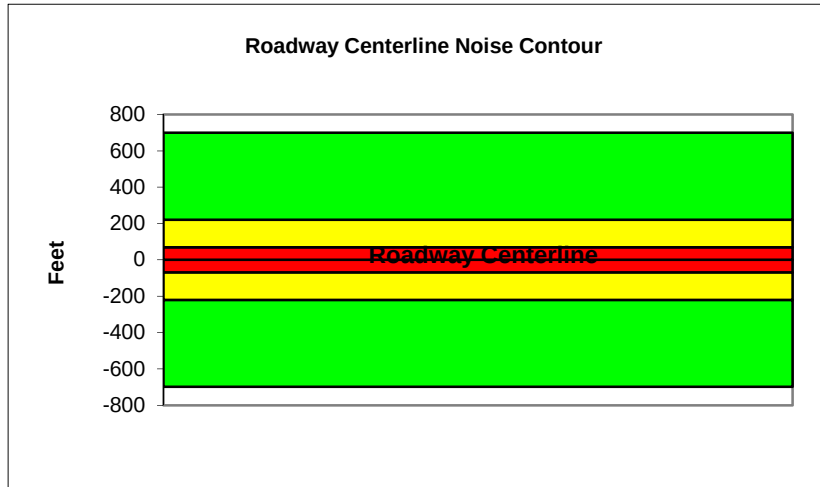
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Pomona Boulevard to Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.4</b> | <b>66.5</b> | <b>63.6</b> | <b>58.7</b> | <b>67.2</b> | <b>67.7</b> |

| 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)**

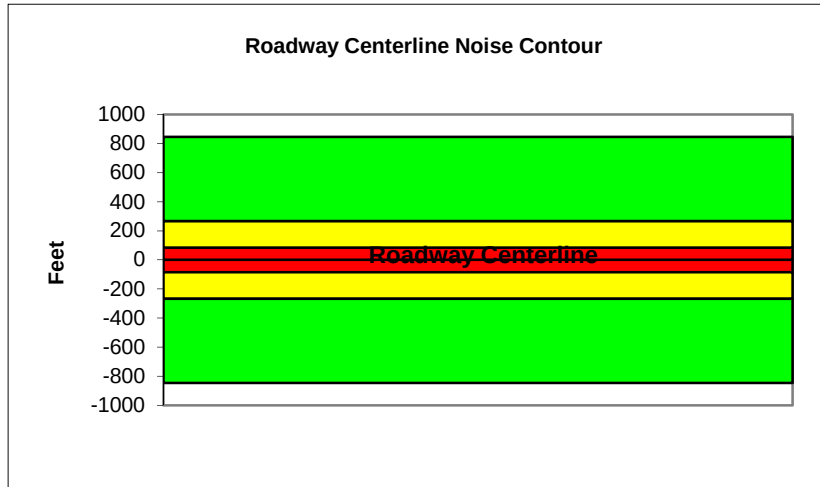
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: South of Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>73.2</b> | <b>67.3</b> | <b>64.4</b> | <b>59.5</b> | <b>68.1</b> | <b>68.5</b> |

| 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)**

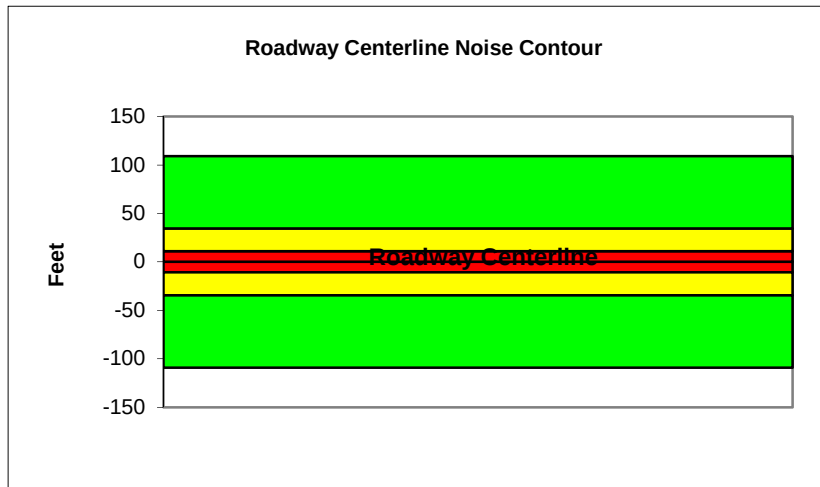
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: West of Isabella Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.5</b> | <b>59.1</b> | <b>55.1</b> | <b>51.2</b> | <b>59.8</b> | <b>60.1</b> |

| 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)**

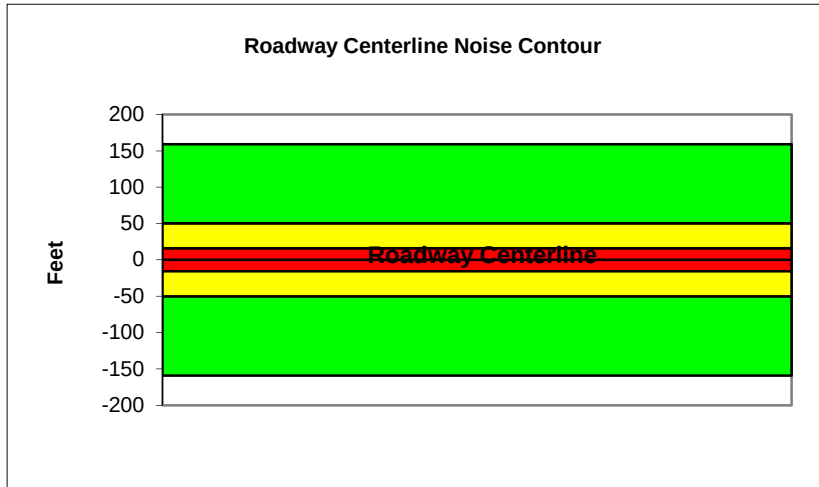
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggins Street  
Road Segment: Isabella Avenue to Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>68.0</b> | <b>60.5</b> | <b>56.9</b> | <b>52.6</b> | <b>61.1</b> | <b>61.6</b> |

| 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)**

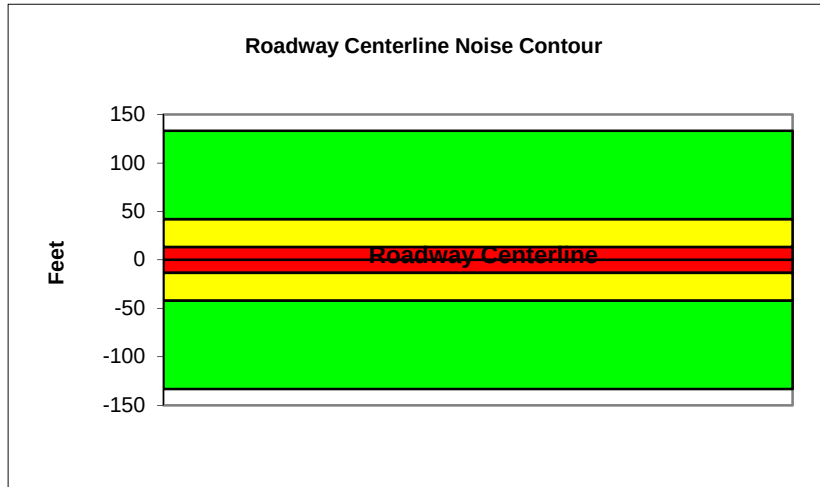
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.2</b> | <b>59.7</b> | <b>56.1</b> | <b>51.8</b> | <b>60.4</b> | <b>60.8</b> |

| 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)**

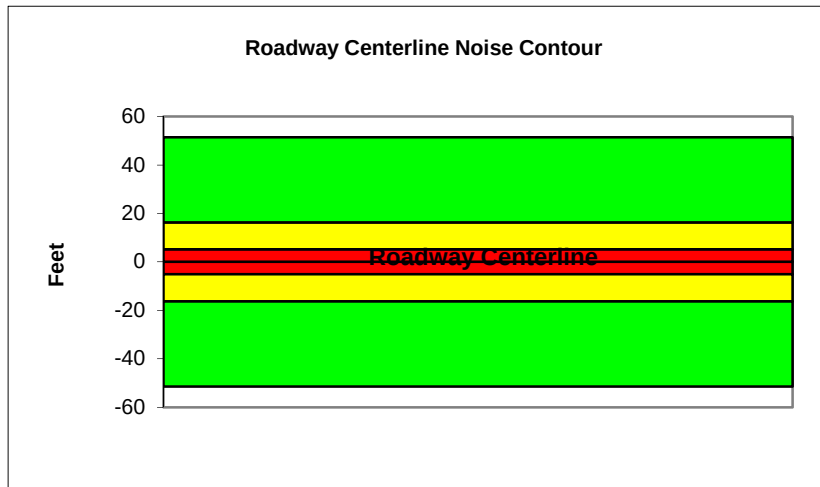
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>64.3</b> | <b>55.8</b> | <b>51.8</b> | <b>48.0</b> | <b>56.5</b> | <b>56.9</b> |

| 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)**

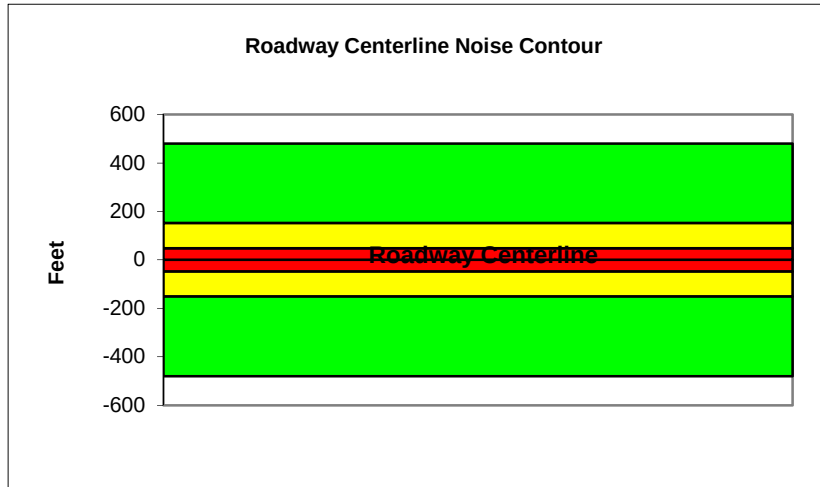
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: West of Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.2</b> | <b>65.4</b> | <b>62.4</b> | <b>57.5</b> | <b>66.1</b> | <b>66.6</b> |

| 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)**

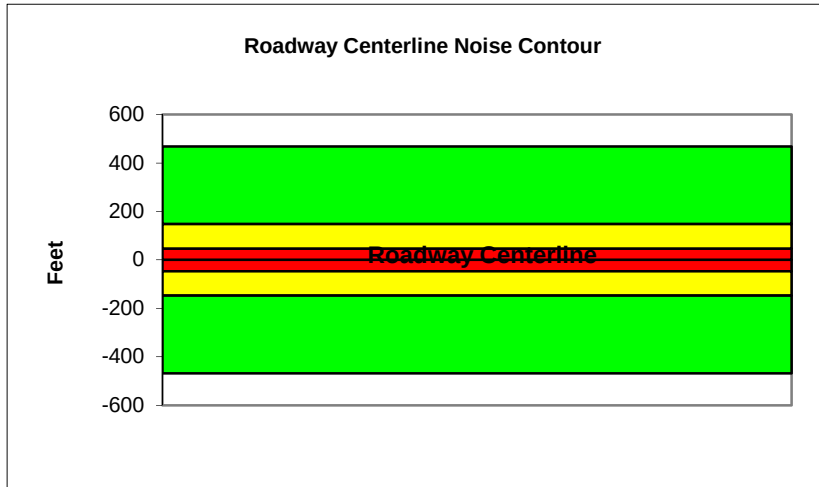
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.1</b> | <b>65.3</b> | <b>62.3</b> | <b>57.4</b> | <b>66.0</b> | <b>66.4</b> |

| 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)**

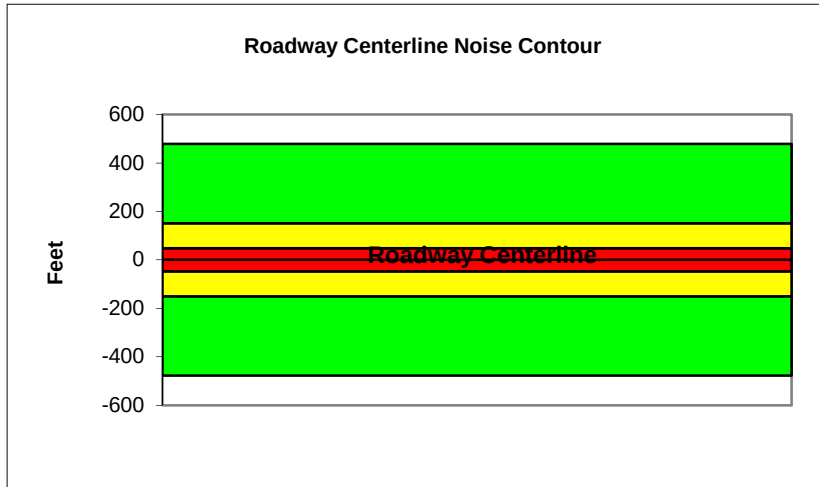
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.2</b> | <b>65.3</b> | <b>62.4</b> | <b>57.5</b> | <b>66.1</b> | <b>66.5</b> |

| 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)**

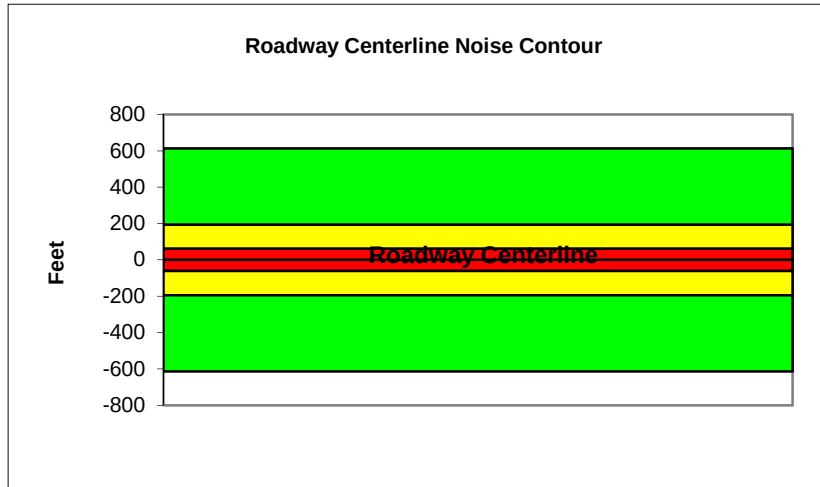
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: West of Garfield Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.1</b> | <b>66.3</b> | <b>63.3</b> | <b>58.4</b> | <b>67.0</b> | <b>67.5</b> |

| 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)**

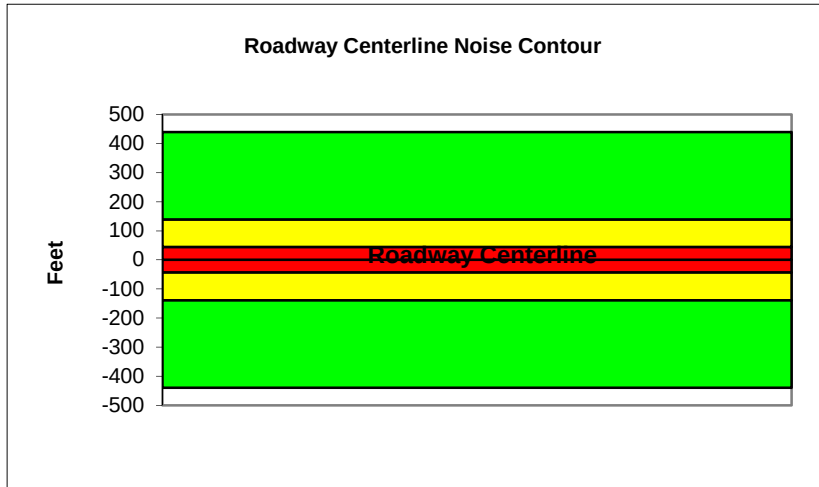
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.5</b> | <b>64.8</b> | <b>61.7</b> | <b>57.0</b> | <b>65.5</b> | <b>66.0</b> |

| 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)**

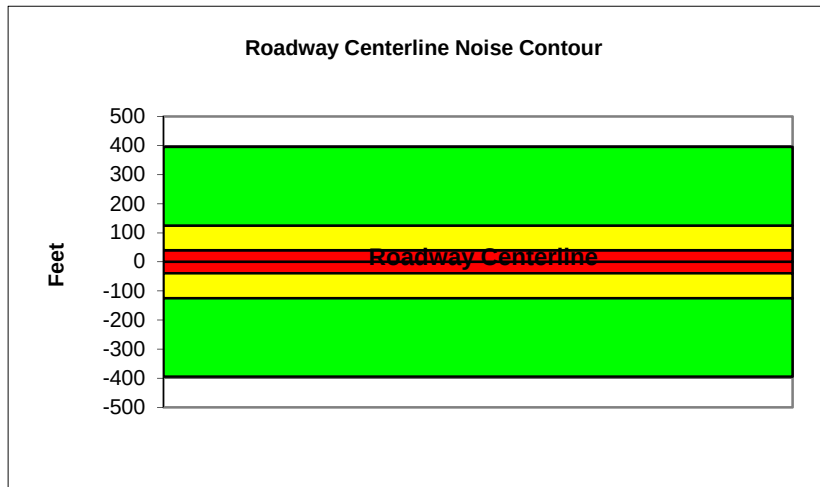
Project Name: South Garfield Village Specific Plan      Scenario: Future  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |  |
| 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)**

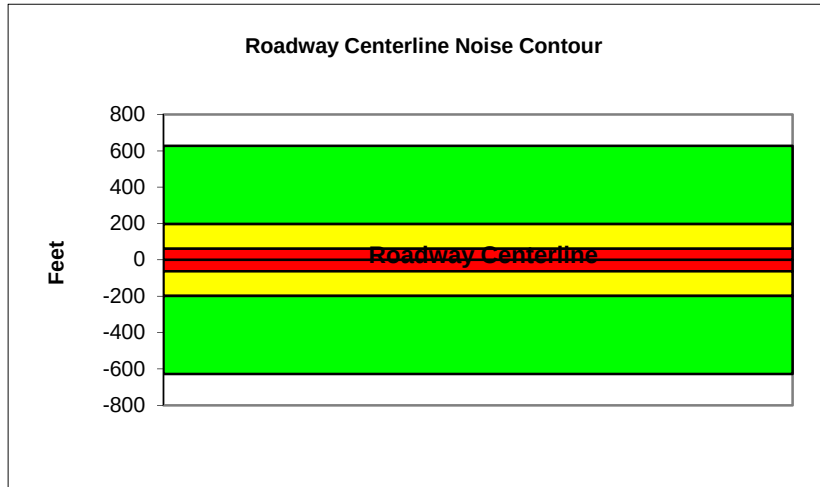
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: North of Floral Drive

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.0</b> | <b>66.2</b> | <b>63.2</b> | <b>58.3</b> | <b>66.9</b> | <b>67.3</b> |

| 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)**

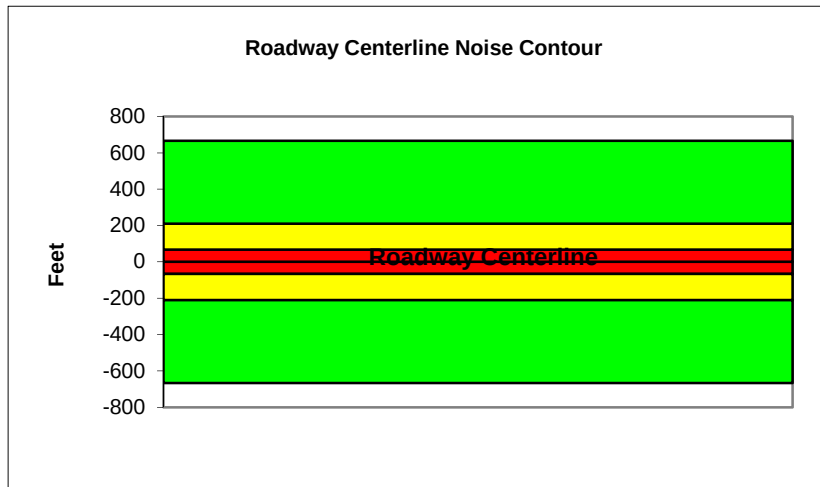
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Floral Drive to Riggins Street

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.3</b> | <b>66.5</b> | <b>63.5</b> | <b>58.6</b> | <b>67.2</b> | <b>67.6</b> |

| 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)**

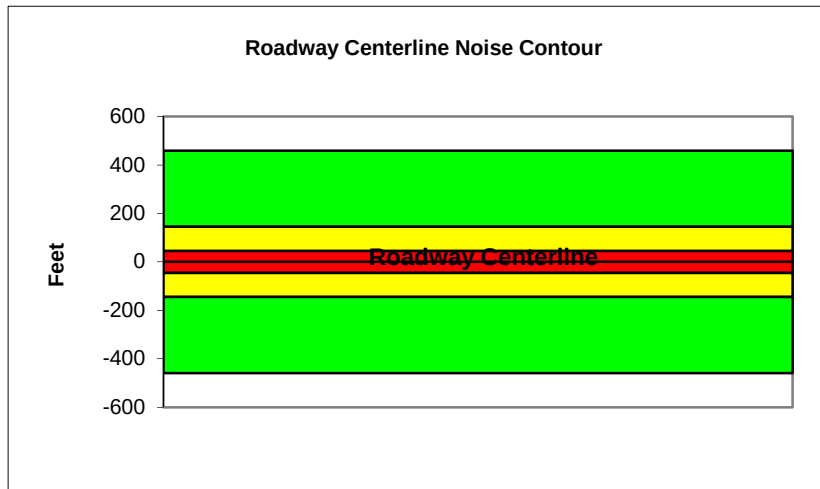
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Riggins Street to Pomona Boulevard

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.5</b> | <b>64.8</b> | <b>61.7</b> | <b>57.0</b> | <b>65.5</b> | <b>66.0</b> |

| 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)**

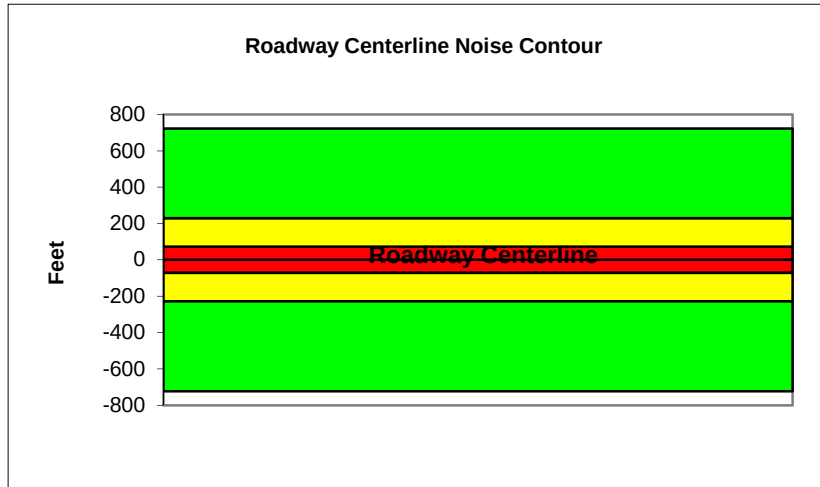
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: Pomona Boulevard to Via Campo

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.5</b> | <b>66.7</b> | <b>63.8</b> | <b>58.8</b> | <b>67.4</b> | <b>67.9</b> |

| 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)**

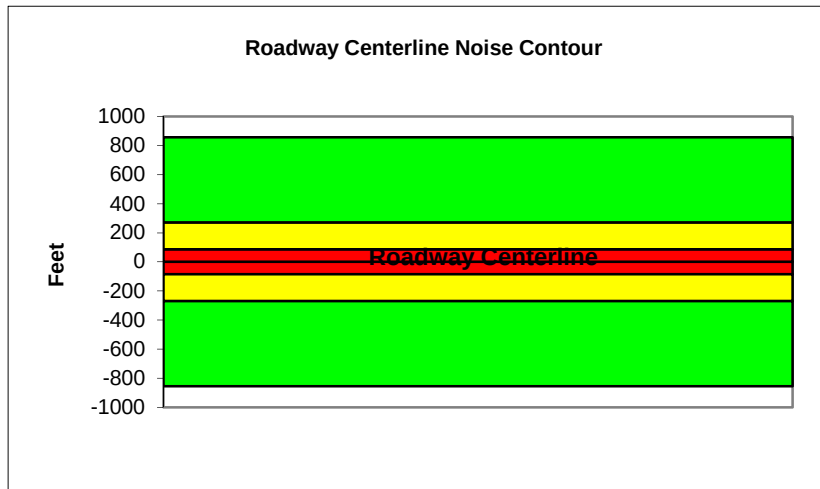
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Garfield Avenue  
Road Segment: South of Via Campo

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>73.2</b> | <b>67.4</b> | <b>64.5</b> | <b>59.5</b> | <b>68.1</b> | <b>68.6</b> |

| 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)**

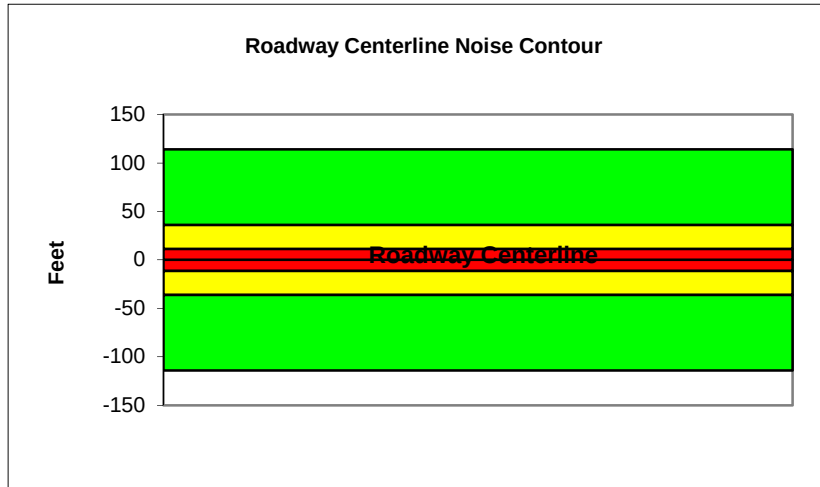
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggins Street  
Road Segment: West of Isabella Avenue

| PROJECT DATA                   |               | SITE DATA                 |       |         |       |        |
|--------------------------------|---------------|---------------------------|-------|---------|-------|--------|
| Centerline Dist to Barrier     | 0             | Road Grade:               | 0     |         |       |        |
| Barrier (0=wall, 1= berm):     | 0             | Average Daily Traffic:    | 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.7</b> | <b>59.3</b> | <b>55.3</b> | <b>51.4</b> | <b>60.0</b> | <b>60.3</b> |

| 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)**

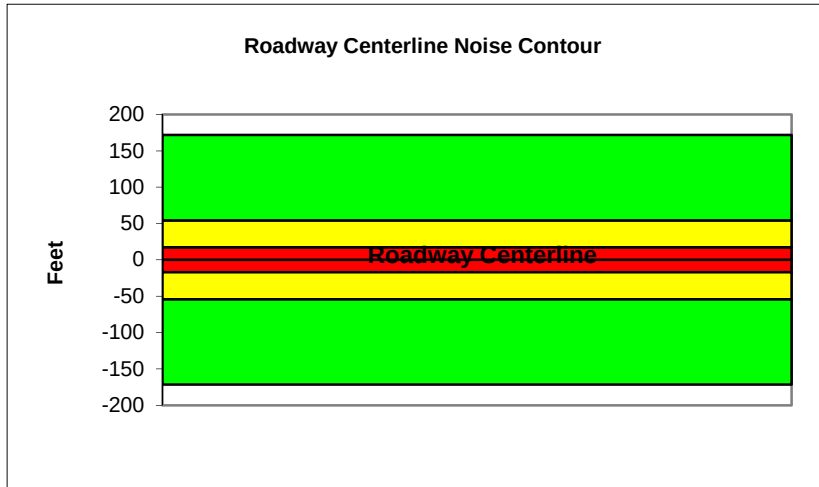
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggins Street  
Road Segment: Isabella Avenue to Garfield Avenue

| PROJECT DATA                   |               |  | SITE DATA                 |       |         |       |        |  |
|--------------------------------|---------------|--|---------------------------|-------|---------|-------|--------|--|
| Centerline Dist to Barrier     | 0             |  | Road Grade:               | 0     |         |       |        |  |
| Barrier (0=wall, 1= berm):     | 0             |  | Average Daily Traffic:    | 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        |
| <b>Vehicle Noise:</b>                                            | <b>68.3</b> | <b>60.8</b> | <b>57.2</b> | <b>52.9</b> | <b>61.5</b> | <b>61.9</b> |

| 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)**

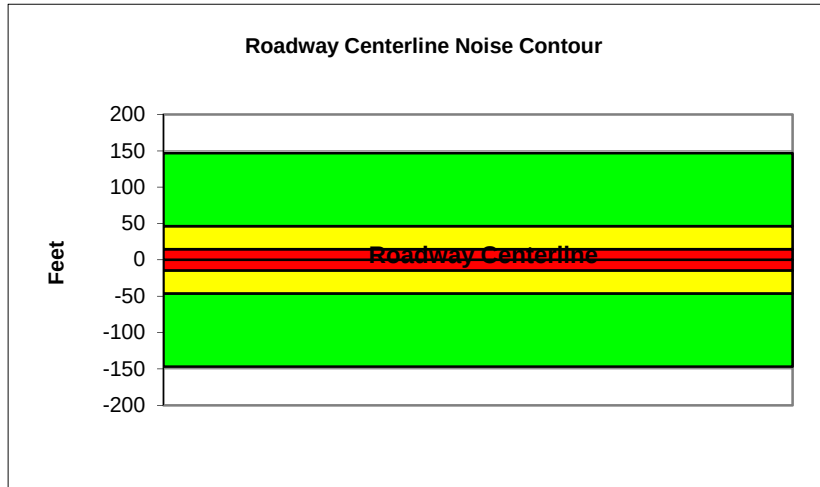
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>67.6</b> | <b>60.1</b> | <b>56.6</b> | <b>52.2</b> | <b>60.8</b> | <b>61.2</b> |

| 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)**

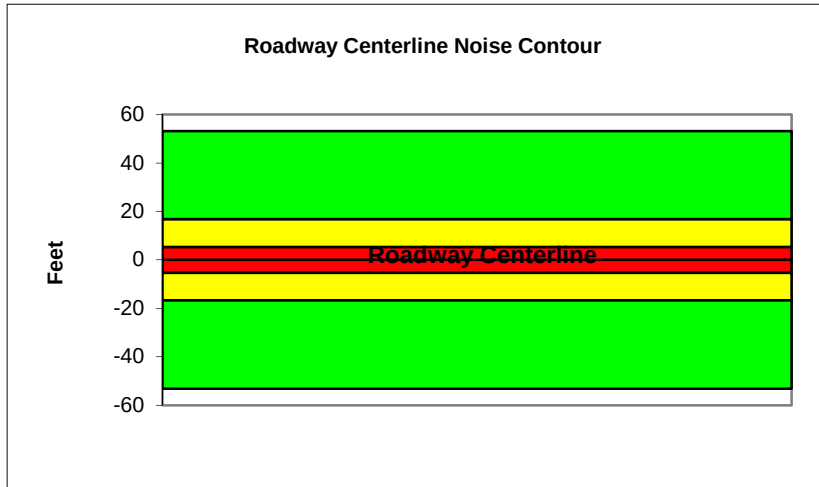
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Riggin Street  
Road Segment: East of Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>64.4</b> | <b>56.0</b> | <b>51.9</b> | <b>48.1</b> | <b>56.6</b> | <b>57.0</b> |

| 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)**

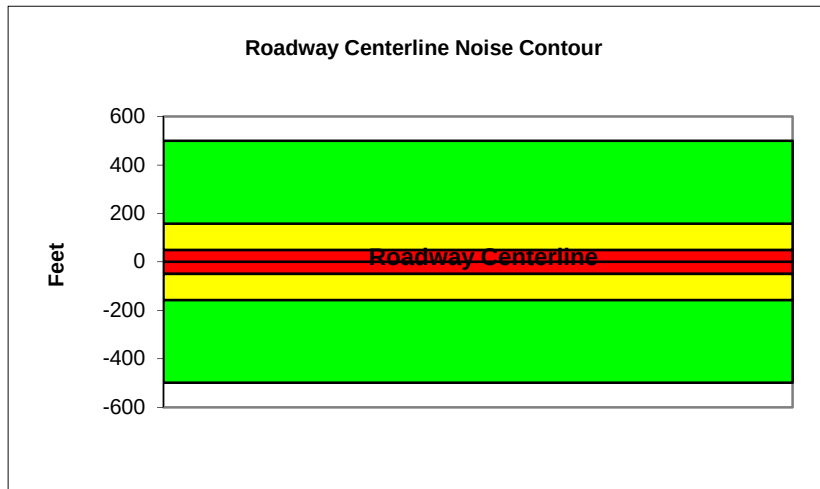
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: West of Garfield Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.3</b> | <b>65.5</b> | <b>62.6</b> | <b>57.7</b> | <b>66.2</b> | <b>66.7</b> |

| 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)**

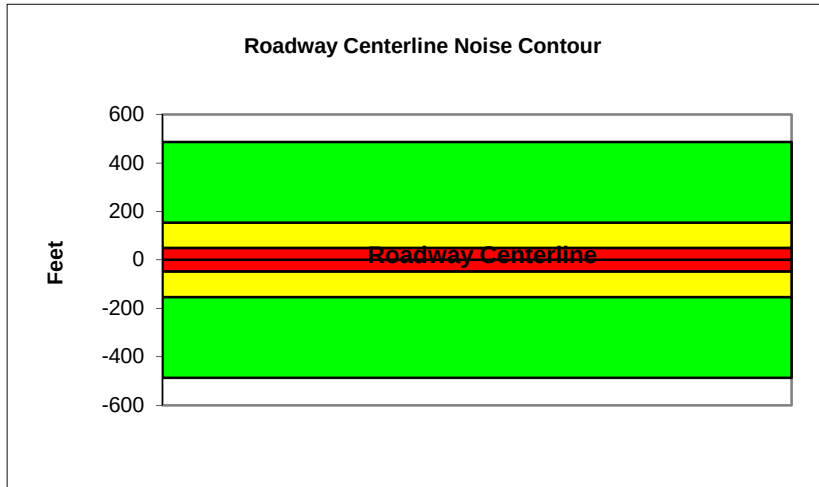
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Pomona Boulevard  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.2</b> | <b>65.4</b> | <b>62.5</b> | <b>57.6</b> | <b>66.1</b> | <b>66.6</b> |

| 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                   |     |





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Traffic Noise Prediction Model (CALVENO)**

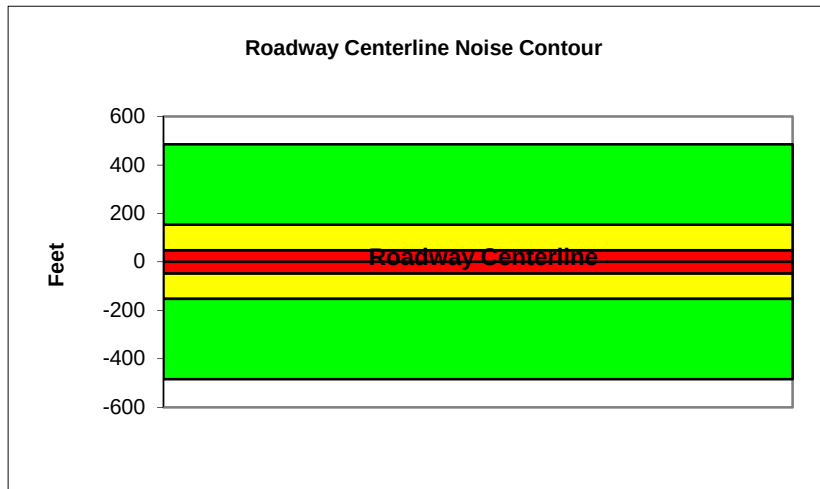
|               |                                      |           |                     |
|---------------|--------------------------------------|-----------|---------------------|
| Project Name: | South Garfield Village Specific Plan | Scenario: | Future Plus Project |
| Analyst:      | Alesia Hsiao                         | 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             | <b>NOISE INPUTS</b>              |       |         |       |        |
| Pad Elevation:                        | 0.5           | Site conditions <b>HARD SITE</b> |       |         |       |        |
| Road Elevation:                       | 0             | <b>FLEET MIX</b>                 |       |         |       |        |
| 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 |
| <b>NOISE SOURCE ELEVATIONS (Feet)</b> |               | 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.2</b> | <b>65.4</b> | <b>62.5</b> | <b>57.5</b> | <b>66.1</b> | <b>66.6</b> |

| 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 |     |
|--------------------------|-----|
| <b>Unmitigated</b>       |     |
| 60 dBA                   | 485 |
| 65 dBA                   | 153 |
| 70 dBA                   | 48  |
| <b>Mitigated</b>         |     |
| 60 dBA                   |     |
| 65 dBA                   |     |
| 70 dBA                   |     |



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Traffic Noise Prediction Model (CALVENO)**

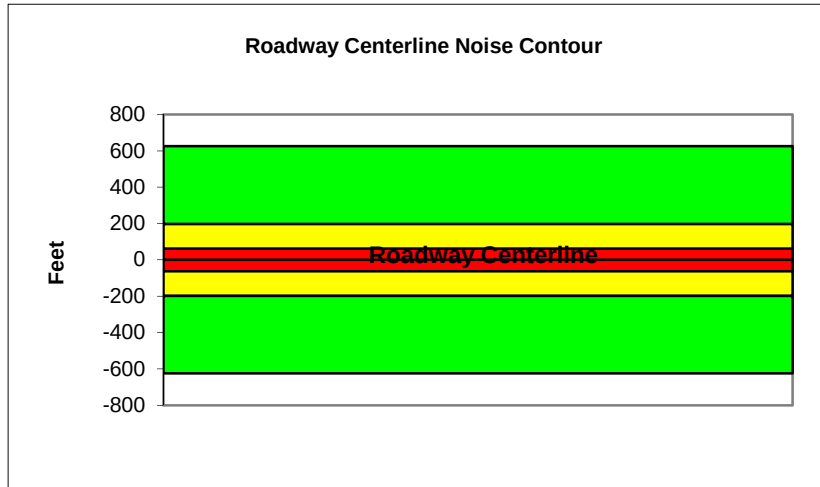
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: West of Garfield Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>72.2</b> | <b>66.3</b> | <b>63.4</b> | <b>58.5</b> | <b>67.1</b> | <b>67.5</b> |

| 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)**

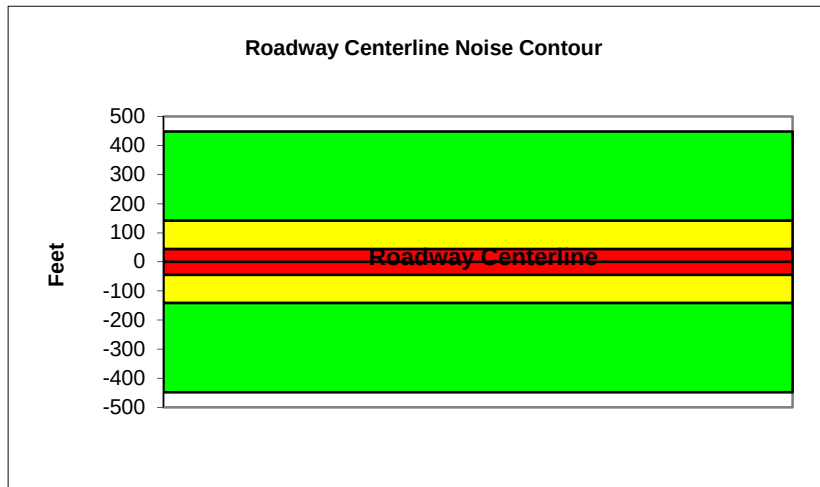
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: Garfield Avenue to Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.6</b> | <b>64.9</b> | <b>61.7</b> | <b>57.0</b> | <b>65.6</b> | <b>66.1</b> |

| 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)**

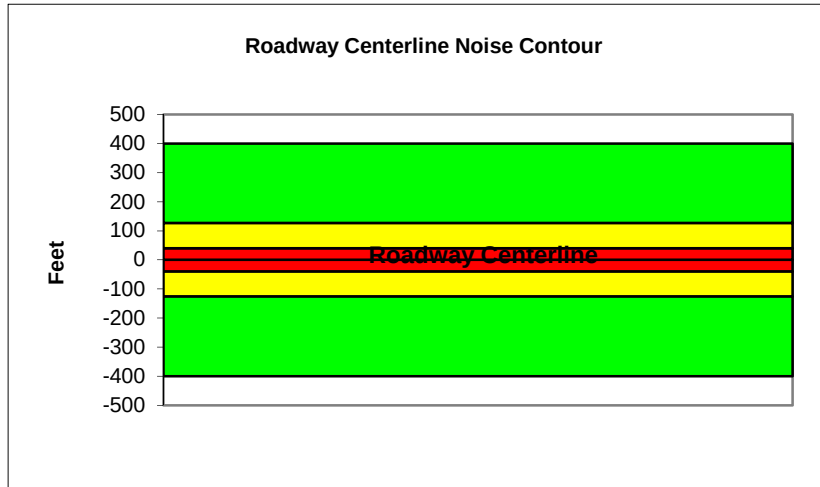
Project Name: South Garfield Village Specific Plan      Scenario: Future Plus Project  
Analyst: Alesia Hsiao      Job #: 138142  
Roadway: Via Campo  
Road Segment: East of Wilcox Avenue

| 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 <b>HARD SITE</b> |       |         |       |        |
| 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        |
| <b>Vehicle Noise:</b>                                            | <b>71.0</b> | <b>64.4</b> | <b>61.2</b> | <b>56.5</b> | <b>65.1</b> | <b>65.5</b> |

| 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                   |     |



| <b>Site Number:</b> 1                                                                                                                  |           |           |           |
|----------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|
| <b>Recorded By:</b> Alesia Hsiao                                                                                                       |           |           |           |
| <b>Job Number:</b> 138142                                                                                                              |           |           |           |
| <b>Date:</b> 01/07/15                                                                                                                  |           |           |           |
| <b>Time:</b> 12:05 p.m.                                                                                                                |           |           |           |
| <b>Location:</b> Along W. Fernfield Drive, in the center portion of the project site.                                                  |           |           |           |
| <b>Source of Peak Noise:</b> 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.         | <b>Duration:</b> 10minutes        |              |                                         | <b>Sky:</b> ☀ Sunny             |                                 |      |
|              | <b>Note:</b> dBA Offset = 0.01    |              |                                         | <b>Sensor Height (ft):</b> 5 ft |                                 |      |
|              | <b>Wind Ave Speed (mph / m/s)</b> |              | <b>Temperature (degrees Fahrenheit)</b> |                                 | <b>Barometer Pressure (hPa)</b> |      |
|              | < 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         |

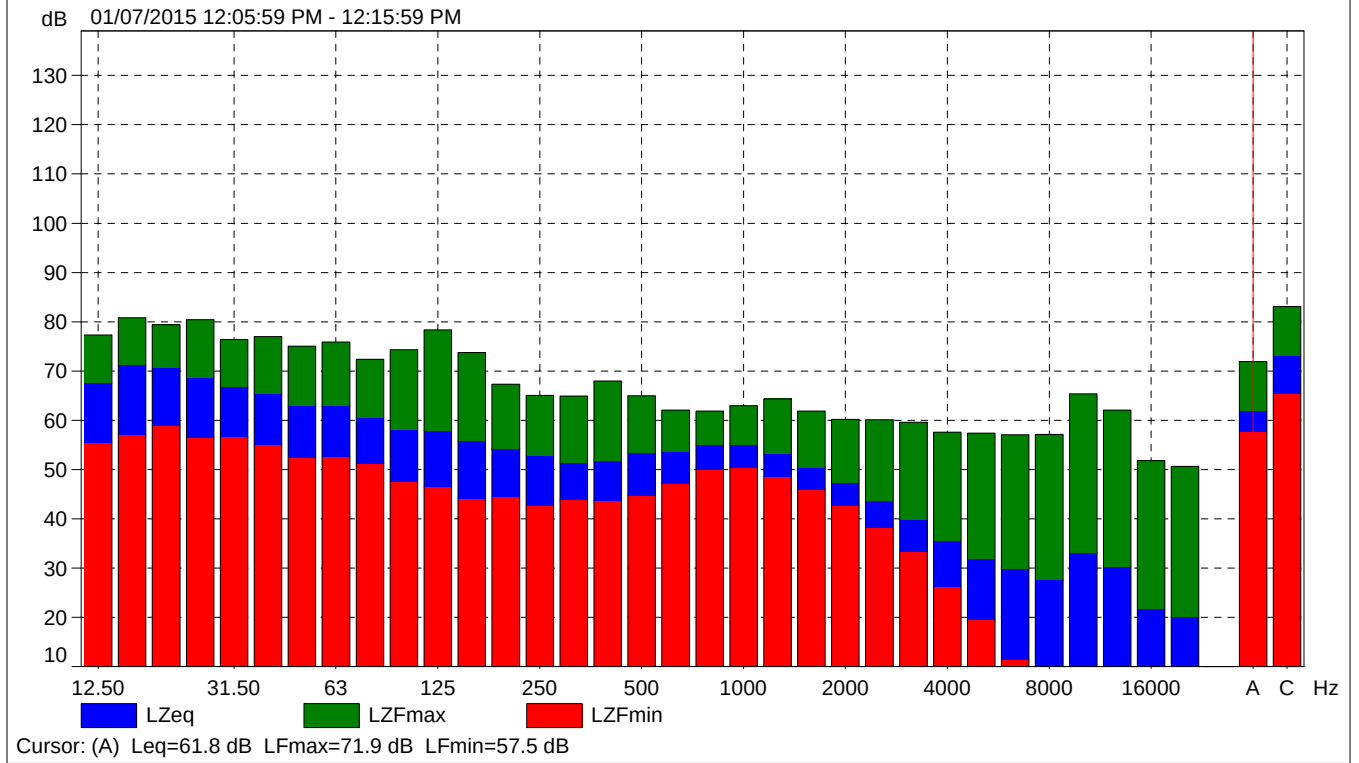
|                           |  |            |
|---------------------------|--|------------|
| Instrument Serial Number: |  | 2548189    |
| Microphone Serial Number: |  | 11111      |
| Input:                    |  | Top Socket |
| Windscreen Correction:    |  | None       |
| Sound Field Correction:   |  | Free-field |

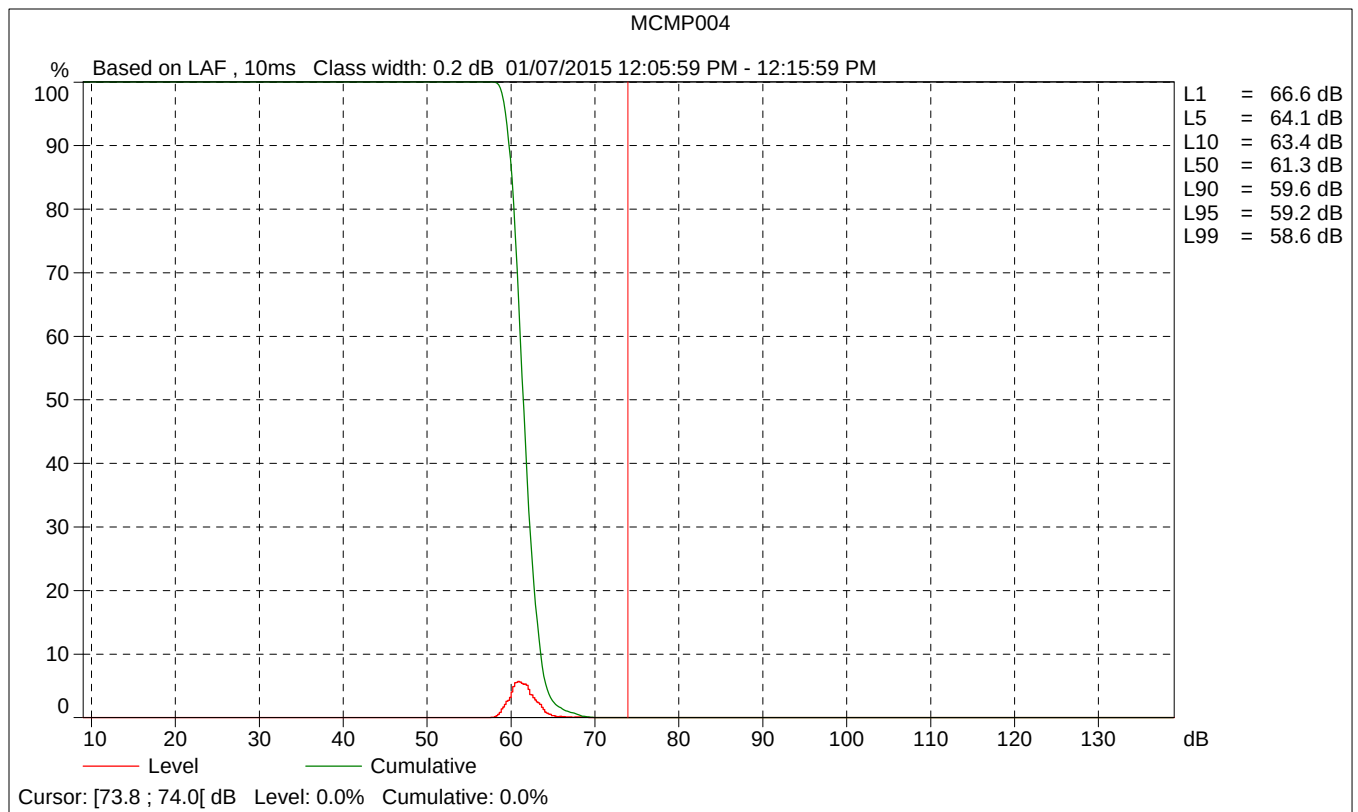
|                   |  |                        |
|-------------------|--|------------------------|
| Calibration Time: |  | 01/06/2015 16:26:30    |
| Calibration Type: |  | External reference     |
| Sensitivity:      |  | 66.7533949017525 mV/Pa |

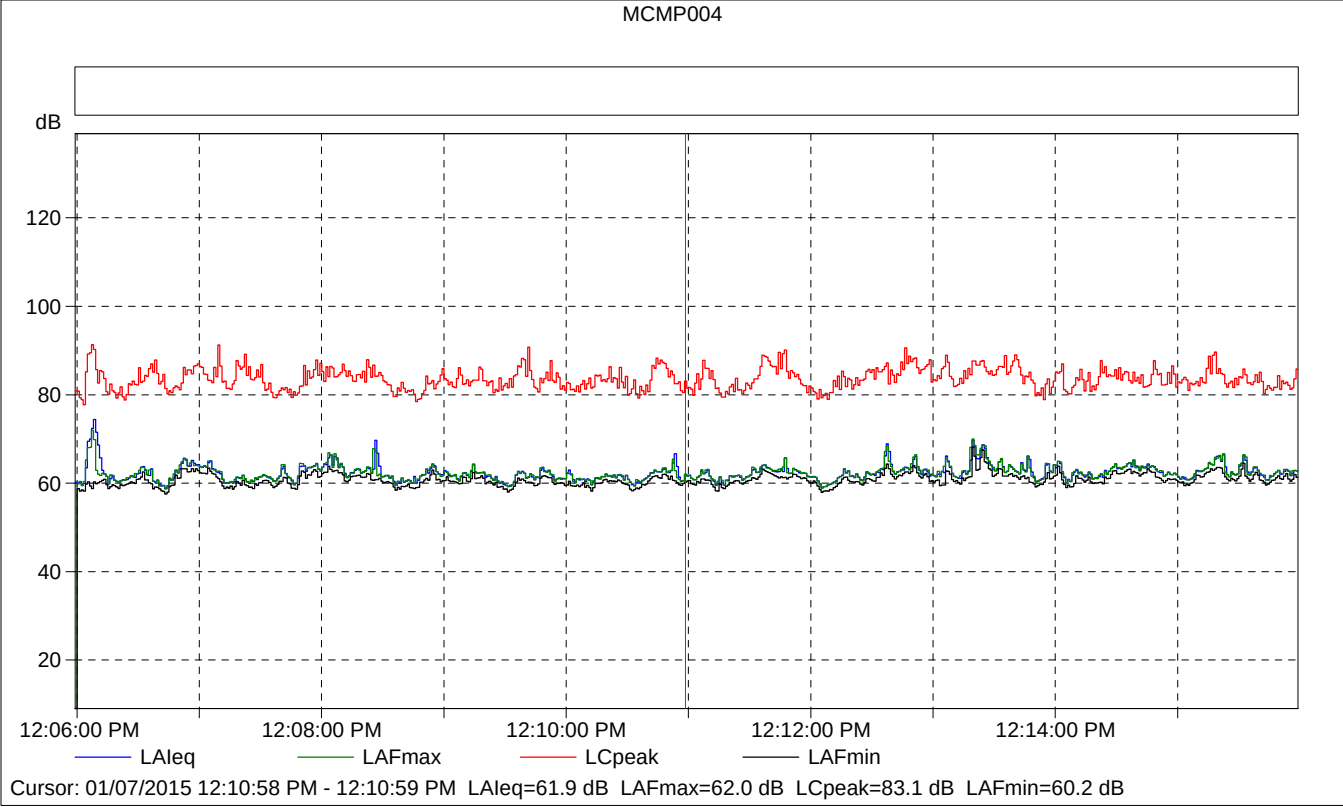
MCMP004

|       | Start time  | End time    | Elapsed time | Overload [%] | LAeq [dB] | LAFmax [dB] | LAFmin [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  |              |              |           |             |             |



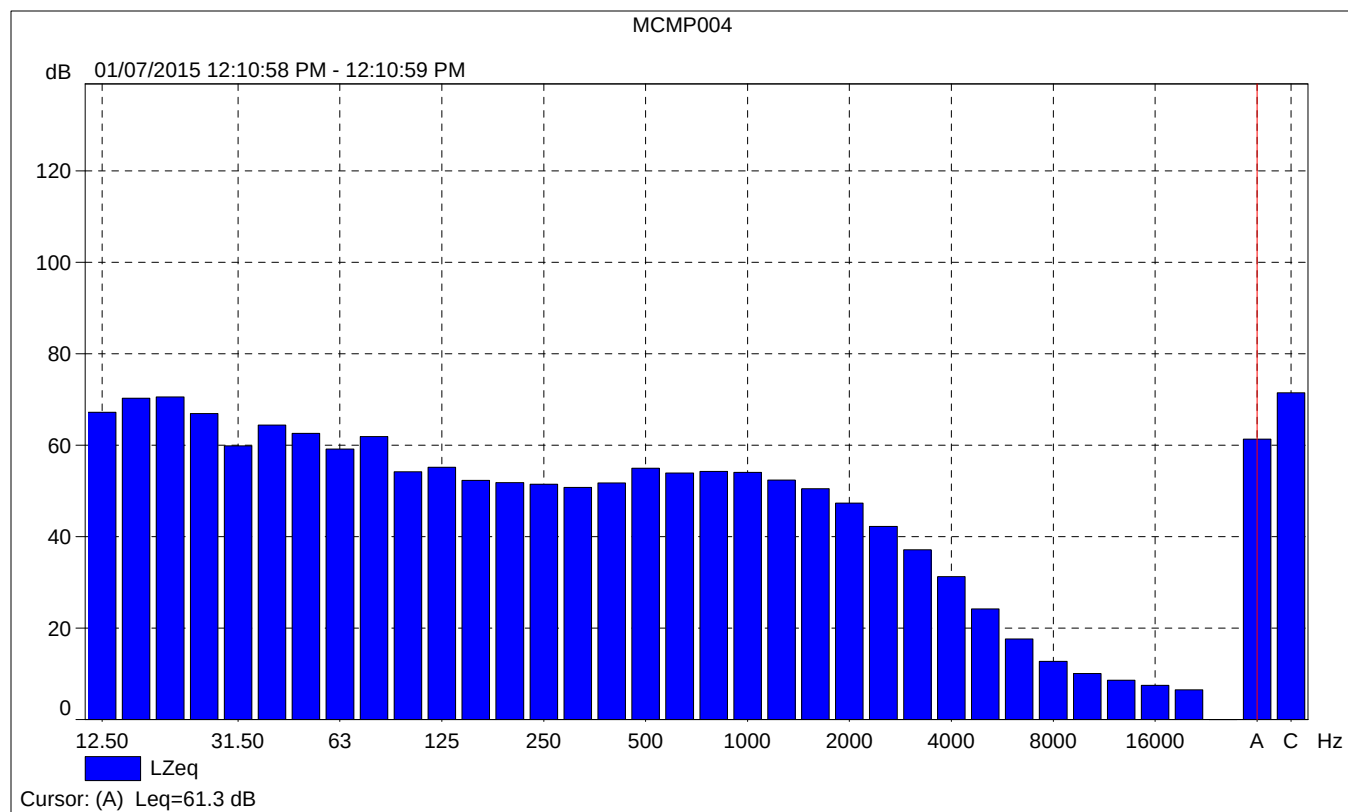


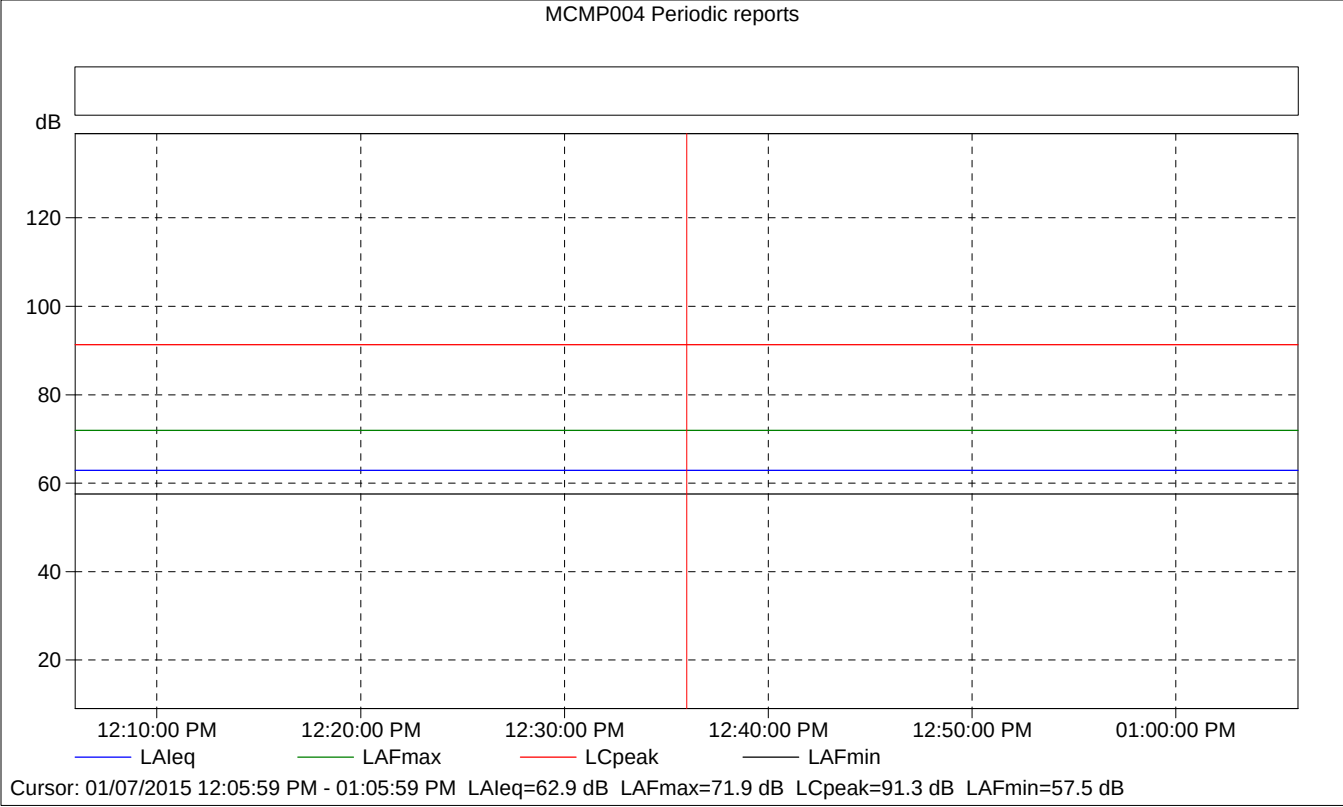




MCMP004

|       | 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  |              |           |             |             |

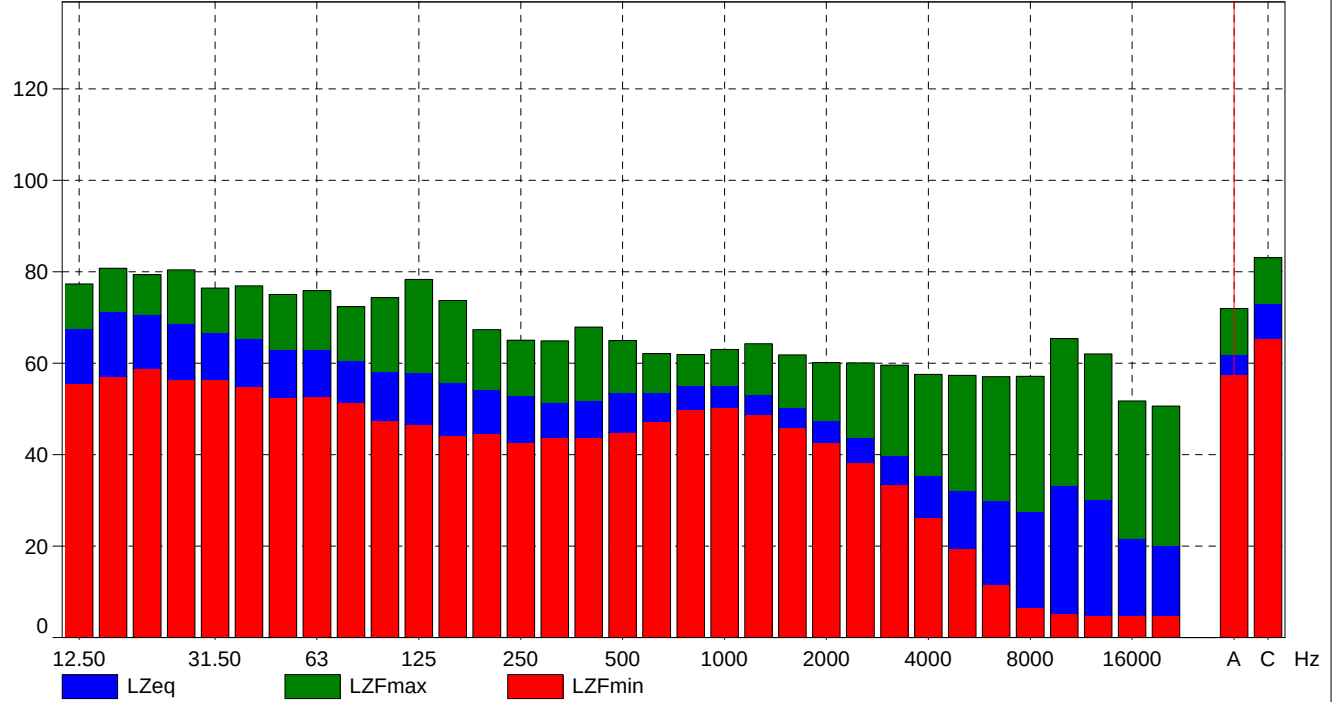




MCMP004 Periodic reports

|       | 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  |              |              |           |             |             |

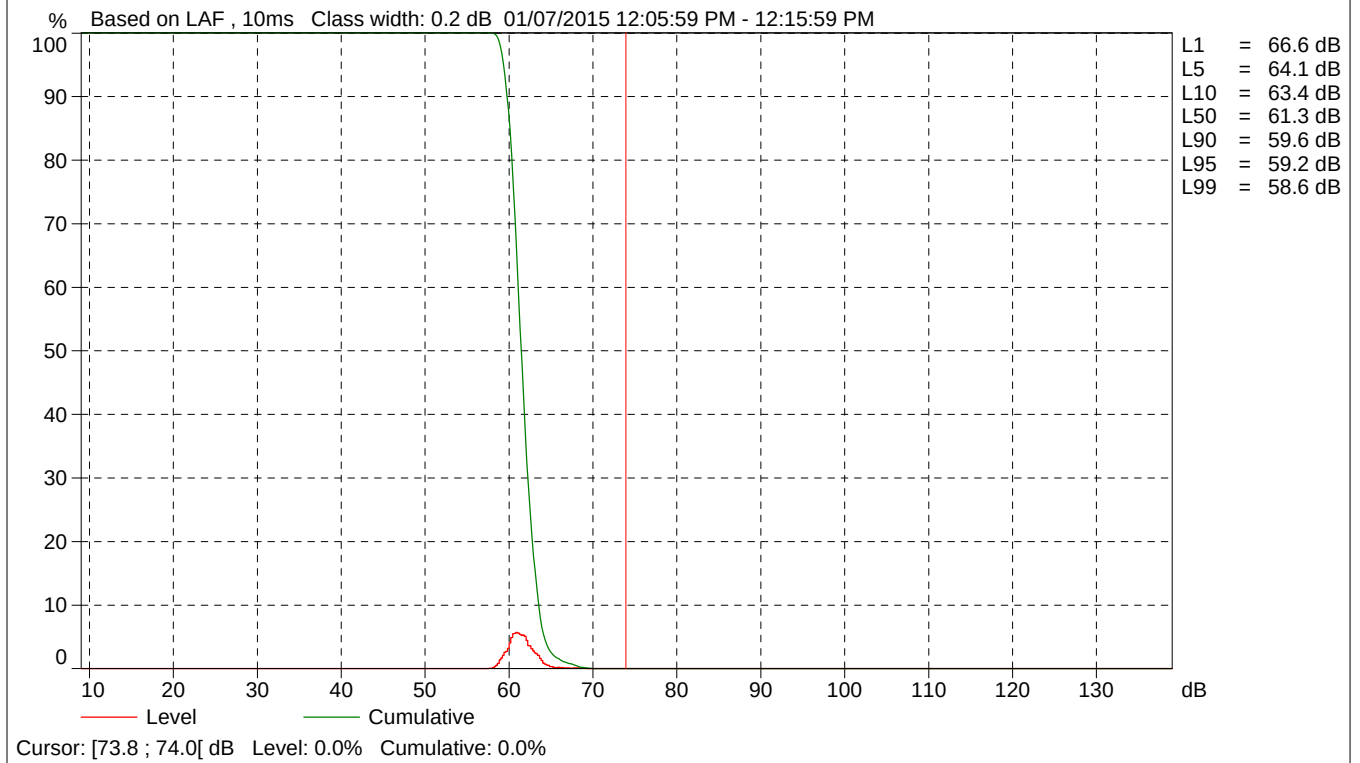
dB 01/07/2015 12:05:59 PM - 12:15:59 PM



Cursor: (A) Leq=61.8 dB LFmax=71.9 dB LFmin=57.5 dB



# MCMP004 Periodic reports



| <b>Site Number:</b> 2                                                                                                                                                                                                                                                   |           |           |           |
|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|
| <b>Recorded By:</b> Alesia Hsiao                                                                                                                                                                                                                                        |           |           |           |
| <b>Job Number:</b> 138142                                                                                                                                                                                                                                               |           |           |           |
| <b>Date:</b> 01/07/15                                                                                                                                                                                                                                                   |           |           |           |
| <b>Time:</b> 12:29 p.m.                                                                                                                                                                                                                                                 |           |           |           |
| <b>Location:</b> Along E. Riggin Street, in the northern portion of the project site.                                                                                                                                                                                   |           |           |           |
| <b>Source of Peak Noise:</b> 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.         | <b>Duration:</b> 10minutes        |              |                                         | <b>Sky:</b> ☀ Sunny             |                                 |      |
|              | <b>Note:</b> dBA Offset = 0.01    |              |                                         | <b>Sensor Height (ft):</b> 5 ft |                                 |      |
|              | <b>Wind Ave Speed (mph / m/s)</b> |              | <b>Temperature (degrees Fahrenheit)</b> |                                 | <b>Barometer Pressure (hPa)</b> |      |
|              | < 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               |

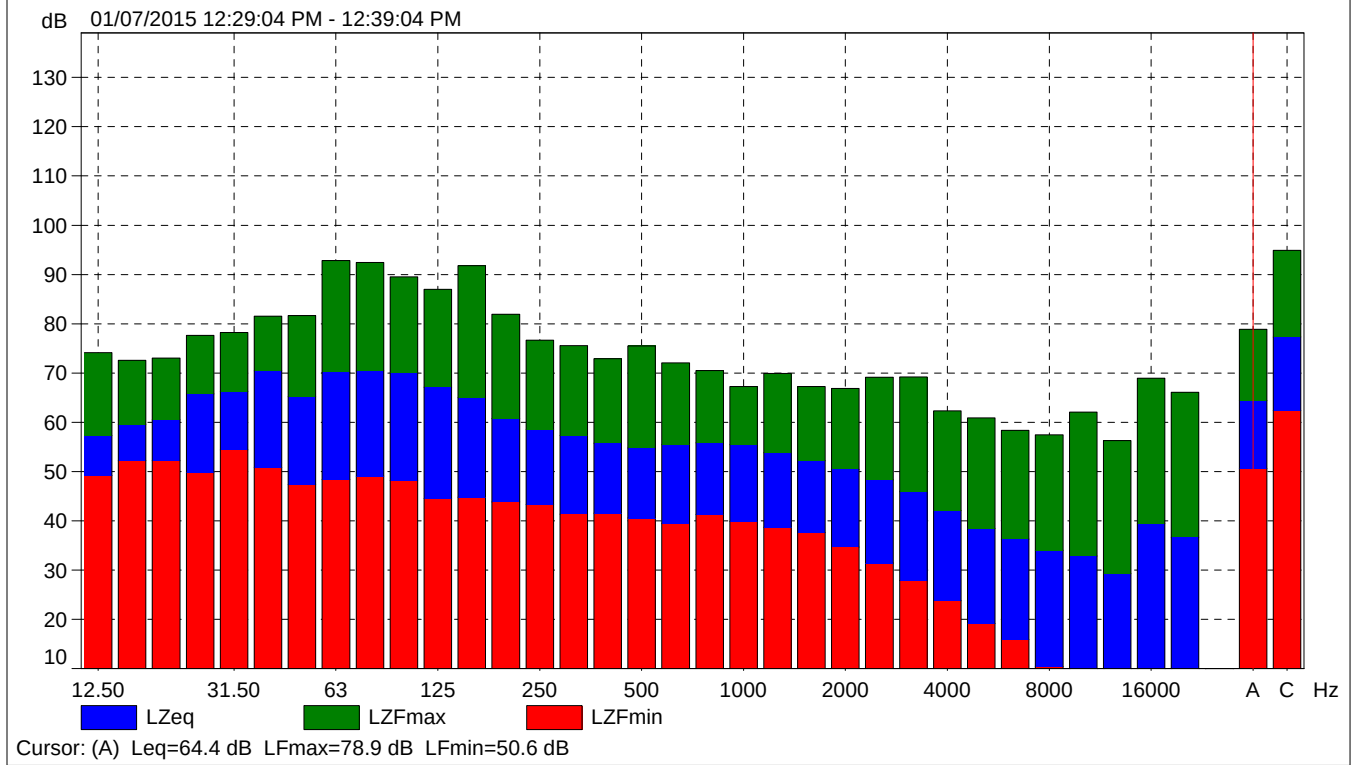
|                         |      |           |
|-------------------------|------|-----------|
|                         | Time | Frequency |
| Broadband (excl. Peak): | FSI  | AC        |
| Broadband Peak:         |      | C         |
| Spectrum:               | FS   | Z         |

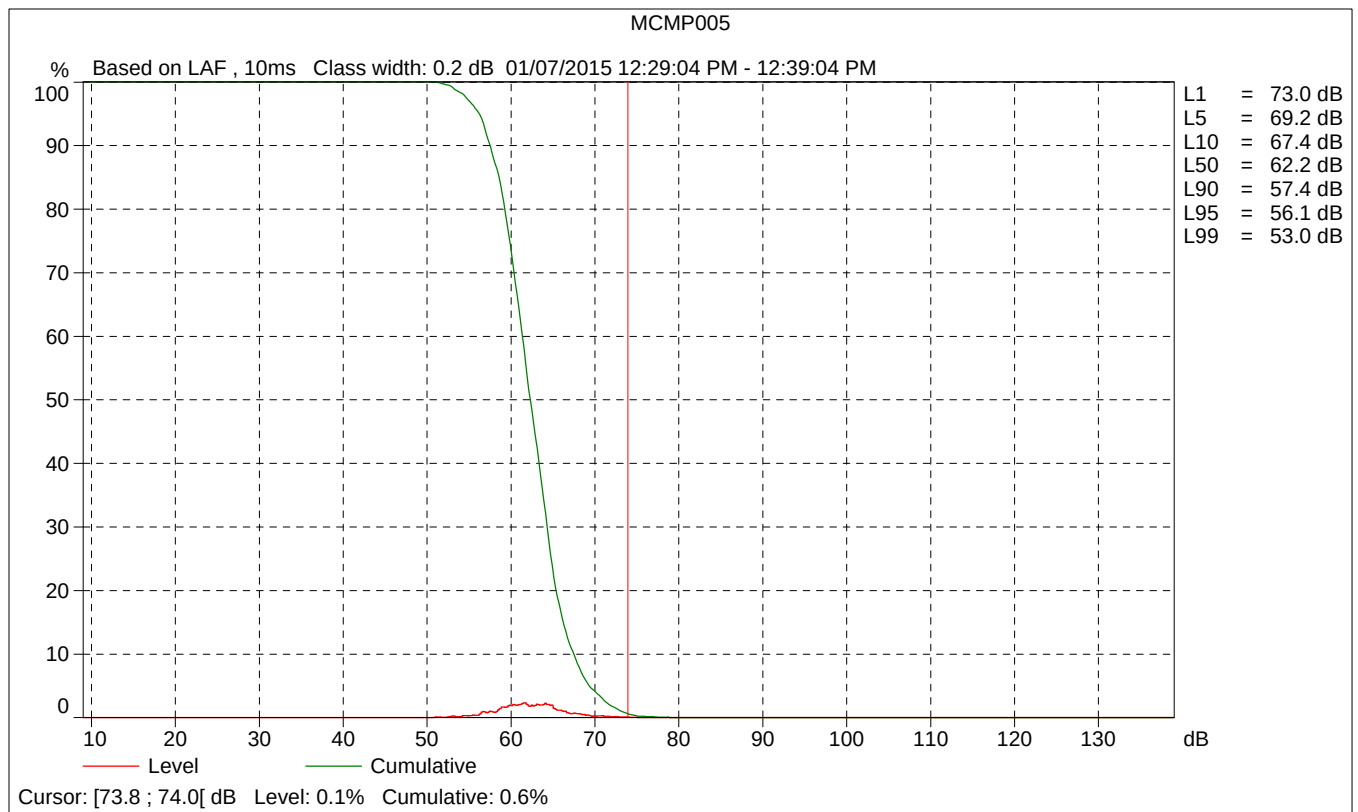
|                           |  |            |
|---------------------------|--|------------|
| Instrument Serial Number: |  | 2548189    |
| Microphone Serial Number: |  | 11111      |
| Input:                    |  | Top Socket |
| Windscreen Correction:    |  | None       |
| Sound Field Correction:   |  | Free-field |

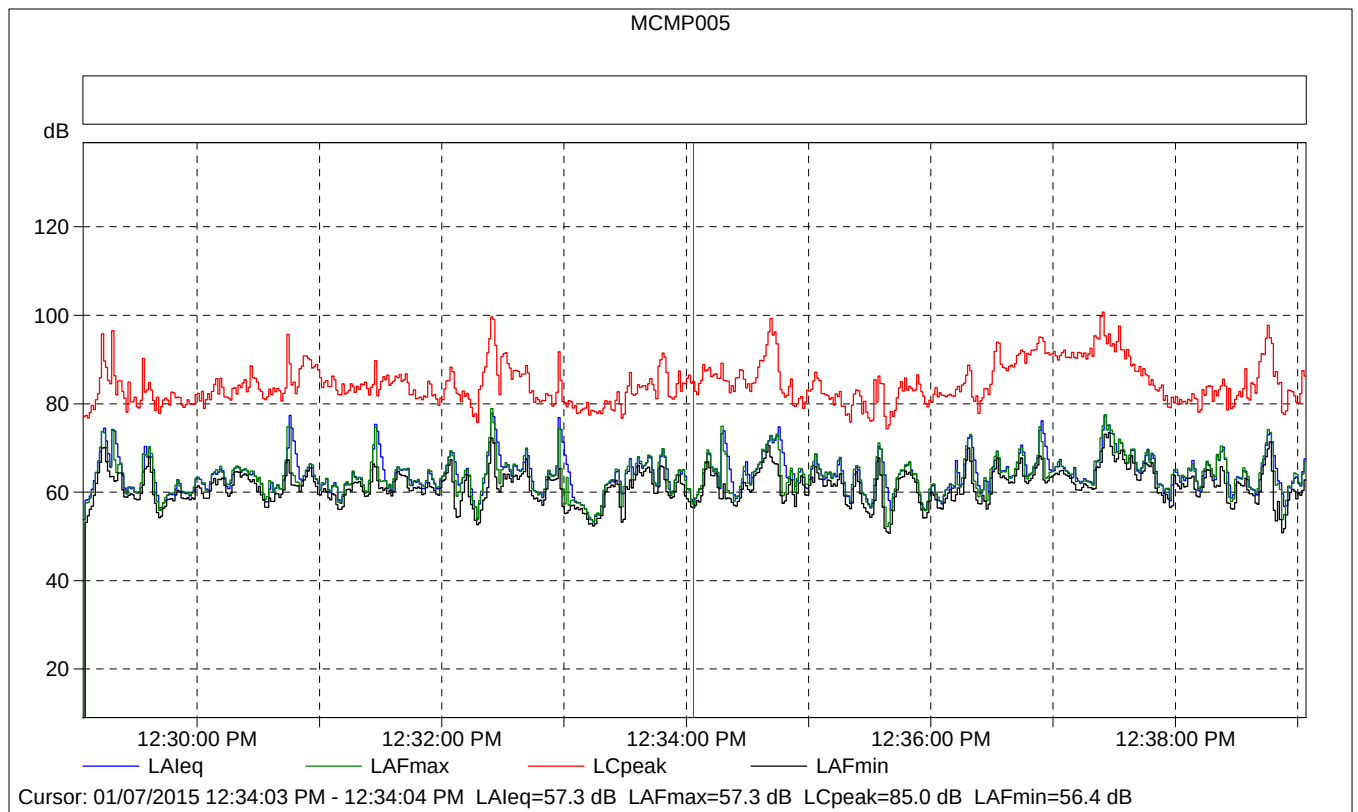
|                   |  |                        |
|-------------------|--|------------------------|
| Calibration Time: |  | 01/06/2015 16:26:30    |
| Calibration Type: |  | External reference     |
| Sensitivity:      |  | 66.7533949017525 mV/Pa |

MCMP005

|       | Start time  | End time    | Elapsed time | Overload [%] | L <sub>Aeq</sub> [dB] | L <sub>A</sub> F <sub>max</sub> [dB] | L <sub>A</sub> F <sub>min</sub> [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  |              |              |                       |                                      |                                      |



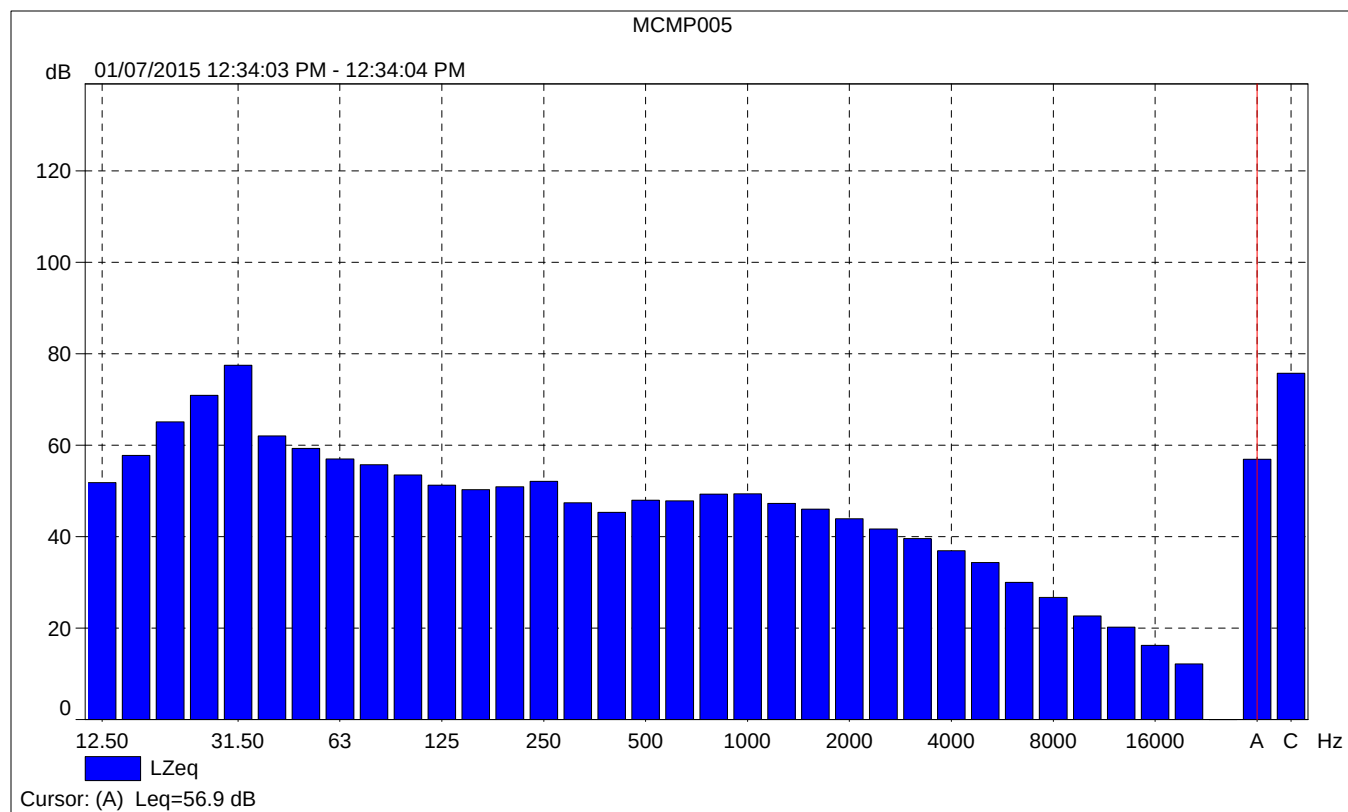


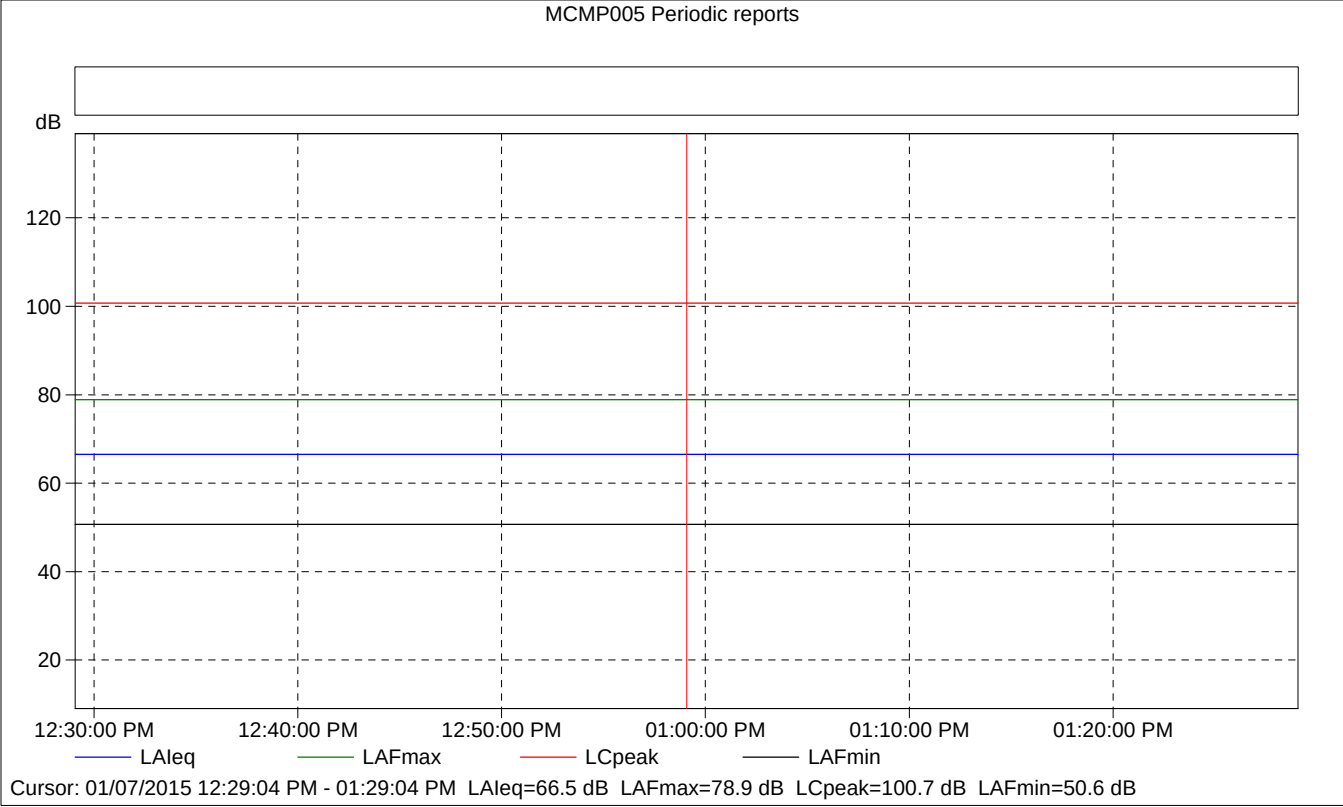


## MCMP005

|       | 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  |              |           |             |             |





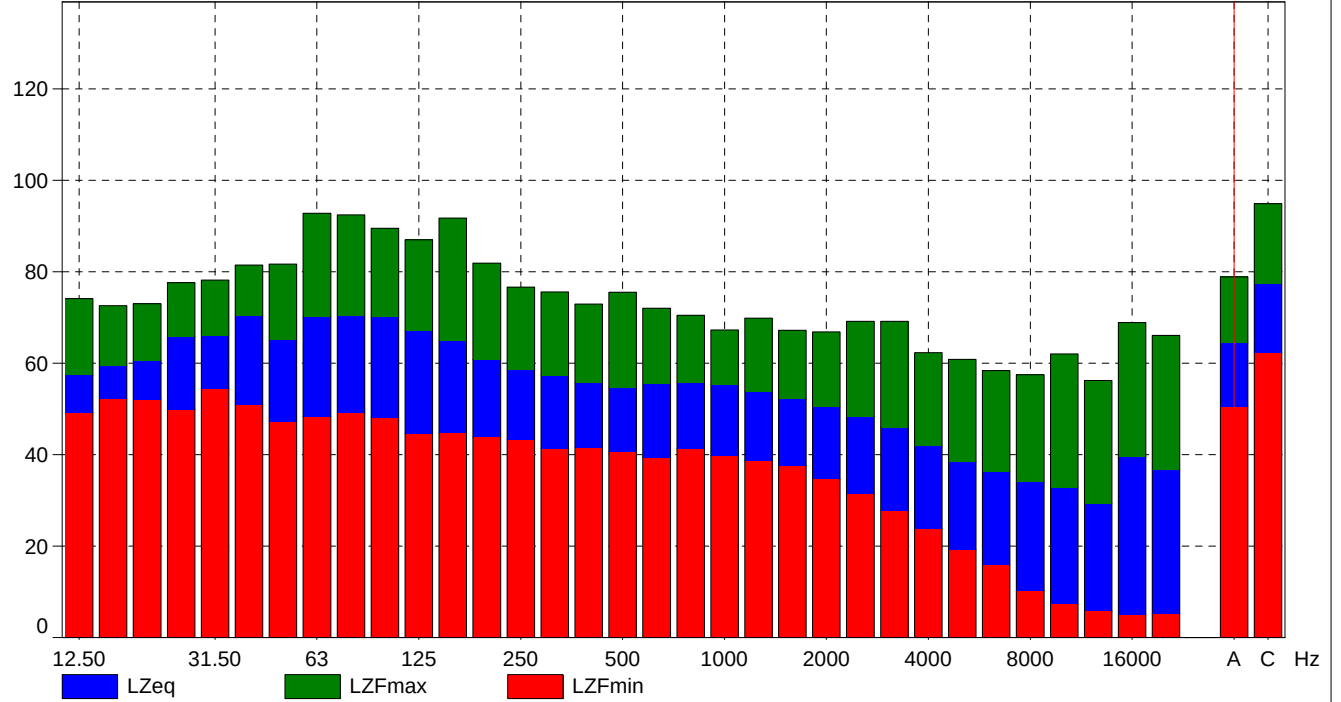


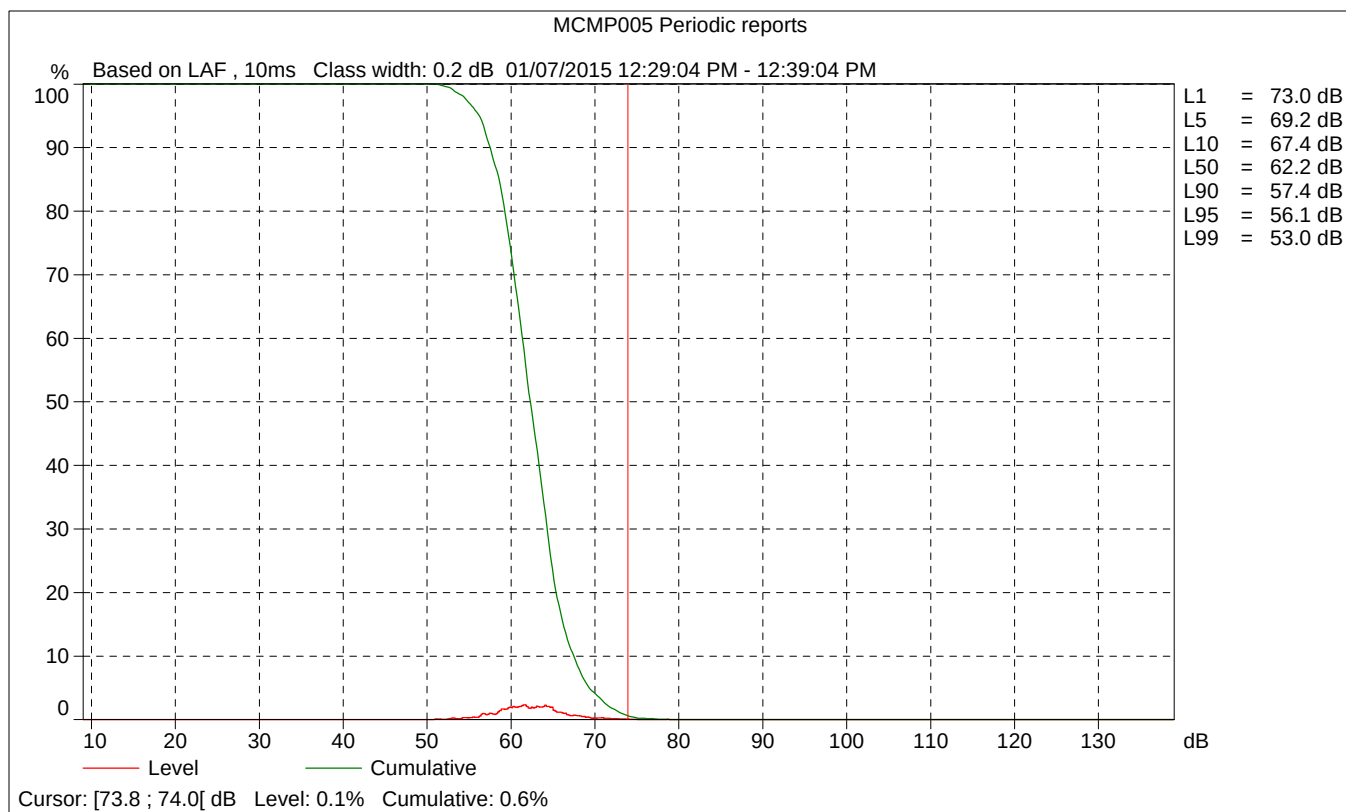
MCMP005 Periodic reports

|       | Start time  | Elapsed time | Overload [%] | LAeq [dB] | LAFmax [dB] | LAFmin [dB] |
|-------|-------------|--------------|--------------|-----------|-------------|-------------|
| Value |             |              | 0.00         | 66.5      | 78.9        | 50.6        |
| Time  | 12:29:04 PM | 0:10:00      |              |           |             |             |
| Date  | 01/07/2015  |              |              |           |             |             |

MCMP005 Periodic reports

dB 01/07/2015 12:29:04 PM - 12:39:04 PM





| <b>Site Number:</b> 3                                                                                                                                                |           |           |           |
|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|-----------|-----------|-----------|
| <b>Recorded By:</b> Alesia Hsiao                                                                                                                                     |           |           |           |
| <b>Job Number:</b> 138142                                                                                                                                            |           |           |           |
| <b>Date:</b> 01/07/15                                                                                                                                                |           |           |           |
| <b>Time:</b> 12:51 p.m.                                                                                                                                              |           |           |           |
| <b>Location:</b> Cul-de-sac of E. Gleason Street.                                                                                                                    |           |           |           |
| <b>Source of Peak Noise:</b> 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.         | <b>Duration:</b> 10minutes        |              |                                         | <b>Sky:</b> ☀ Sunny             |                                 |      |
|              | <b>Note:</b> dBA Offset = 0.01    |              |                                         | <b>Sensor Height (ft):</b> 5 ft |                                 |      |
|              | <b>Wind Ave Speed (mph / m/s)</b> |              | <b>Temperature (degrees Fahrenheit)</b> |                                 | <b>Barometer Pressure (hPa)</b> |      |
|              | < 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  |
| End Time:        |  | 01/07/2015 13:01:58  |
| 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         |

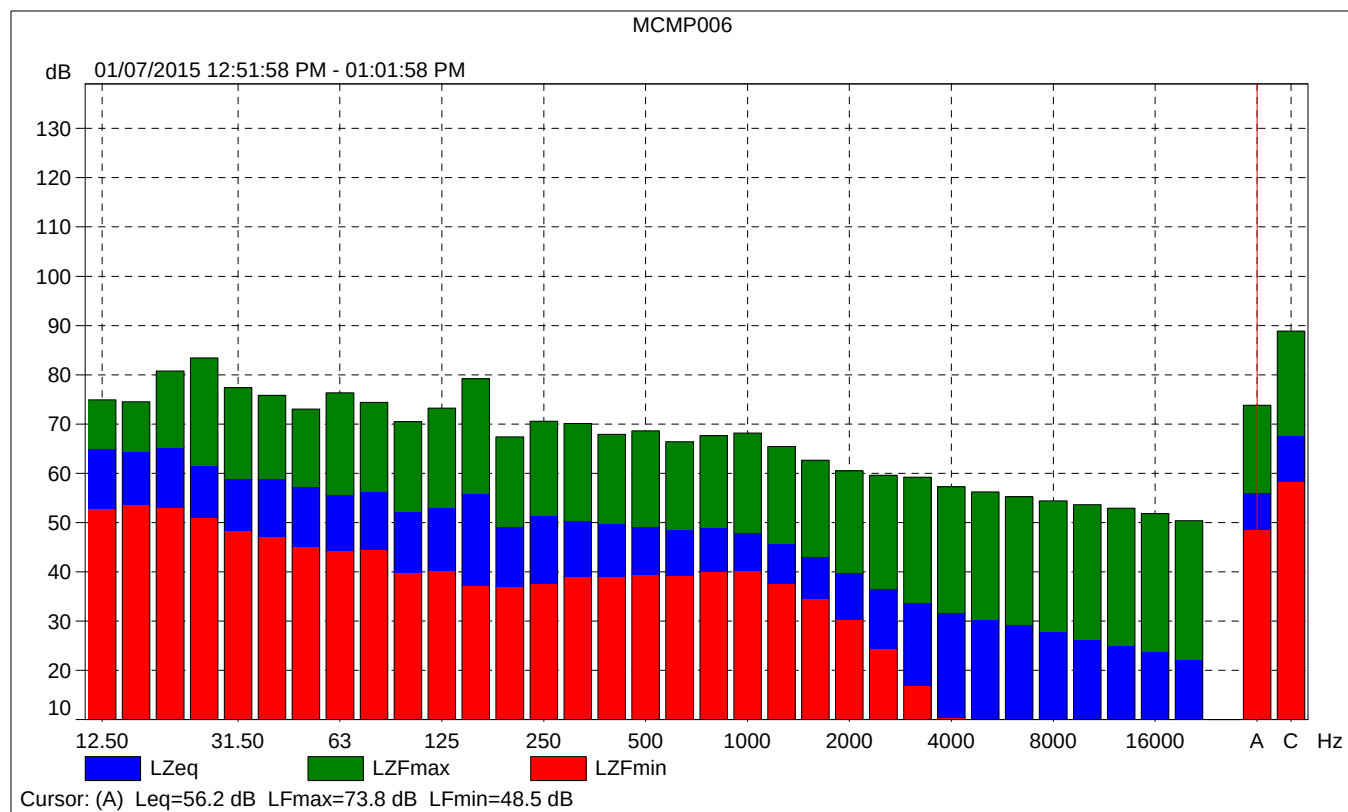
|                           |  |            |
|---------------------------|--|------------|
| Instrument Serial Number: |  | 2548189    |
| Microphone Serial Number: |  | 11111      |
| Input:                    |  | Top Socket |
| Windscreen Correction:    |  | None       |
| Sound Field Correction:   |  | Free-field |

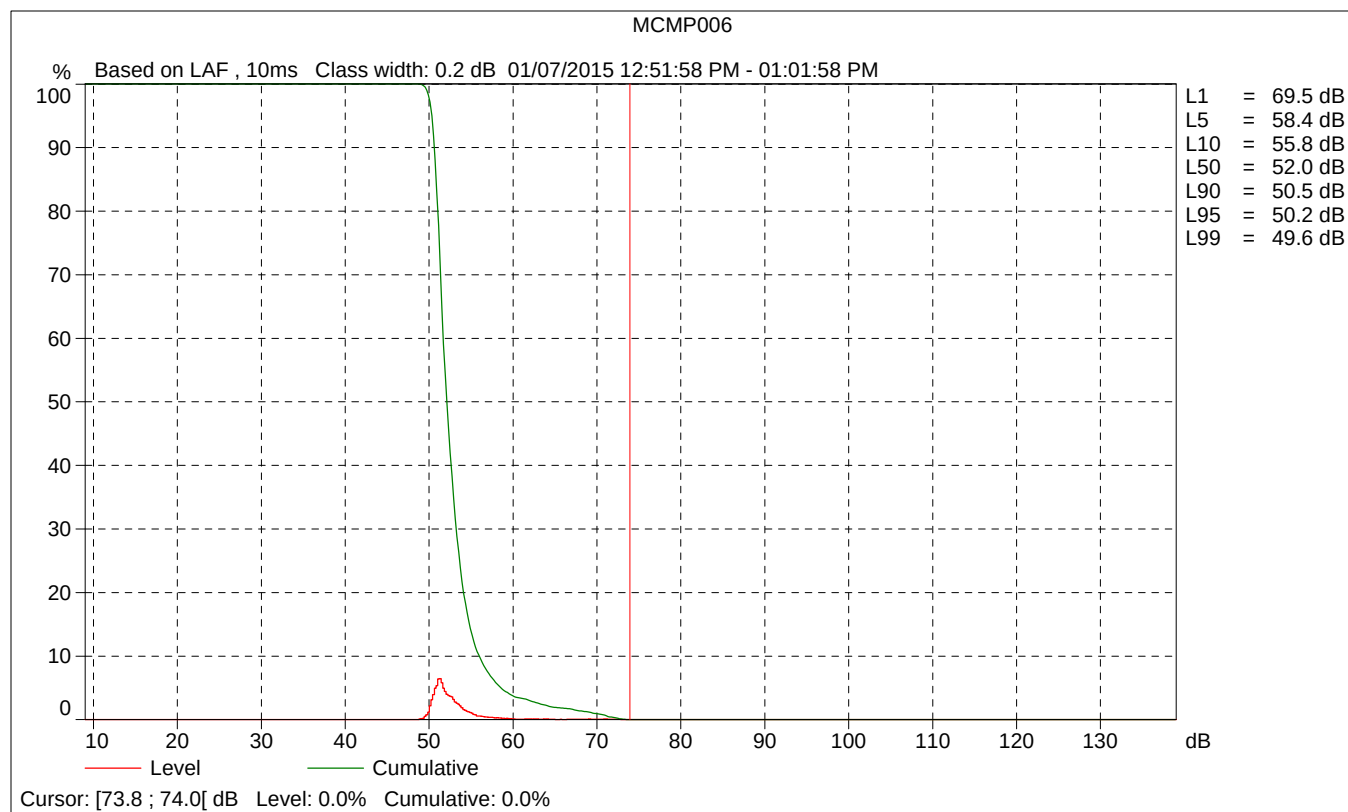
|                   |  |                        |
|-------------------|--|------------------------|
| Calibration Time: |  | 01/06/2015 16:26:30    |
| Calibration Type: |  | External reference     |
| Sensitivity:      |  | 66.7533949017525 mV/Pa |

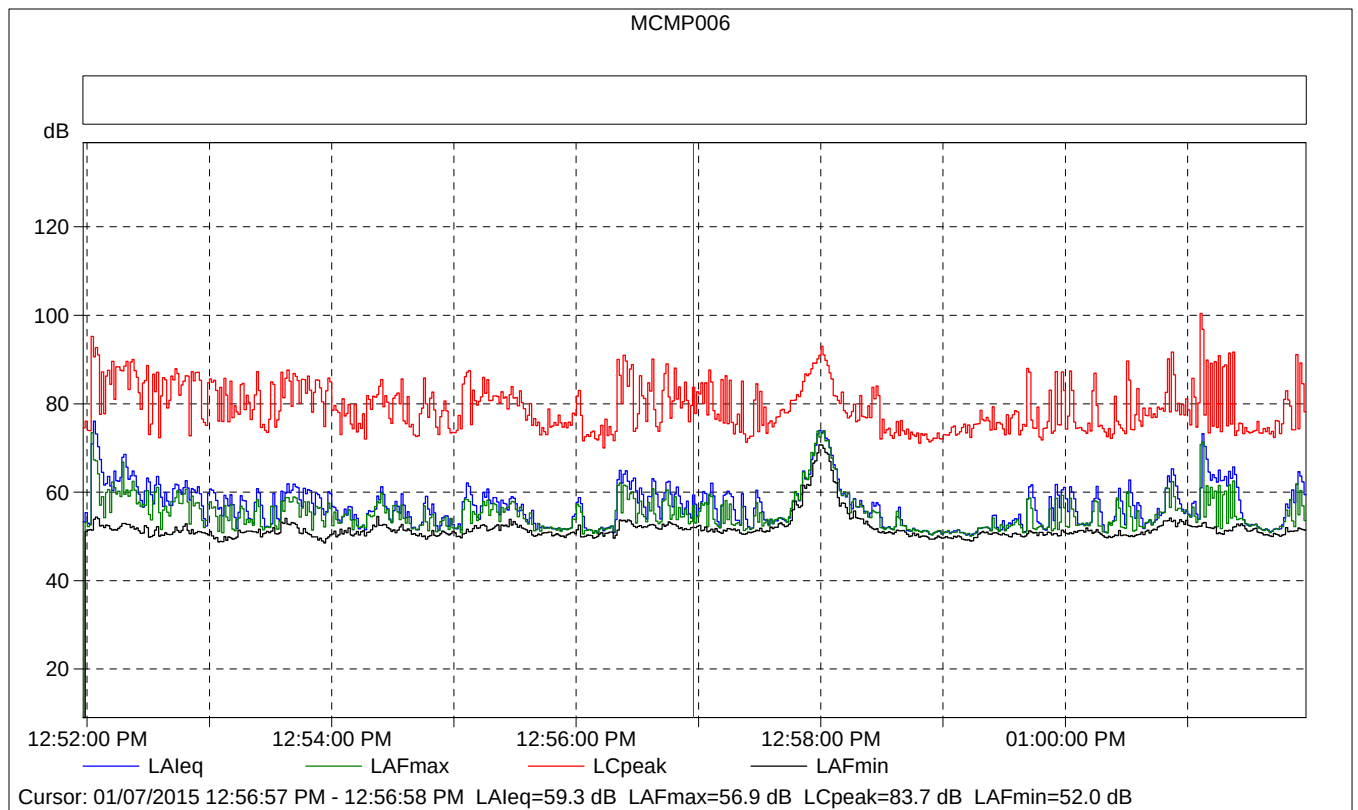
MCMP006

|       | Start time  | End time    | Elapsed time | Overload [%] | LAeq [dB] | LAFmax [dB] | LAFmin [dB] |
|-------|-------------|-------------|--------------|--------------|-----------|-------------|-------------|
| Value |             |             |              | 0.00         | 56.2      | 73.8        | 48.5        |
| Time  | 12:51:58 PM | 01:01:58 PM | 0:10:00      |              |           |             |             |
| Date  | 01/07/2015  | 01/07/2015  |              |              |           |             |             |



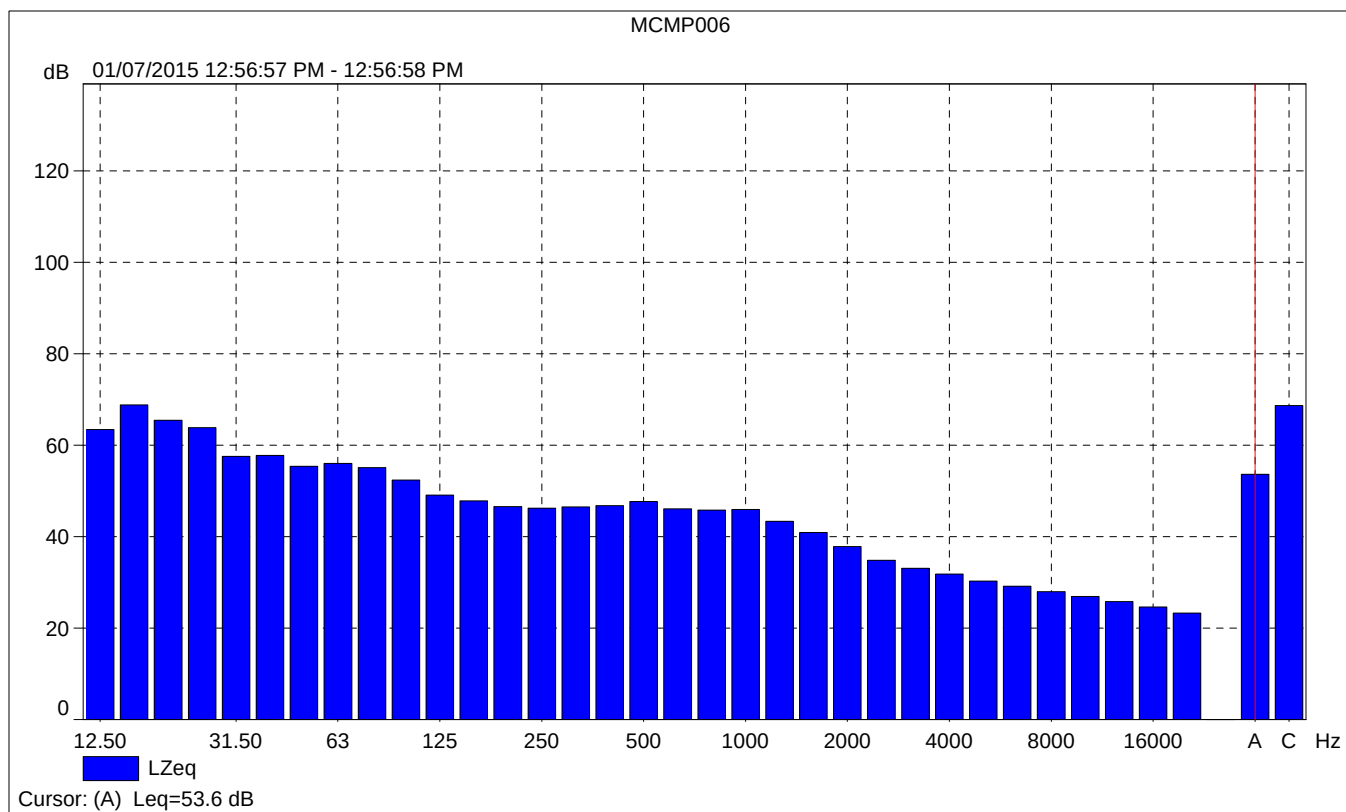


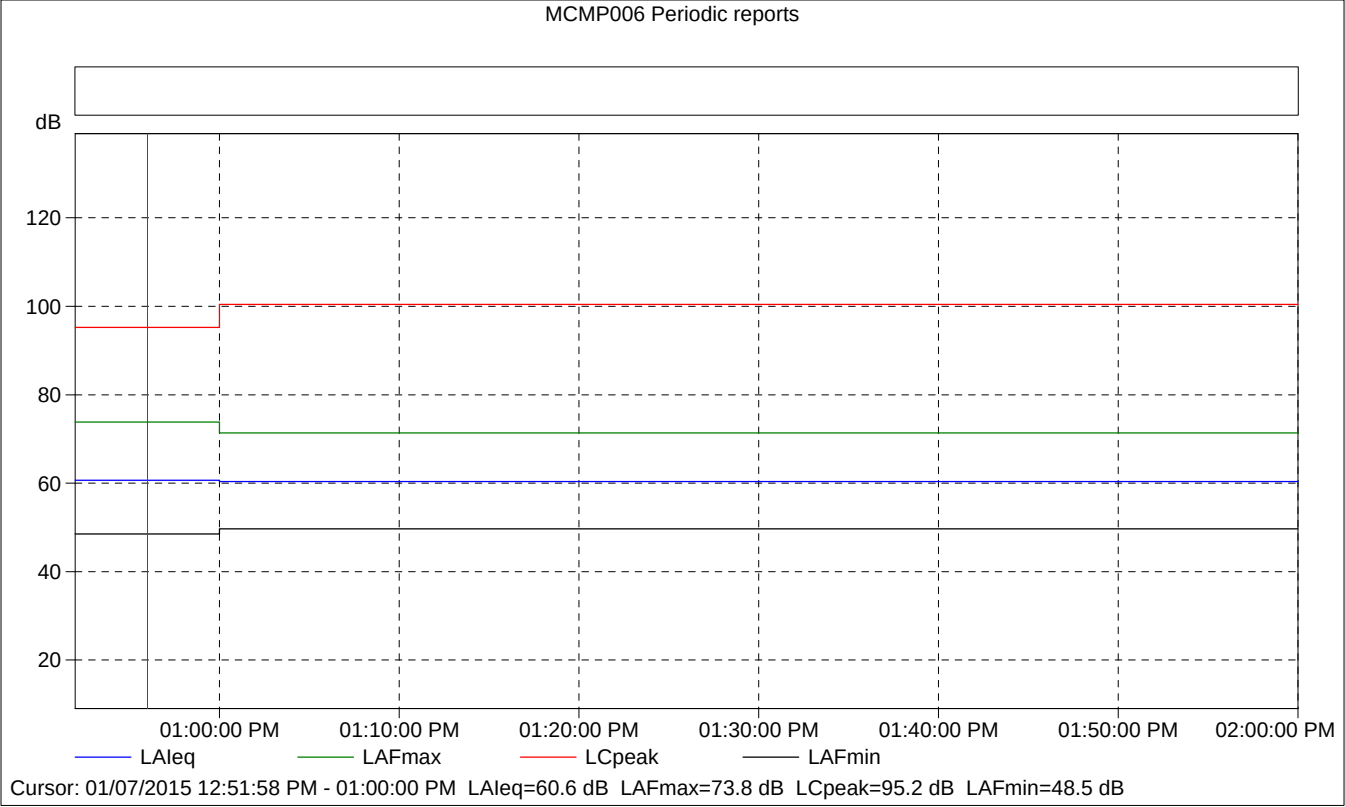




## MCMP006

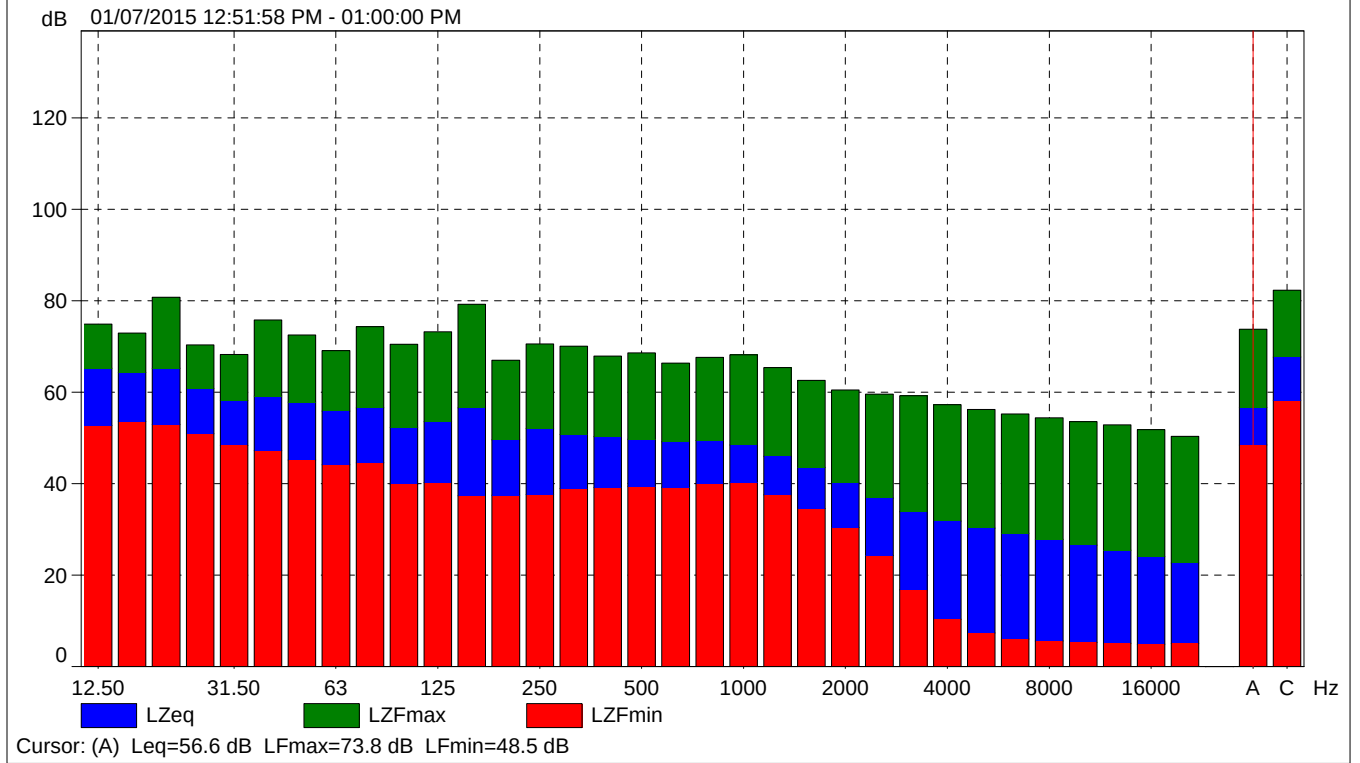
|       | Start time  | Elapsed time | LAeq [dB] | LAFmax [dB] | LAFmin [dB] |
|-------|-------------|--------------|-----------|-------------|-------------|
| Value |             |              | 59.3      | 56.9        | 52.0        |
| Time  | 12:56:57 PM | 0:00:01      |           |             |             |
| Date  | 01/07/2015  |              |           |             |             |





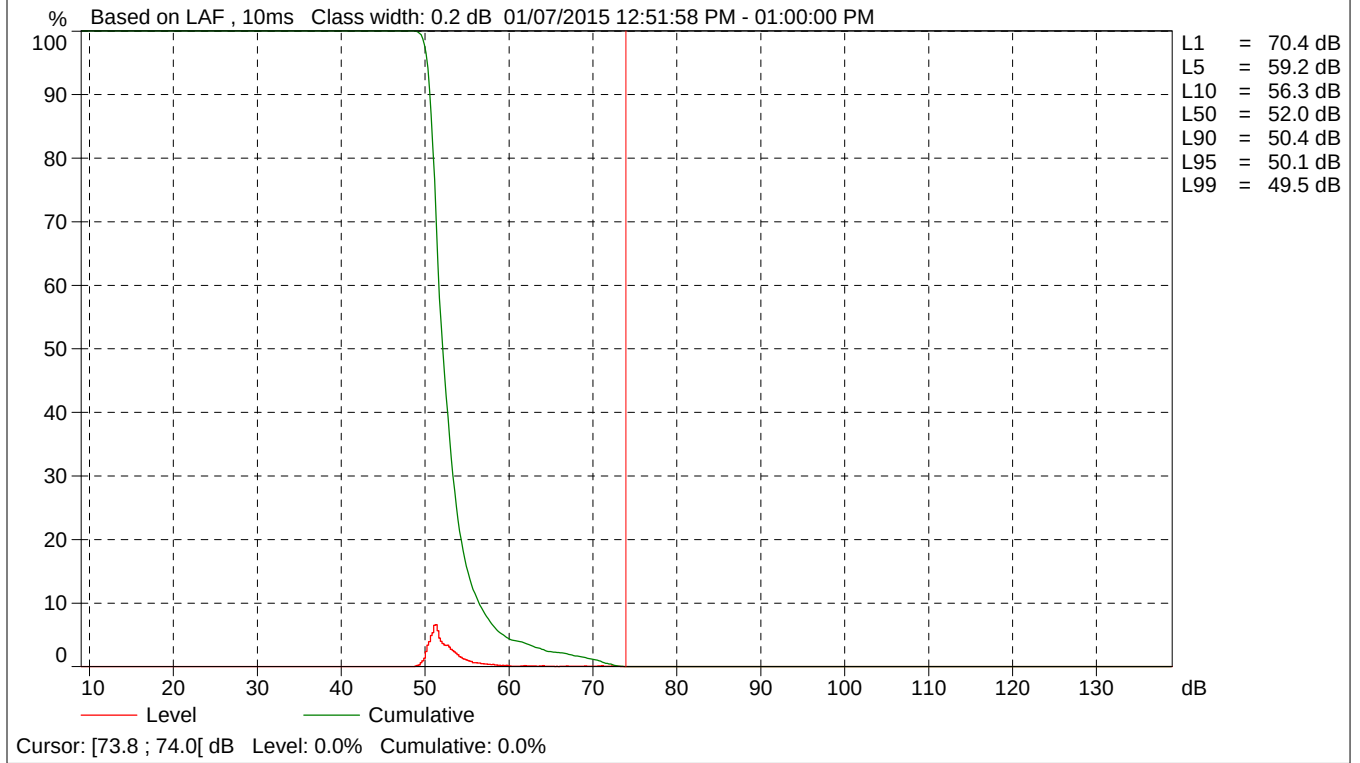
MCMP006 Periodic reports

|       | Start time  | Elapsed time | Overload [%] | LAeq [dB] | LAFmax [dB] | LAFmin [dB] |
|-------|-------------|--------------|--------------|-----------|-------------|-------------|
| Value |             |              | 0.00         | 60.6      | 73.8        | 48.5        |
| 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

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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 <sup>[1]</sup> | Jurisdiction <sup>[2]</sup> |                    |
|----|---------------------------|--------------------------------|-----------------------------|--------------------|
|    |                           |                                | City of Monterey Park       | City of Montebello |
| 1  | Isabella Ave/Riggin St    | CSS                            | <b>XX</b>                   |                    |
| 2  | Isabella Ave/Fernfield Dr | AWS                            | <b>XX</b>                   |                    |
| 3  | Garfield Ave/Floral Dr    | CSS                            | <b>XX</b>                   |                    |
| 4  | Garfield Ave/Riggin St    | TS                             | <b>XX</b>                   |                    |
| 5  | Garfield Ave/Fernfield Dr | CSS                            | <b>XX</b>                   |                    |
| 6  | Garfield Ave/Pomona Blvd  | TS                             | <b>XX</b>                   | X                  |
| 7  | Garfield Ave/Via Campo    | TS                             |                             | <b>XX</b>          |
| 8  | Wilcox Ave/Riggin St      | AWS                            | <b>XX</b>                   |                    |
| 9  | Wilcox Ave/Pomona Blvd    | TS                             | <b>XX</b>                   | X                  |
| 10 | Wilcox Ave/Via Campo      | TS                             |                             | <b>XX</b>          |

[1] CSS = Cross-Street Stop; AWS = All-Way Stop; TS = Traffic Signal.

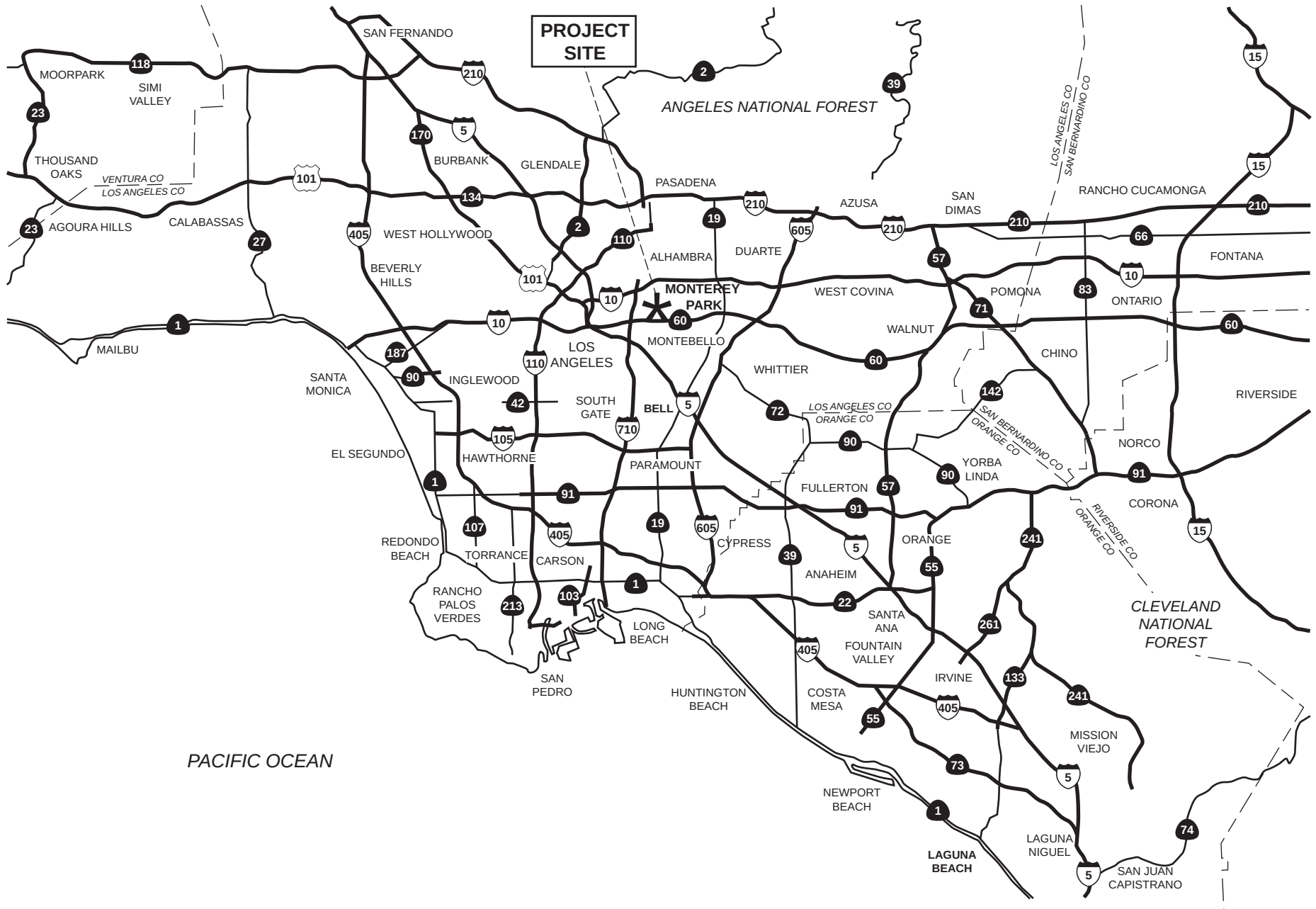
[2] Jurisdiction and corresponding thresholds of significance under which the study intersection is analyzed is shown in bold "XX".

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.

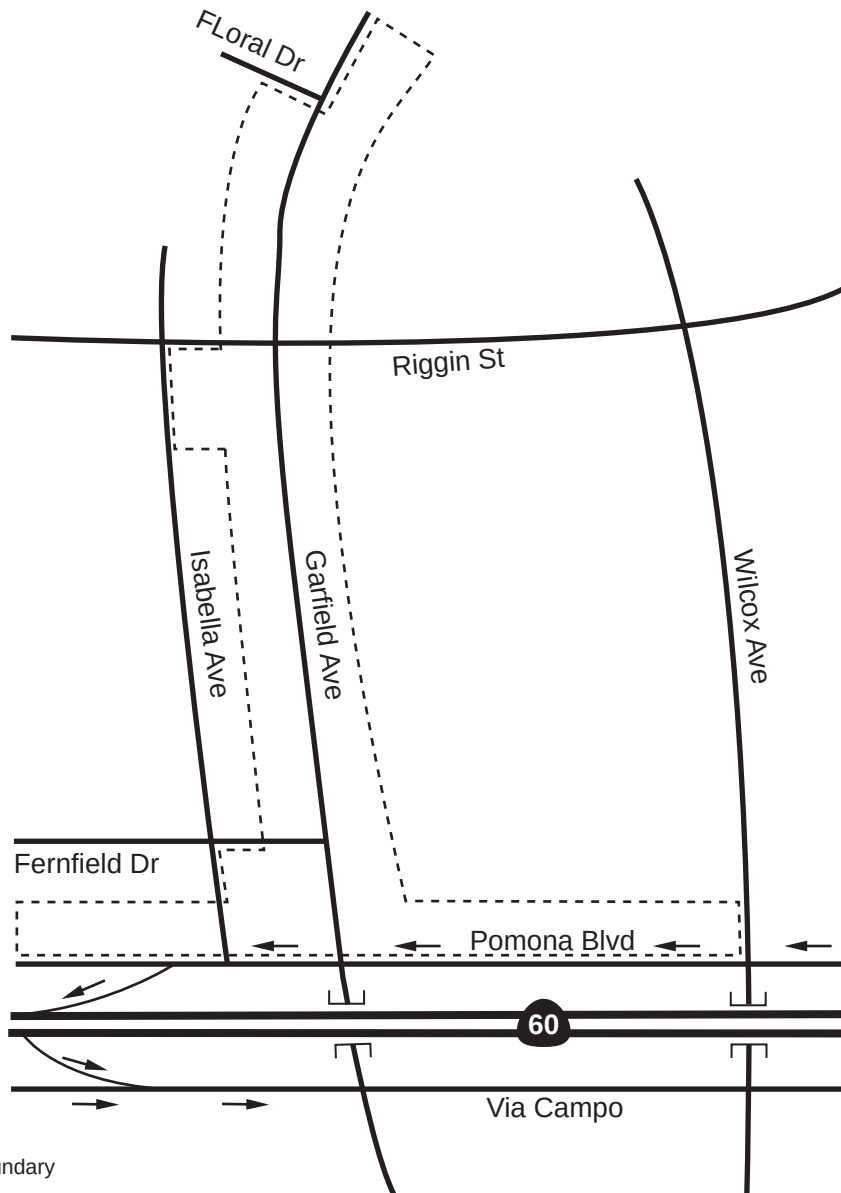
### Analysis Scenarios

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.



Not to Scale



Legend:

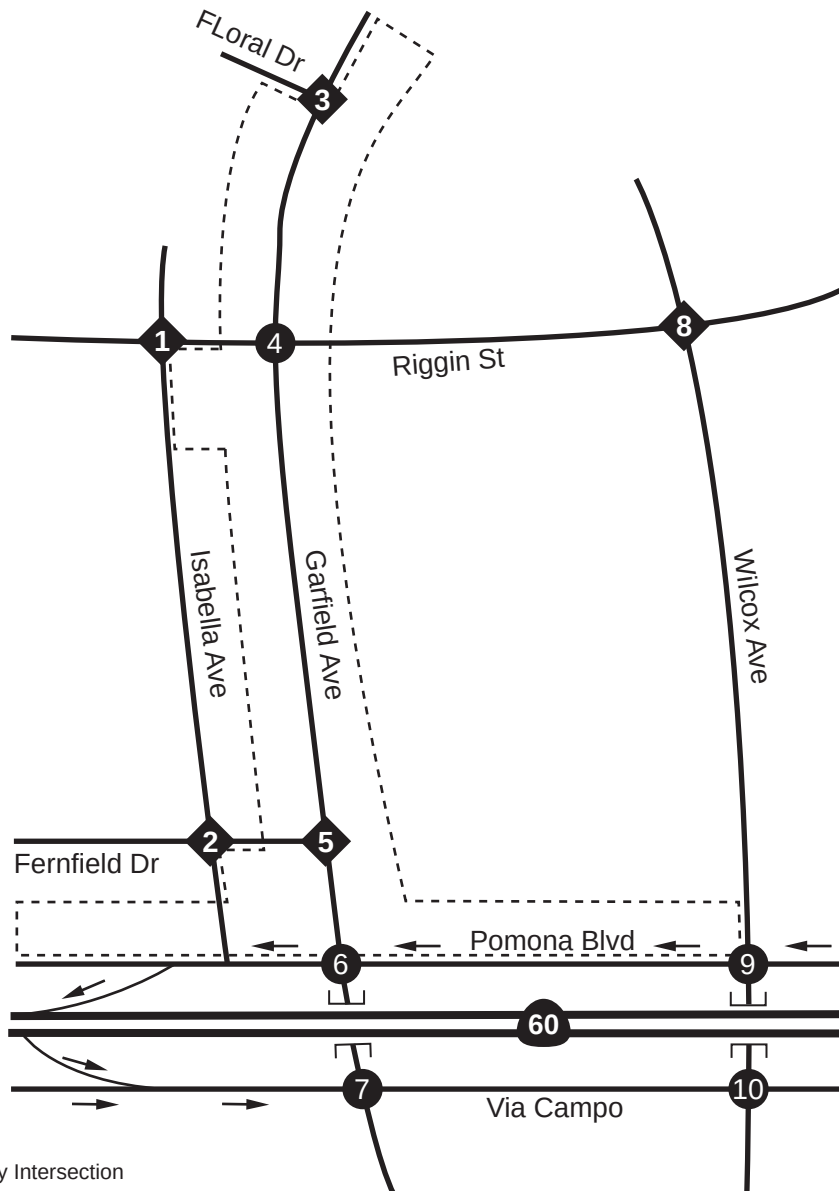
---- Project Site Boundary

← 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:<br>ICU Methodology <sup>[1]</sup> | Stop-Controlled Intersection:<br>HCM Methodology <sup>[2]</sup> |
|------------------|------------------------------------------------------------|-----------------------------------------------------------------|
|                  | Volume to Capacity<br>(V/C) Ratio                          | Control Delay<br>(seconds/vehicle)                              |
| A                | ≤ 0.60                                                     | ≤ 10.0                                                          |
| B                | 0.61 to ≤ 0.70                                             | > 10.0 to ≤ 15.0                                                |
| C                | 0.71 to ≤ 0.80                                             | > 15.0 to ≤ 25.0                                                |
| D                | 0.81 to ≤ 0.90                                             | > 25.0 to ≤ 35.0                                                |
| E                | 0.91 to ≤ 1.00                                             | > 35.0 to ≤ 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.

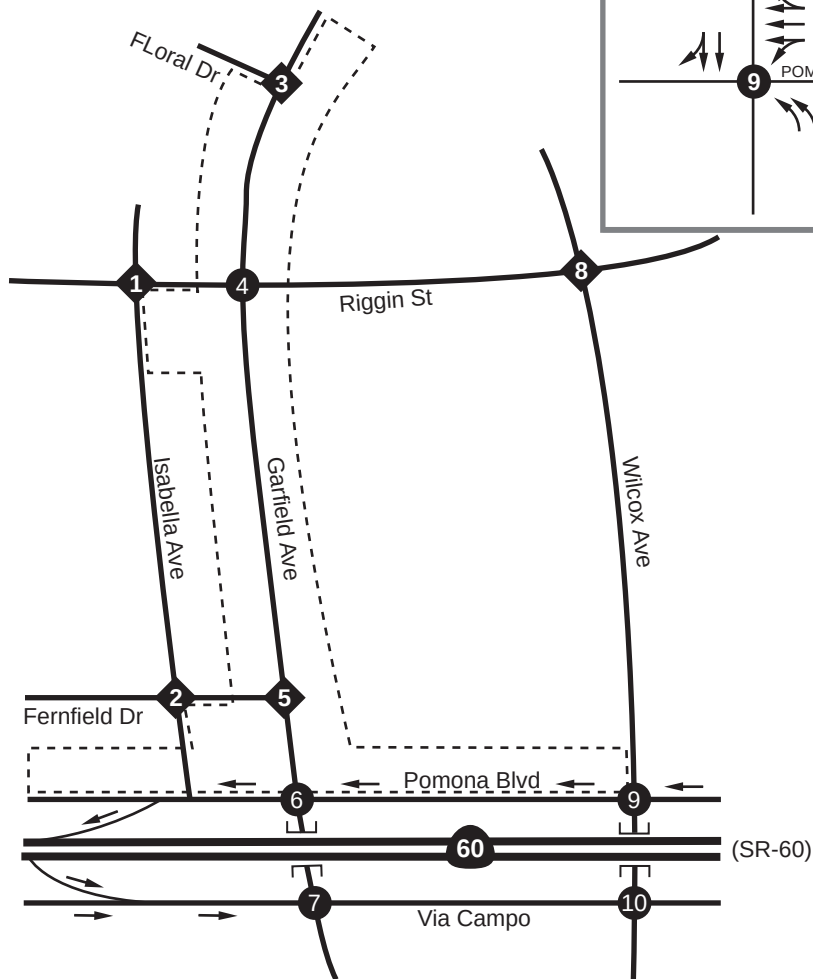
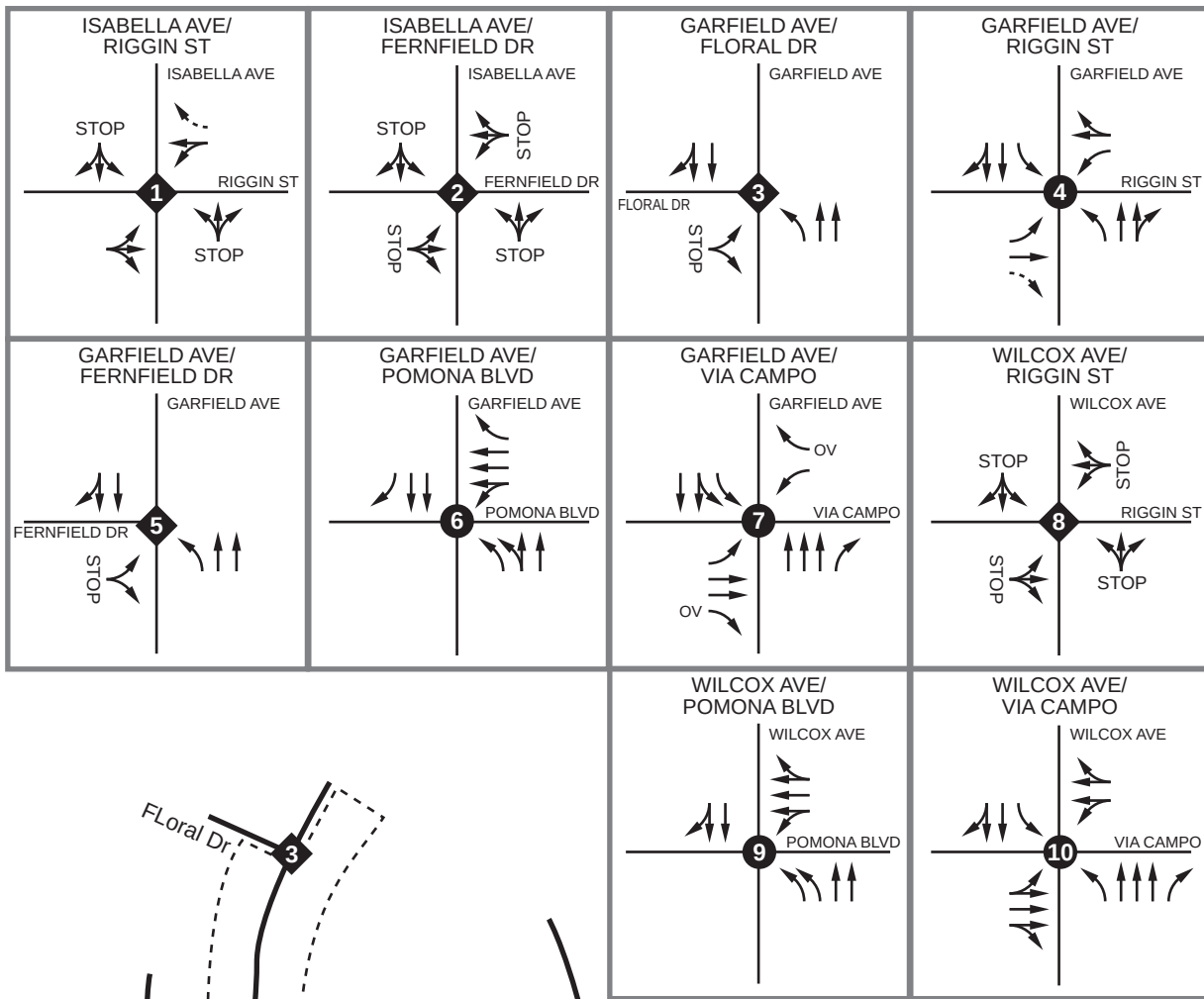
**Table 3**  
**Existing Conditions**  
**AM & PM Peak Hour Study Intersection LOS**

| Signalized Study Intersection      | V/C – LOS <sup>[1]</sup>   |              |
|------------------------------------|----------------------------|--------------|
|                                    | 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 <sup>[2]</sup> |              |
|                                    | 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.

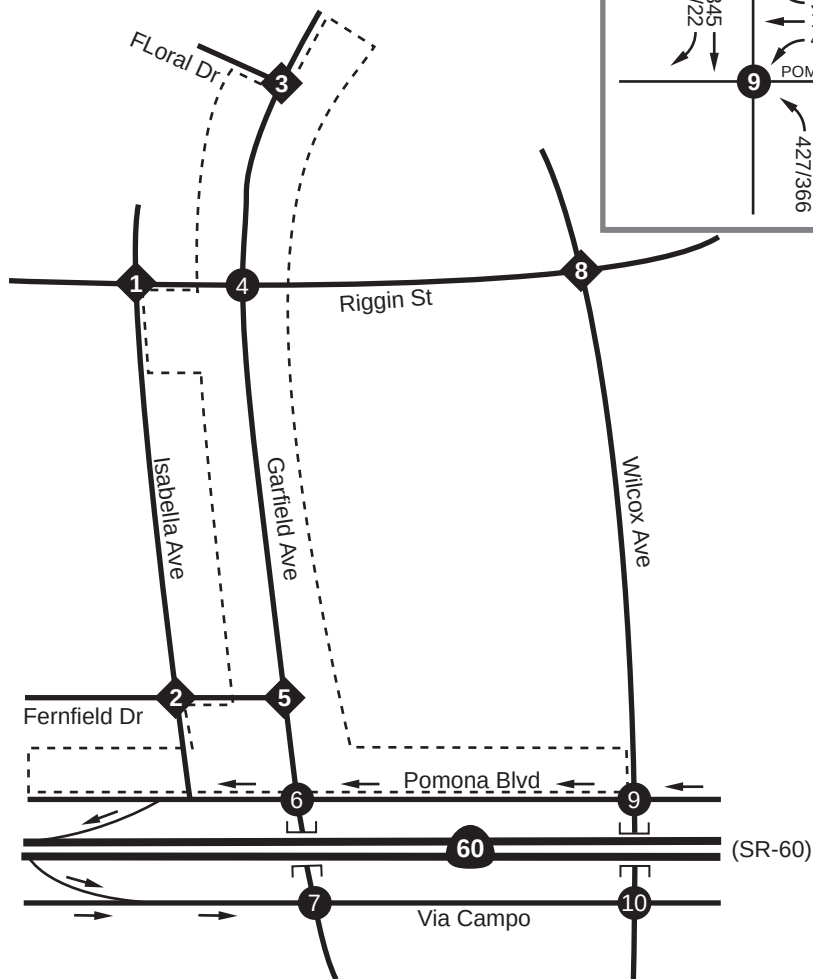
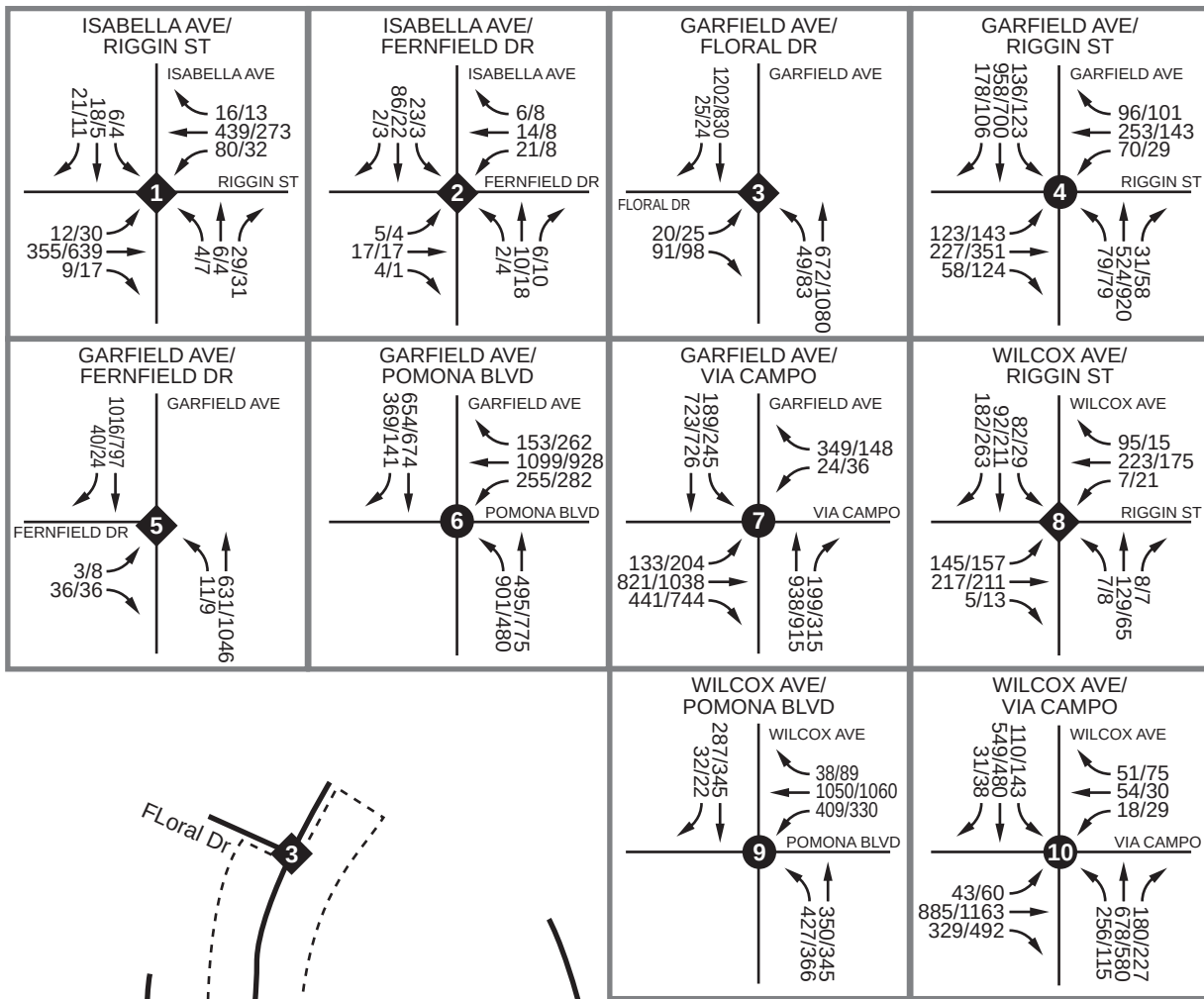


Legend:

- 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
- 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<br>Land<br>Use<br>Code | Units <sup>[1]</sup> | Trip Generation Rates <sup>[2]</sup> |      |       |              |      |       |       |
|------------------------------------|----------------------------|----------------------|--------------------------------------|------|-------|--------------|------|-------|-------|
|                                    |                            |                      | AM Peak Hour                         |      |       | PM Peak Hour |      |       | Daily |
|                                    |                            |                      | In                                   | Out  | Total | In           | Out  | Total |       |
| Specialty Retail                   | 826/820 <sup>[3]</sup>     | 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 <sup>[1]</sup>                                           | Trips Generated <sup>[2]</sup> |           |           |              |            |            |              |
|-------------------------------------------------------------------|--------------------------------|-----------|-----------|--------------|------------|------------|--------------|
|                                                                   | 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) <sup>[3]</sup> | -7                             | -4        | -11       | -45          | -57        | -102       | -487         |
| <b>Gross Project Trip Generation</b>                              | <b>59</b>                      | <b>36</b> | <b>95</b> | <b>86</b>    | <b>110</b> | <b>196</b> | <b>4,386</b> |
| <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          |
| <b>Net Project Trip Generation</b>                                | <b>58</b>                      | <b>33</b> | <b>91</b> | <b>83</b>    | <b>109</b> | <b>192</b> | <b>4,336</b> |

[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.

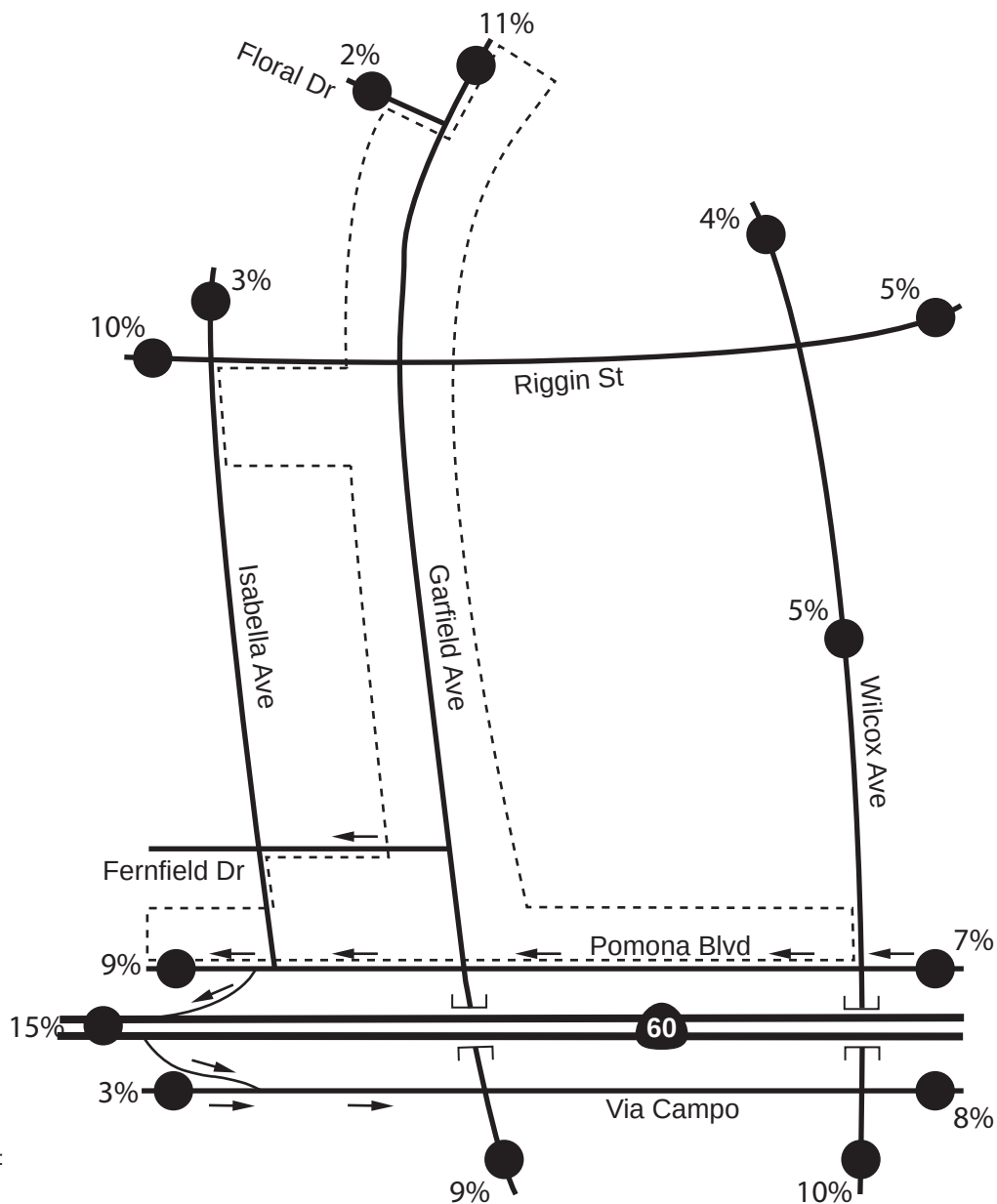
Exhibit 8 shows the corresponding assignment of project-generated a.m. peak hour and p.m. peak hour trips assuming the trip distribution patterns shown in Exhibit 7.



## Exhibit 6 Proposed Specific Plan Concept

South Garfield Village Specific Plan  
Traffic Impact Analysis

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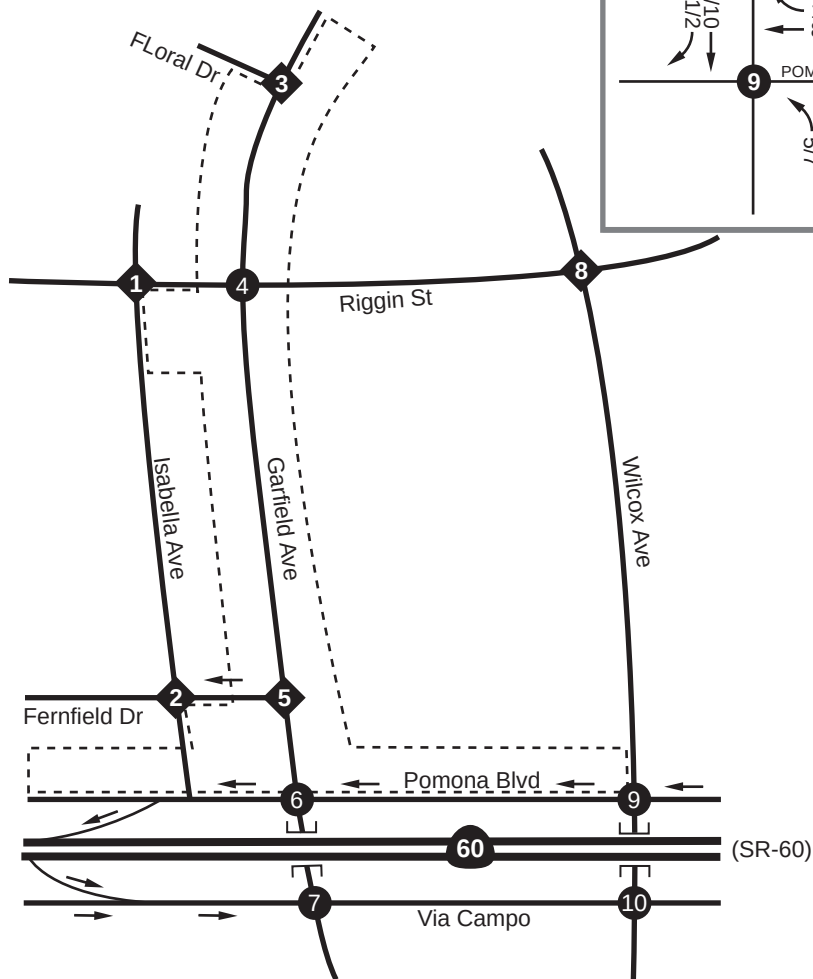
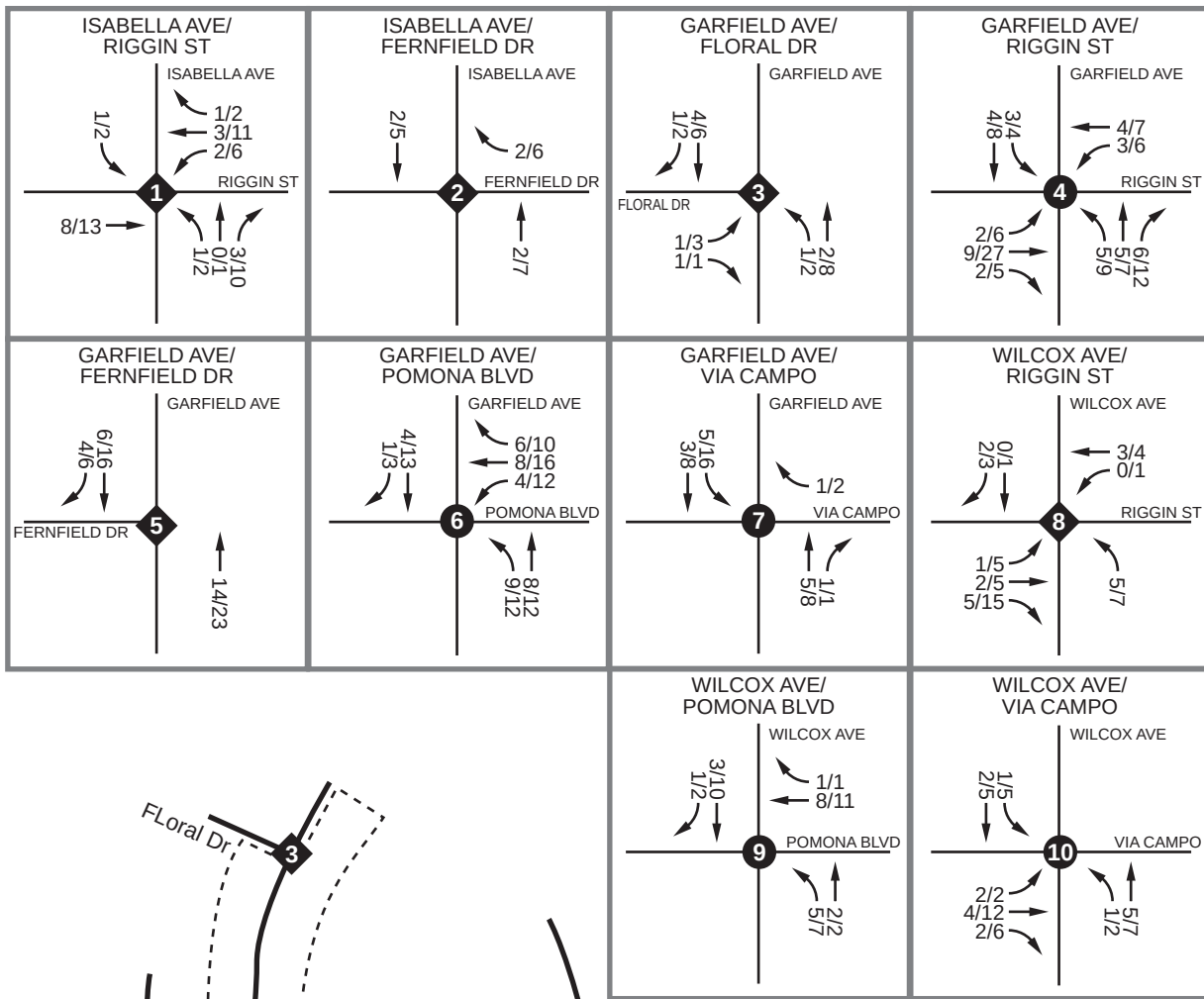


Legend:

- 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 <sup>[1]</sup> |              |              |              |              |              |               |
|--------------------------------------------------------------|--------------------------------|--------------|--------------|--------------|--------------|--------------|---------------|
|                                                              | 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) <sup>[2]</sup> | 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         |
| <b>Total Forecast Cumulative Project Trip Generation</b>     | <b>814</b>                     | <b>1,132</b> | <b>1,946</b> | <b>1,644</b> | <b>1,329</b> | <b>2,973</b> | <b>38,622</b> |

[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).

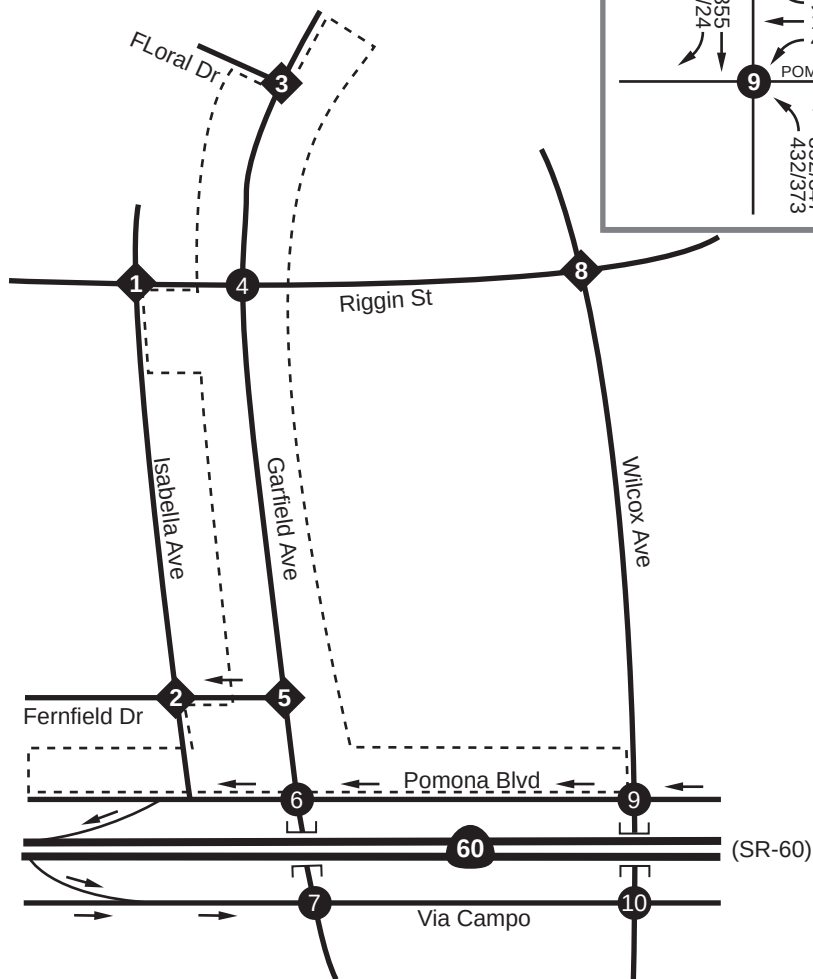
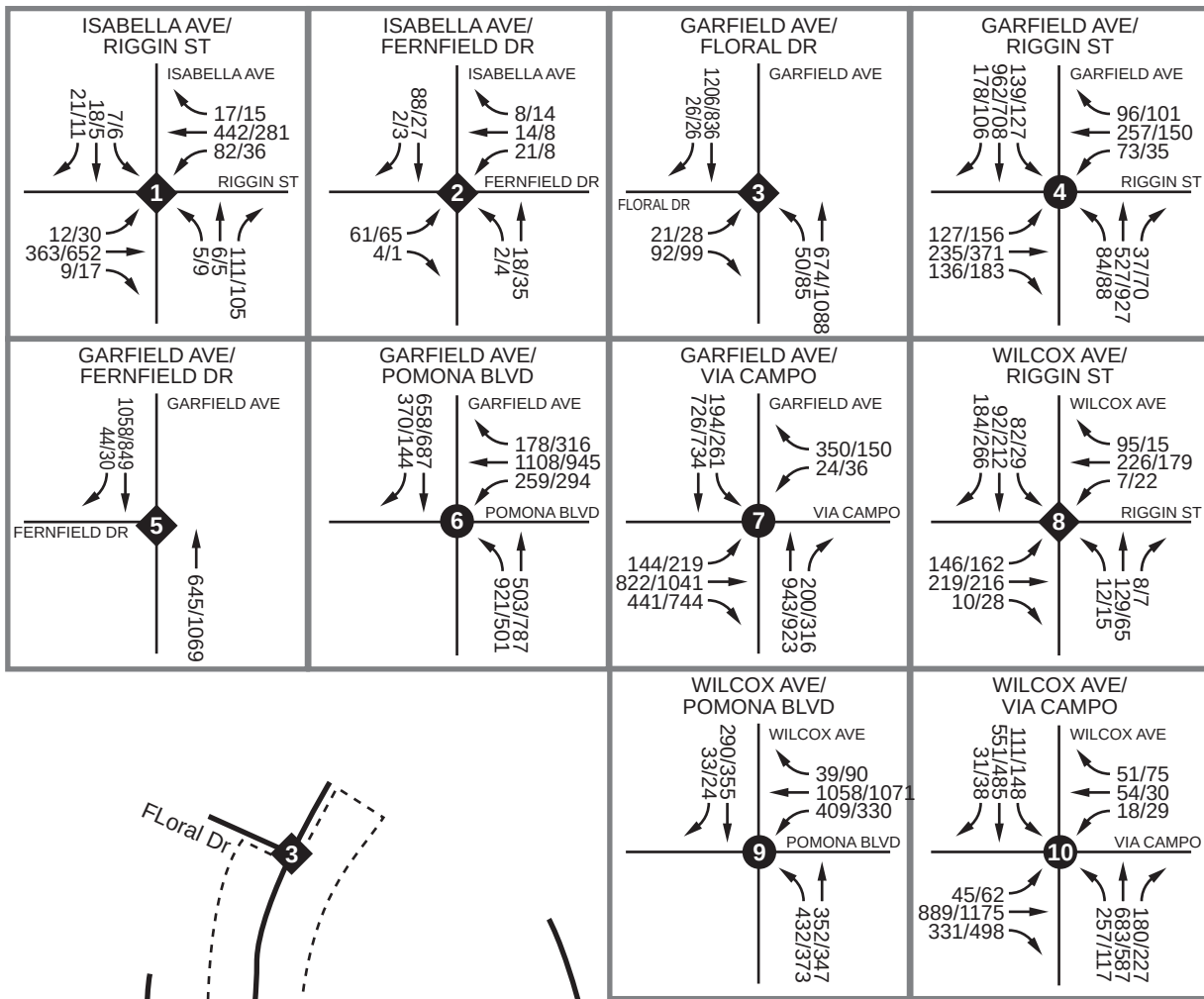
As shown in Table 6, the cumulative projects are forecast to generate approximately 38,622 daily trips, which includes approximately 1,946 a.m. peak hour trips and approximately 2,973 p.m. peak hour trips.

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.



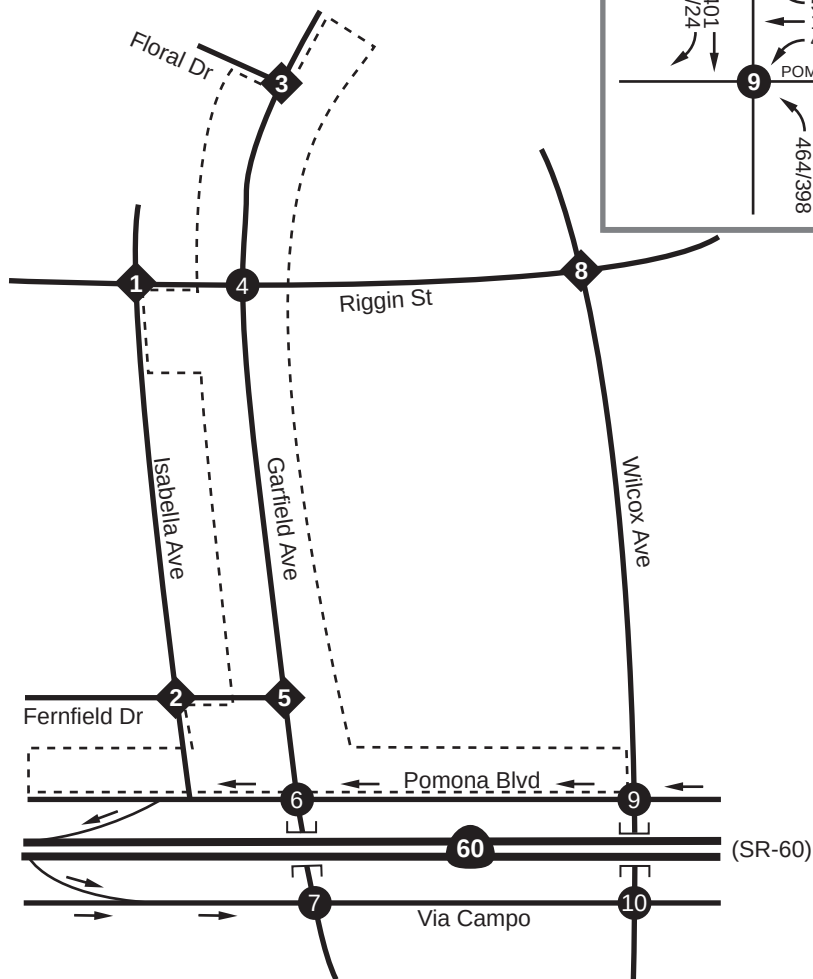
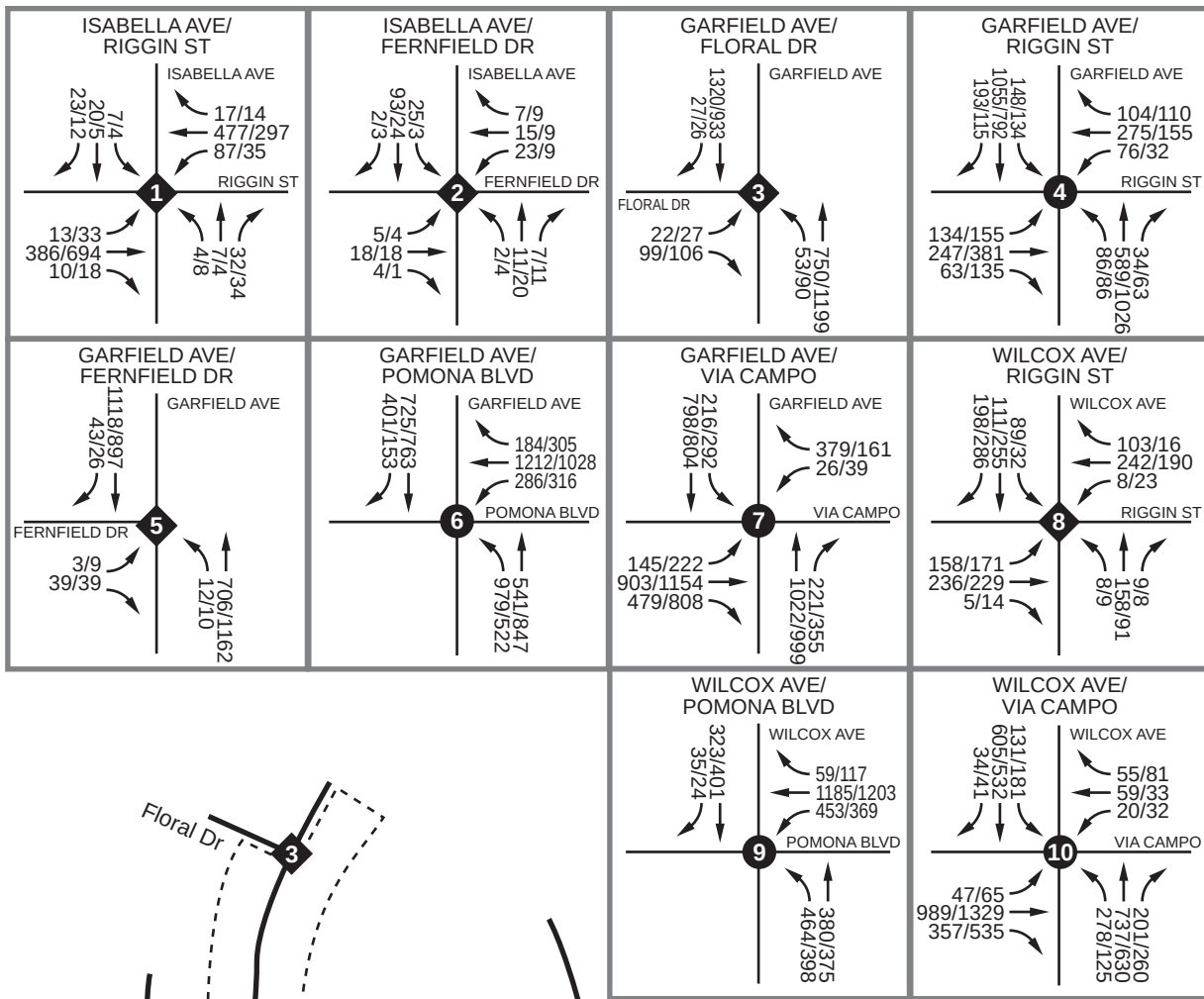


Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale

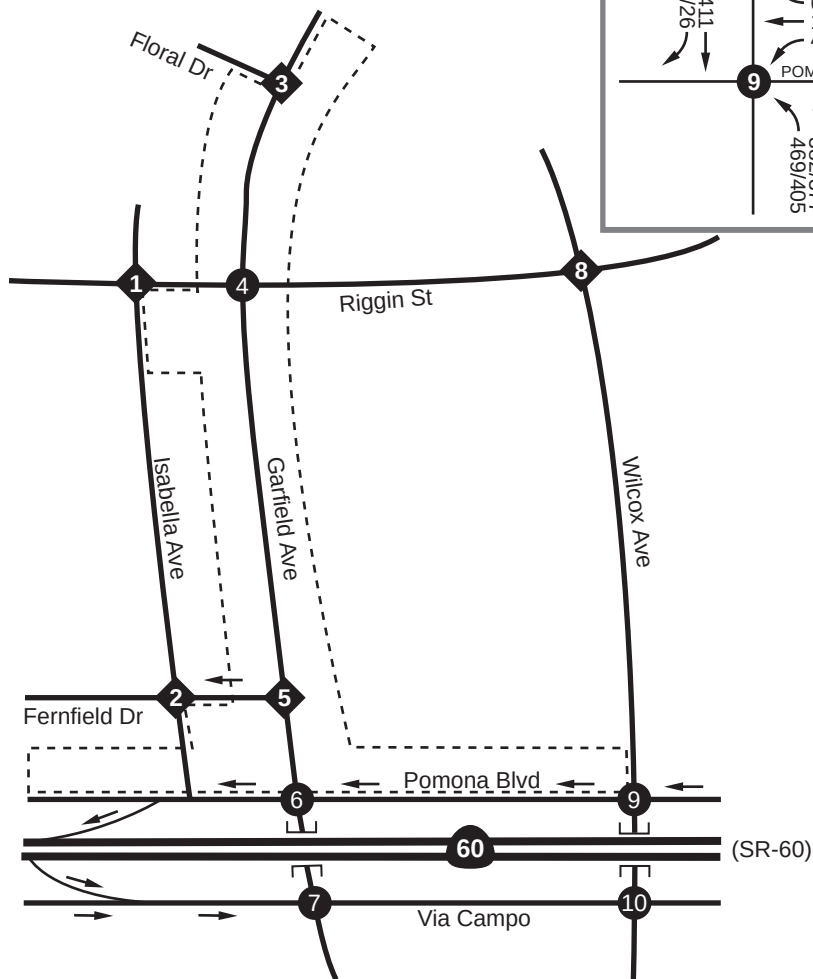
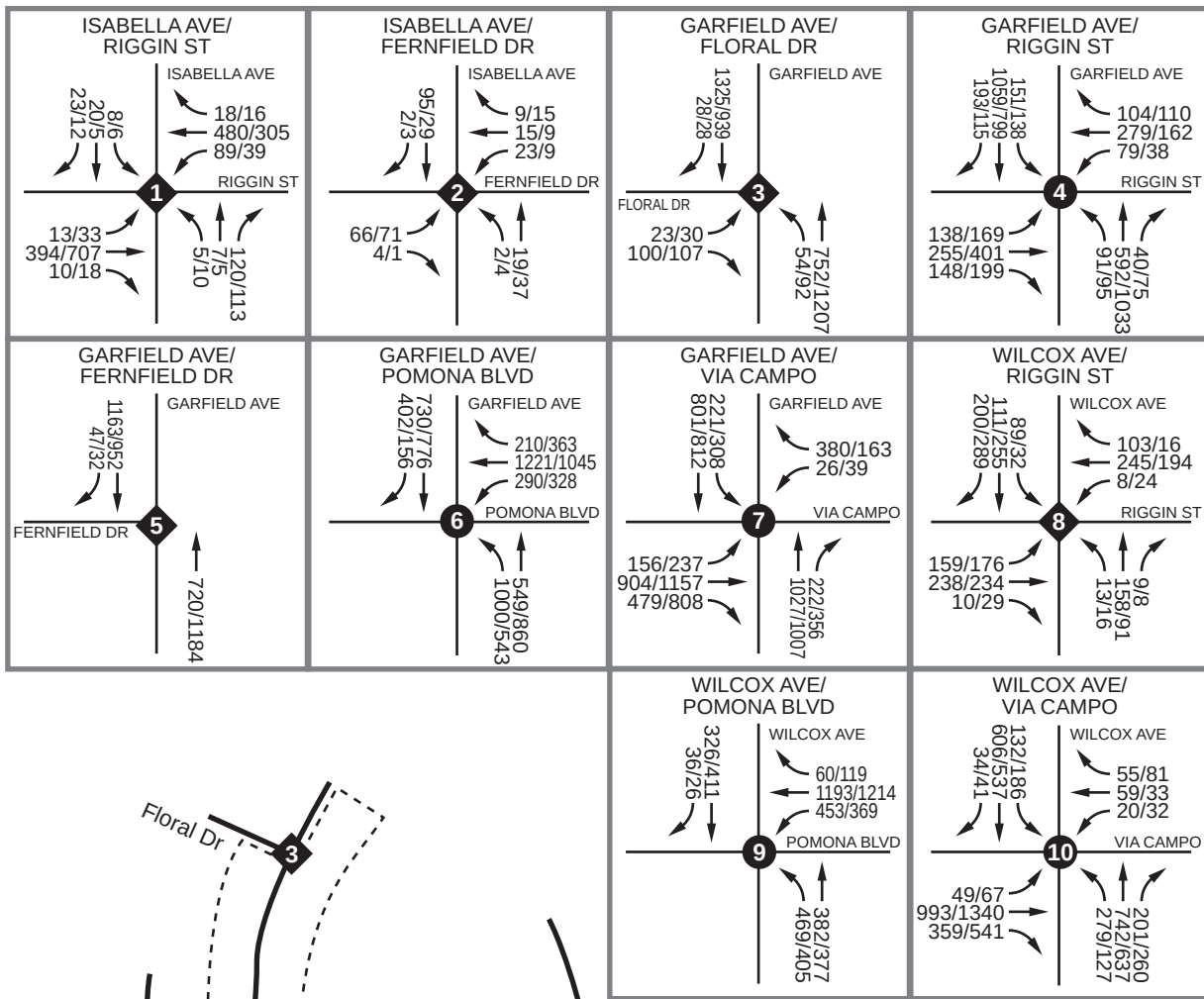


Legend:

-  Signalized Study Intersection
-  Unsignalized Study Intersection
-  Project Site Boundary
-  One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale



Legend:

- Signalized Study Intersection
- Unsignalized Study Intersection
- Project Site Boundary
- One-Way
- XX/YY AM/PM Peak Hour Volumes



Not to Scale

## 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 <sup>[1]</sup>   |              |                                  |              | 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 <sup>[2]</sup> |              |                                  |              | 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 <sup>[3]</sup>               | 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 <sup>[1]</sup>                         |              |                                               |              | 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 <sup>[2]</sup>                       |              |                                               |              | 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 <sup>[3]</sup>                            | 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

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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

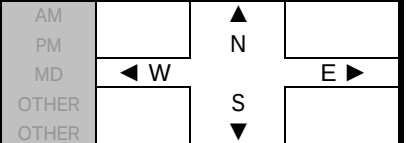
PREPARED BY: AimTD LLC. tel: 951 249 3226 [pacific@aimtd.com](mailto:pacific@aimtd.com)

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

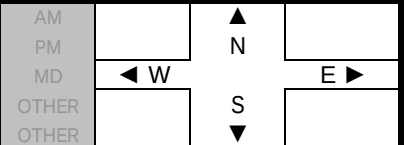
PREPARED BY: AimTD LLC. tel: 951 249 3226 [pacific@aimtd.com](mailto:pacific@aimtd.com)

DATE:  
Thu, Nov 13, 14

LOCATION: Monterey Park  
NORTH & SOUTH: Isabella  
EAST & WEST: Fernfield

PROJECT #: SC0497  
LOCATION #: 2  
CONTROL: Stop All Ways

NOTES:



|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    |       |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|
|        | Isabella   |    |    | Isabella   |    |    | Fernfield |    |    | Fernfield |    |    |       |
| LANES: | NL         | NT | NR | SL         | ST | SR | EL        | ET | ER | WL        | WT | WR | TOTAL |

|    |                |         |     |     |       |     |     |       |     |     |       |     |     |       |
|----|----------------|---------|-----|-----|-------|-----|-----|-------|-----|-----|-------|-----|-----|-------|
| 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% |       |
| PM | APP/DEPART     | 34      | /   | 42  | 201   | /   | 203 | 46    | /   | 69  | 62    | /   | 29  | 0     |
|    | 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    |
| PM | 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

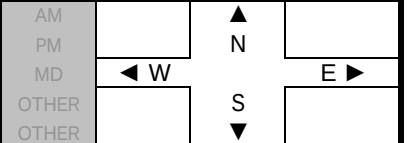
PREPARED BY: AimTD LLC. tel: 951 249 3226 [pacific@aimtd.com](mailto:pacific@aimtd.com)

DATE:  
Thu, Nov 13, 14

LOCATION: Monterey Park  
NORTH & SOUTH: Garfield  
EAST & WEST: Floral

PROJECT #: SC0497  
LOCATION #: 3  
CONTROL: Stop W way

NOTES:



|        | NORTHBOUND |    |    | SOUTHBOUND |    |    | EASTBOUND |    |    | WESTBOUND |    |    |       |
|--------|------------|----|----|------------|----|----|-----------|----|----|-----------|----|----|-------|
|        | Garfield   |    |    | Garfield   |    |    | Floral    |    |    | 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%  |       |
| PM | APP/DEPART     | 1,394   | /     | 1,317 | 2,172 | /     | 2,338 | 227   | /  | 0   | 0     | /  | 138 | 0     |
|    | 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   |
| PM | 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](mailto:pacific@aimtd.com)

DATE:  
Thu, Nov 13, 14

LOCATION: Monterey Park  
NORTH & SOUTH: Garfield  
EAST & WEST: Riggins

PROJECT #: SC0497  
LOCATION #: 4  
CONTROL: SIGNAL

|        |       |     |   |     |
|--------|-------|-----|---|-----|
| NOTES: | AM    |     | ▲ |     |
|        | PM    |     | N |     |
|        | MD    | ◀ W |   | E ▶ |
|        | OTHER |     | S |     |
|        | OTHER |     | ▼ |     |

|        | 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](mailto:pacific@aimtd.com)

|                          |                                             |                                        |                                       |                           |
|--------------------------|---------------------------------------------|----------------------------------------|---------------------------------------|---------------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Garfield<br>Fernfield | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>5<br>Stop W way |
|--------------------------|---------------------------------------------|----------------------------------------|---------------------------------------|---------------------------|

|        |                         |                 |          |
|--------|-------------------------|-----------------|----------|
| NOTES: | AM<br>PM<br>MD<br>OTHER | ◀ W<br>S<br>▶ E | ▲ N<br>▼ |
|--------|-------------------------|-----------------|----------|

|        | NORTHBOUND<br>Garfield |         |         | SOUTHBOUND<br>Garfield |         |         | EASTBOUND<br>Fernfield |         |         | WESTBOUND<br>Fernfield |         |         |       |
|--------|------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|------------------------|---------|---------|-------|
| LANES: | NL<br>1                | NT<br>2 | NR<br>X | SL<br>X                | ST<br>2 | SR<br>0 | EL<br>0                | ET<br>X | ER<br>0 | WL<br>X                | WT<br>X | WR<br>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   |
| PM | 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](mailto:pacific@aimtd.com)

|                          |                                             |                                     |                                       |                       |
|--------------------------|---------------------------------------------|-------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Garfield<br>Pomona | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>6<br>SIGNAL |
|--------------------------|---------------------------------------------|-------------------------------------|---------------------------------------|-----------------------|

|        |                         |                 |          |
|--------|-------------------------|-----------------|----------|
| NOTES: | AM<br>PM<br>MD<br>OTHER | ◀ W<br>S<br>▶ E | ▲ N<br>▼ |
|--------|-------------------------|-----------------|----------|

|        | NORTHBOUND<br>Garfield |           |         | SOUTHBOUND<br>Garfield |         |         | EASTBOUND<br>Pomona |         |         | WESTBOUND<br>Pomona |         |         |       |
|--------|------------------------|-----------|---------|------------------------|---------|---------|---------------------|---------|---------|---------------------|---------|---------|-------|
| LANES: | NL<br>1.5              | NT<br>1.5 | NR<br>X | SL<br>X                | ST<br>2 | SR<br>1 | EL<br>X             | ET<br>X | ER<br>X | WL<br>0             | WT<br>3 | WR<br>1 | TOTAL |

|    |                |         |       |       |       |       |       |       |    |    |       |       |       |       |
|----|----------------|---------|-------|-------|-------|-------|-------|-------|----|----|-------|-------|-------|-------|
| 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%   |       |
|    | 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](mailto:pacific@aimtd.com)

|                          |                                             |                                        |                                       |                       |
|--------------------------|---------------------------------------------|----------------------------------------|---------------------------------------|-----------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Garfield<br>Via Campo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>7<br>SIGNAL |
|--------------------------|---------------------------------------------|----------------------------------------|---------------------------------------|-----------------------|

|        |                                  |            |            |
|--------|----------------------------------|------------|------------|
| NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ◀ W<br>E ▶ | ▲ N<br>S ▼ |
|--------|----------------------------------|------------|------------|

|        | NORTHBOUND<br>Garfield |    |    | SOUTHBOUND<br>Garfield |     |    | EASTBOUND<br>Via Campo |    |    | WESTBOUND<br>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](mailto:pacific@aimtd.com)

|                          |                                             |                                   |                                       |                              |
|--------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Wilcox<br>Pomona | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>8<br>Stop All Ways |
|--------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|------------------------------|

|        |                                  |                 |          |
|--------|----------------------------------|-----------------|----------|
| NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ◀ W<br>S<br>▶ E | ▲ N<br>▼ |
|--------|----------------------------------|-----------------|----------|

|        | NORTHBOUND<br>Wilcox |    |    | SOUTHBOUND<br>Wilcox |    |    | EASTBOUND<br>Pomona |    |    | WESTBOUND<br>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](mailto:pacific@aimtd.com)

|                          |                                             |                                   |                                       |                       |
|--------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|-----------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Wilcox<br>Pomona | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>9<br>SIGNAL |
|--------------------------|---------------------------------------------|-----------------------------------|---------------------------------------|-----------------------|

|        |                                  |                         |     |
|--------|----------------------------------|-------------------------|-----|
| NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | E ▶ |
|--------|----------------------------------|-------------------------|-----|

|        | NORTHBOUND<br>Wilcox |    |    | SOUTHBOUND<br>Wilcox |    |    | EASTBOUND<br>Pomona |    |    | WESTBOUND<br>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](mailto:pacific@aimtd.com)

|                          |                                             |                                      |                                       |                        |
|--------------------------|---------------------------------------------|--------------------------------------|---------------------------------------|------------------------|
| DATE:<br>Thu, Nov 13, 14 | LOCATION:<br>NORTH & SOUTH:<br>EAST & WEST: | Monterey Park<br>Wilcox<br>Via Campo | PROJECT #:<br>LOCATION #:<br>CONTROL: | SC0497<br>10<br>SIGNAL |
|--------------------------|---------------------------------------------|--------------------------------------|---------------------------------------|------------------------|

|        |                                  |                         |     |
|--------|----------------------------------|-------------------------|-----|
| NOTES: | AM<br>PM<br>MD<br>OTHER<br>OTHER | ▲<br>N<br>◀ W<br>S<br>▼ | E ▶ |
|--------|----------------------------------|-------------------------|-----|

|        | 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

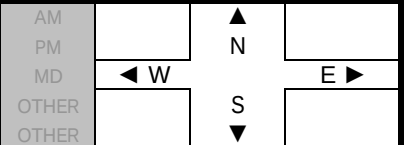
PREPARED BY: AimTD LLC. tel: 951 249 3226 [pacific@aimtd.com](mailto:pacific@aimtd.com)

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:



|        | NORTHBOUND<br>Garfield Alleyway |    |    | SOUTHBOUND<br>Garfield Alleyway |    |    | EASTBOUND<br>Pomona Alleyway |    |    | WESTBOUND<br>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    |
| PM | 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

```

*****
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 xxxx  4.1 xxxx xxxx
FollowUpTim:   3.5  4.0  3.3  3.5  4.0  3.3  2.2 xxxx xxxx  2.2 xxxx xxxx
*****
Capacity Module:
Conflict Vol: 1002 983 360 1000 987 439 439 xxxx xxxx 364 xxxx xxxx
Potent Cap.: 223 251 689 224 249 622 1132 xxxx xxxx 1206 xxxx xxxx
Move Cap.:   190 231 689 197 230 622 1132 xxxx xxxx 1206 xxxx xxxx
Volume/Cap:  0.02 0.03 0.04 0.03 0.08 0.03 0.01 xxxx xxxx 0.07 xxxx xxxx
*****
Level Of Service Module:
2Way95thQ:    xxxx xxxx xxxx  xxxx xxxx xxxx  0.0 xxxx xxxx  0.2 xxxx xxxx
Control Del:  xxxx xxxx xxxx  xxxx xxxx xxxx  8.2 xxxx xxxx  8.2 xxxx xxxx
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 xxxx  xxxx
SharedQueue:  xxxx 0.3 xxxx  xxxx 0.5 xxxx  xxxx xxxx  0.2 xxxx  xxxx
Shrd ConDel:  xxxx 14.0 xxxx  xxxx 18.3 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.
*****

```

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 #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.
*****

```

EX AM Wed Mar 4, 2015 12:02:17 Page 4-1

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 xxxxx   | 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: \*\*\*\*

\*\*\*\*\*

EX AM Wed Mar 4, 2015 12:02:17 Page 6-1

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         |
| Control Del: | 10.5 xxxx 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 416 xxxxx xxxxx xxxxx          |
| SharedQueue: | xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 0.3 xxxxx xxxxx xxxxx |
| Shrd ConDel: | xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 14.6 xxxxx xxxxx xxxxx      |
| Shared LOS:  | * * * * *                                                        |
| ApproachDel: | xxxxxx xxxxx 14.6 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: | ****           | ****           | ****           | ****           |

\*\*\*\*\*

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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 #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 |

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: | **** |      |      | **** |      |      | **** | **** |      |      |      |      |

\*\*\*\*\*

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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  |

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

```

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  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
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
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:   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  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
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:  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
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:  ****              ****              ****
*****

```

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 #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      0  0  0  0
Y+R:        4.0  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:  1.00 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
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:   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
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:  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
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 1.89  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:  ****              ****              ****
*****

```

South Garfield Transit Village Specific Plan  
Existing Conditions  
PM Peak Hour

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 \* \* \* \* \*

| Movement:    | LT - LTR - RT    | LT - LTR - RT    | LT - LTR - RT   | LT - LTR - RT   |
|--------------|------------------|------------------|-----------------|-----------------|
| Shared Cap.: | xxxx 349 xxxxx   | xxxx 334 xxxxx   | xxxx xxxx xxxxx | xxxx 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     | 9.0 xxxx 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.

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South Garfield Transit Village Specific Plan  
Existing Conditions  
PM Peak Hour

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  |      |      |
| 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  
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 | 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 | 1.00 |
| PHF Adj:     | 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:  | 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    |
| 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 | 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          | 291           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| SharedQueue: | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | 2.0           | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| Shrd ConDel: | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          | 26.1          | xxxx          | xxxx          | xxxx          | xxxx          | xxxx          |
| Shared LOS:  | *             | *             | *             | *             | *             | D             | *             | *             | *             | *             | *             |
| ApproachDel: | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | 26.1          | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| ApproachLOS: | *             | *             | *             | *             | *             | D             | *             | *             | *             | *             | *             |

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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)

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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

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| 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:  | 1.00 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)

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Intersection #5 GARFIELD AVE / FERNFIELD DR  
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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 |
| 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 |
| PHF Adj:     | 1.00 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          |
| FinalVolume: | 9 1046 0       | 0 797 24       | 8 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:  | 821 xxxx xxxxx xxxxx xxxxx xxxxx  | 1350 1873 411  | xxxx xxxxx xxxxx |
| Potent Cap.: | 817 xxxx xxxxx xxxxx xxxxx xxxxx  | 144 73 596     | xxxx xxxxx xxxxx |
| Move Cap.:   | 817 xxxx xxxxx xxxxx xxxxx xxxxx  | 143 72 596     | xxxx xxxxx xxxxx |
| Volume/Cap:  | 0.01 xxxx xxxxx xxxxx xxxxx xxxxx | 0.06 0.00 0.06 | xxxx xxxxx xxxxx |

Level Of Service Module:

2Way95thQ: 0.0 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del: 9.5 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

LOS by Move: A \* \* \* \* \*

| Movement:    | LT - LTR - RT                      | LT - LTR - RT                | LT - LTR - RT               | LT - LTR - RT          |
|--------------|------------------------------------|------------------------------|-----------------------------|------------------------|
| Shared Cap.: | xxxx xxxxx xxxxx xxxxx xxxxx xxxxx | 378 xxxxx xxxxx xxxxx xxxxx  | 0.4 xxxxx xxxxx xxxxx xxxxx | xxxx xxxxx xxxxx xxxxx |
| SharedQueue: | xxxx xxxxx xxxxx xxxxx xxxxx xxxxx | 15.8 xxxxx xxxxx xxxxx xxxxx | C * * * *                   |                        |
| Shrd ConDel: | xxxx xxxxx xxxxx xxxxx xxxxx xxxxx | 15.8                         | xxxxxx                      |                        |
| Shared LOS:  | * * * * *                          |                              |                             |                        |
| ApproachDel: | xxxxxx xxxxxx                      | 15.8                         | xxxxxx                      |                        |
| ApproachLOS: | * * * * *                          | C                            |                             |                        |

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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  
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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     | 0 0 0 0     |
| Y+R:        | 4.0 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: \*\*\*\*

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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 #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
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:      ****          ****          ****          ****
*****

```

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

```

*****
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
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 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
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 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 | 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 8.2 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 564 xxxxx | xxxx 290 xxxxx | xxxx xxxxx xxxxx  | xxxx xxxxx xxxxx |
| SharedQueue:xxxxx | 0.8 xxxxx      | 0.6 xxxxx      | xxxxx xxxxx xxxxx | 0.2 xxxx xxxxx   |
| Shrd ConDel:xxxxx | 13.1 xxxxx     | 19.7 xxxxx     | xxxxx xxxxx xxxxx | 8.2 xxxxx 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    | 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   | 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 |
| Initial Bse: | 2    | 16   | 0    | 86   | 2    | 61   | 0    | 4    | 21   | 14   | 6    |
| Added Vol:   | 0    | 2    | 0    | 0    | 2    | 0    | 0    | 0    | 0    | 0    | 2    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 2    | 18   | 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 |
| 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:  | 2    | 18   | 0    | 88   | 2    | 61   | 0    | 4    | 21   | 14   | 8    |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 2    | 18   | 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 |
| 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: | 2    | 18   | 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 |
| Lanes:      | 0.10 | 0.90 | 0.00 | 0.00 | 0.98 | 0.02 | 0.94 | 0.00 | 0.06 | 0.49 | 0.32 |
| Final Sat.: | 83   | 744  | 0    | 0    | 831  | 19   | 763  | 0    | 50   | 409  | 273  |

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  | 7.3  | 7.6  | 7.6  | 7.7  | 7.7  | 7.4  | 7.4  | 7.4  | 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 |
| ApprAdjDel:  | 7.3  | 7.3  | 7.6  | 7.6  | 7.7  | 7.7  | 7.4  | 7.4  | 7.4  | 7.4  | 7.4  | 7.4  |
| 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.

\*\*\*\*\*

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 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:  | 1232 xxxx xxxxx xxxxx xxxxx | 1656 1993 616 xxxx xxxxx xxxxx  |
| Potent Cap.: | 573 xxxx xxxxx xxxxx xxxxx  | 91 61 438 xxxx xxxxx xxxxx      |
| Move Cap.:   | 573 xxxx xxxxx xxxxx xxxxx  | 85 56 438 xxxx xxxxx xxxxx      |
| Volume/Cap:  | 0.09 xxxx xxxxx xxxxx xxxxx | 0.25 0.00 0.21 xxxx xxxxx xxxxx |

Level Of Service Module:

2Way95thQ: 0.3 xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx

Control Del: 11.9 xxxx 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 247 xxxxx xxxxx xxxxx xxxxx

SharedQueue: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 2.2 xxxxx xxxxx xxxxx xxxxx

Shrd ConDel: xxxxx xxxx xxxxx xxxxx xxxxx xxxxx 31.4 xxxxx xxxxx xxxxx xxxxx

Shared LOS: \* \* \* \* \*

ApproachDel: xxxxxx xxxxxx 31.4 xxxxxx

ApproachLOS: \* \* \* \* \*

\*\*\*\*\*

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       |
| Y+R:        | 4.0 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: \*\*\*\*

\*\*\*\*\*

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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 #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    |
| 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    |
| Added Vol:   | 0    | 14   | 0    | 0    | 6    | 4    | 0    | 0    | 0    | 0    | 0    | 0    |
| PasserByVol: | 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    |
| User Adj:    | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 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    |
| Reduct Vol:  | 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    |

Critical Gap Module:

Critical Gp:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 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 | xxxx  | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx | xxxx | xxxx | xxxxx |

Level Of Service Module:

2Way95thQ: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
LOS by Move: \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \* \*  
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT  
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
SharedQueue:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx  
Shrd ConDel:xxxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx 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

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 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 0.00 0.28 0.27 0.10  
\*\*\*\* \*  
Crit Moves: \*\*\*\*\*

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              |

-----|-----|-----|-----|

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 0          | 2 1 2          | 5 0 3          |
| 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 | 0.00       | 0.30 | 0.31 |
| *****                                                            |             |      |      |                          |      |      |            |      |      |            |      |      |

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    | 0    | 1           | 0      | 1    | 1           | 0    | 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)

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Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 2.7 Worst Case Level Of Service: C[ 20.0]

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| 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 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 | 398   | xxxxx | xxxx | 262   | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx | xxxxx | xxxx   | xxxx |
| SharedQueue:xxxxx | 1.2  | xxxxx | xxxxx | 0.3  | xxxxx | xxxxx | xxxxx  | xxxx | xxxxx | 0.1    | xxxx | xxxxx | 0.1    | xxxx | xxxxx | 0.1    | xxxx | xxxxx | 0.1    | xxxx |
| Shrd ConDel:xxxxx | 17.8 | xxxxx | xxxxx | 20.0 | xxxxx | xxxxx | xxxxx  | xxxx | xxxxx | 9.0    | xxxx | xxxxx | 9.0    | xxxx | xxxxx | 9.0    | xxxx | xxxxx | 9.0    | xxxx |
| Shared LOS:       | C    |       |       | C    |       |       |        |      |       | A      |      |       | A      |      |       | A      |      |       | A      |      |
| ApproachDel:      | 17.8 |       |       | 20.0 |       |       | xxxxxx |      |       | xxxxxx |      |       | xxxxxx |      |       | xxxxxx |      |       | xxxxxx |      |
| ApproachLOS:      | C    |       |       | C    |       |       |        |      |       |        |      |       |        |      |       |        |      |       |        |      |

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

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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)

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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

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| 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:  | 1.00 | 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  |

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

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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 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:      862 xxxx      xxxxx      xxxxx      xxxxx      1563 2107      431      xxxx      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 xxxx      xxxxx      xxxxx      xxxxx      0.29 0.00      0.17      xxxxx      xxxxx      xxxxx
*****
Level Of Service Module:
2Way95thQ:      0.4 xxxx      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      274      xxxxx      xxxxx      xxxxx      xxxxx
SharedQueue:      xxxxx      xxxxx      xxxxx      xxxxx      xxxxx      2.3      xxxxx      xxxxx      xxxxx      xxxxx
Shrd ConDel:      xxxxx      xxxxx      xxxxx      xxxxx      xxxxx      29.0      xxxxx      xxxxx      xxxxx      xxxxx
Shared LOS:      *      *      *      *      *      *      *      *      *      *      *
ApproachDel:      xxxxxx      xxxxxx      29.0      xxxxxx
ApproachLOS:      *      *      D      *
*****
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 #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      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      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 xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
FollowUpTim:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
```

```
Capacity Mod:
Cnflct Vol:  XXXX  XXXX  XXXXX  XXXX XXXX XXXXX  XXXX XXXX XXXXX  XXXX XXXX XXXXX
Potent Cap.:  XXXX  XXXX  XXXXX  XXXXX 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  XXXX  XXXX XXXX XXXX  XXXX XXXX XXXX  XXXX XXXX XXXX
```

```

Level Of Service Module:
2Way95thQ:  xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Control Del:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
LOS by Move:      *          *          *          *          *          *          *
Movement:         LT - LTR - RT      LT - LTR - RT      LT - LTR - RT      LT - LTR - RT
Shared Cap.: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
SharedQueue: xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
Shrd ConDel:xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx xxxxx
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   | 0   | 0 | 0           | 0   | 2   | 0 | 1           | 0   | 0   | 0 | 0           | 1   | 2   | 0 | 1 |

| 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 |
| 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 0 2        |
| PasserByVol: | 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 |
| PHF Adj:     | 1.00 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        |
| 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 |
| MLF Adj:     | 1.00 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   |
| 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 | 0.16 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 |
| Initial Bse: | 8 65 7         | 29 211 263     | 157 211 13     | 21 175 15      |
| Added Vol:   | 7 0 0          | 0 1 3          | 5 5 15         | 1 4 0          |
| PasserByVol: | 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 |
| PHF Adj:     | 1.00 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          |
| 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 |
| MLF Adj:     | 1.00 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 |
| 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

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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      |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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   |
| Added Vol:   | 7    | 2    | 0    | 0    | 10   | 2    | 0    | 0    | 0    | 0    | 11   | 1    |
| PasserByVol: | 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 | 1.00 | 1.00 |
| PHF Adj:     | 1.00 | 1.00 | 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    |
| 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 | 1.00 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 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 | 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: | **** |      |      |      | **** |      |      |      |      |      |      | **** |

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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)

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Intersection #10 WILCOX AVE / VIA CAMPO

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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       |
| Y+R:        | 4.0 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   |
| Added Vol:   | 2    | 7    | 0    | 5    | 5    | 0    | 2    | 12   | 6    | 0    | 0    | 0    |
| PasserByVol: | 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 | 1.00 |
| PHF Adj:     | 1.00 | 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    |
| 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 | 1.00 |
| MLF Adj:     | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| FinalVolume: | 117  | 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 | 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 | 0.11 | 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)

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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 | 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 398 xxxxx   | xxxx 282 xxxxx   | xxxx xxxxx xxxxx  | xxxx xxxxx xxxxx |
| SharedQueue: | xxxxx 0.4 xxxxx  | xxxxx 0.6 xxxxx  | xxxxx xxxxx xxxxx | 0.2 xxxx xxxxx   |
| Shrd ConDel: | xxxxx 15.1 xxxxx | xxxxx 20.5 xxxxx | xxxxx xxxxx 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.

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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  |

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

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LR AM Wed Mar 18, 2015 15:26:10 Page 6-1

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             | *             | *             | *             | *             | *             |

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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 1 0 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 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:  | 1161 xxxxx xxxxx xxxxx xxxxx | 1516 1869 581 xxxxx xxxxx xxxxx  |
| Potent Cap.: | 609 xxxxx xxxxx xxxxx xxxxx  | 112 73 462 xxxxx xxxxx xxxxx     |
| Move Cap.:   | 609 xxxxx xxxxx xxxxx xxxxx  | 110 72 462 xxxxx xxxxx xxxxx     |
| Volume/Cap:  | 0.02 xxxxx xxxxx xxxxx xxxxx | 0.03 0.00 0.08 xxxxx xxxxx xxxxx |

Level Of Service Module:

|              |                                                         |                              |
|--------------|---------------------------------------------------------|------------------------------|
| 2Way95thQ:   | 0.1 xxxxx xxxxx xxxxx xxxxx                             | xxxx xxxxx xxxxx xxxxx xxxxx |
| Control Del: | 11.0 xxxxx 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 xxxxx xxxxx xxxxx xxxxx                            | 371 xxxxx xxxxx xxxxx xxxxx  |
| SharedQueue: | xxxxxx xxxxx xxxxx xxxxx xxxxx                          | 0.4 xxxxx xxxxx xxxxx xxxxx  |
| Shrd ConDel: | xxxxxx xxxxx xxxxx xxxxx xxxxx                          | 15.9 xxxxx xxxxx xxxxx xxxxx |
| Shared LOS:  | * * * * *                                               | C * * * * *                  |
| ApproachDel: | xxxxxx xxxxx                                            | 15.9 xxxxx                   |
| 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     | 0 0 0 0     |
| Y+R:        | 4.0 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: | ****           | ****           |                | ****           |

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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 #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  |

-----|-----|-----|-----|

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| 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:  | 1.09 | 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    |

-----|-----|-----|-----|

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 | 0.20 | 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: | **** |      |      | **** |      |      | **** |      | **** | **** |      |      |

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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  |

-----|-----|-----|-----|

|             |            |            |            |            |
|-------------|------------|------------|------------|------------|
| 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:  | 1.09 | 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  |

-----|-----|-----|-----|

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  |

-----|-----|-----|-----|

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  |

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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)

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Intersection #1 ISABELLA AVE / RIGGIN ST

Average Delay (sec/veh): 1.6 Worst Case Level Of Service: C[ 18.4]

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| 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 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 | 313   | xxxxx | xxxx | 296   | xxxxx | xxxx   | xxxx  | xxxxx | xxxx   | xxxx | 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    | xxxx | xxxxx |
| Shared LOS:       | * C  |       |       | * C  |       |       | * *    |       |       | A *    |      |       |
| ApproachDel:      | 18.4 |       |       | 18.1 |       |       | xxxxxx |       |       | xxxxxx |      |       |
| ApproachLOS:      | C    |       |       | C    |       |       | *      |       |       | *      |      |       |

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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 4-Way Stop Method (Future Volume Alternative)

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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

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| 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  |

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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             | *             | *             | *             | *             | *             |

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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 #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 |
| 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 |
| PHF Adj:     | 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 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:  | 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 |      |
| Shared Cap.: | xxxx xxxx     | xxxx xxxx     | xxxx 322      | xxxx          | xxxx xxxx     | xxxx |
| SharedQueue: | xxxx xxxx     | xxxx xxxx     | xxxx 0.5      | xxxx          | xxxx xxxx     | xxxx |
| Shrd ConDel: | xxxx xxxx     | xxxx xxxx     | xxxx 18.1     | xxxx          | xxxx xxxx     | xxxx |
| Shared LOS:  | * *           | * *           | * *           | C             | * *           | *    |
| ApproachDel: | xxxxxx        | xxxxxx        | 18.1          |               | 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 |
| 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 |
| PHF Adj:     | 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 |
| MLF Adj:     | 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 |
| Adjustment: | 0.94 0.97 | 1.00 0.94 1.00 | 1.00 0.94 | 1.00 1.00   | 1.00 |
| Lanes:      | 1.14 1.86 | 0.00 0.00 2.00 | 1.00 0.00 | 0.00 0.00   | 0.00 |
| 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 | 0.00 |
| 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)

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Intersection #7 GARFIELD AVE / VIA CAMPO

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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  |

-----|-----|-----|-----|

|             |             |             |             |             |
|-------------|-------------|-------------|-------------|-------------|
| 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:  | 1.09 | 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    |

-----|-----|-----|-----|

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 | 0.20 | 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: | **** |      |      | **** |      |      | **** | **** |      |      |      |      |

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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

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|                  |     |                          |       |
|------------------|-----|--------------------------|-------|
| 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     |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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:   | 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   |

-----|-----|-----|-----|

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   |

-----|-----|-----|-----|

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  |

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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           | 0   | 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: | **** |      |      | **** |      |      |      |      |      |      |      | **** |

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## 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 256     | xxxxx xxxxx   | xxxx xxxxx     |
| SharedQueue: | xxxxx 1.0     | xxxxx 0.7     | xxxxx xxxxx   | 0.2 xxxx xxxxx |
| Shrd ConDel: | xxxxx 14.1    | xxxxx 22.4    | 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.

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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    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| 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 |
| Crit Moves:  | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |
| Delay/Veh:   | 7.4  | 7.4  | 0.0  | 0.0  | 7.7  | 7.7  | 7.8  | 0.0  | 7.8  | 7.5  |
| Delay Adj:   | 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  |
| LOS by Move: | 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  |
| Delay Adj:   | 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  |
| LOS by Appr: | 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  |

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

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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 #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 | xxxxx | xxxxx | xxxxx | xxxxx | 6.8 | 6.5 | 6.9 | xxxxx | xxxx | xxxxx |
| FollowUpTim: | 2.2 | xxxx | xxxxx | xxxxx | xxxxx | xxxxx | 3.5 | 4.0 | 3.3 | xxxxx | xxxx | xxxxx |

Capacity Module:

|              |      |      |       |      |      |       |      |      |      |      |      |       |
|--------------|------|------|-------|------|------|-------|------|------|------|------|------|-------|
| Cnflct Vol:  | 1353 | xxxx | xxxxx | xxxx | xxxx | xxxxx | 1824 | 2200 | 677  | xxxx | xxxx | xxxxx |
| Potent Cap.: | 515  | xxxx | xxxxx | xxxx | xxxx | xxxxx | 70   | 45   | 400  | xxxx | xxxx | xxxxx |
| Move Cap.:   | 515  | xxxx | xxxxx | xxxx | xxxx | xxxxx | 64   | 41   | 400  | xxxx | xxxx | xxxxx |
| 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          | xxxxx         | xxxx          | xxxx          | xxxxx         | xxxx          | xxxx          | xxxxx         | xxxx          | xxxx          | xxxxx         |
| Control Del: | 12.8          | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         |
| 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          | xxxxx         | xxxx          | xxxx          | xxxxx         | xxxx          | 204           | xxxxx         | xxxx          | xxxx          | xxxxx         |
| SharedQueue: | xxxxx         | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         | xxxxx         | 3.4           | xxxxx         | xxxxx         | xxxx          | xxxxx         |
| Shrd ConDel: | xxxxx         | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         | xxxxx         | 46.3          | xxxxx         | xxxxx         | xxxx          | xxxxx         |
| Shared LOS:  | *             | *             | *             | *             | *             | *             | *             | E             | *             | *             | *             | *             |
| ApproachDel: | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | 46.3          | 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 Plus Project  
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): 0.874  
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: | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** | **** |

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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                                       |  |  |  |  |  |  |  |  |  |  |  |  |
| 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: 0 686 0 0 1143 43 0 0 0 0 0 0 0                                    |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Vol: 0 34 0 0 20 4 0 0 0 0 0 0 0                                          |  |  |  |  |  |  |  |  |  |  |  |  |
| PasserByVol: 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                                    |  |  |  |  |  |  |  |  |  |  |  |  |
| User Adj: 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00           |  |  |  |  |  |  |  |  |  |  |  |  |
| PHF Adj: 1.00 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                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduct Vol: 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                                    |  |  |  |  |  |  |  |  |  |  |  |  |
| ----- ----- ----- -----                                                         |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 xxxx 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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| 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 |   |
| -----  -----  -----  -----                                       |  |             |      |                          |             |      |      |             |      |      |             |      |      |     |   |   |   |
| 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   |   |   |   |
| Y+R:                                                             |  | 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    | 0                        | 0           | 0    | 2    | 0           | 1    | 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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South Garfield Transit Village Specific Plan  
Forecast General Plan Buildout Plus Project  
AM Peak Hour

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

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Intersection #7 GARFIELD AVE / VIA CAMPO

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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      |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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    | 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: | **** |      |      | **** |      |      | **** |      | **** |      |      |      |

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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)

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Intersection #8 WILCOX AVE / RIGGIN ST

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|                  |     |                          |       |
|------------------|-----|--------------------------|-------|
| 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     |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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:  | 1.09 | 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  |

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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  
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

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Intersection #9 WILCOX AVE / POMONA BLVD

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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      |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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   |

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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   |

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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 | 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  |

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Capacity Analysis Module:

|             |      |      |      |      |      |      |      |      |      |      |      |      |
|-------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:    | 0.15 | 0.11 | 0.00 | 0.00 | 0.11 | 0.00 | 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

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

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Intersection #10 WILCOX AVE / VIA CAMPO

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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      |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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   |

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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 | 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          | 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 | 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          | 364           | xxxxx         | xxxx          | 226           | xxxxx         | xxxx          | xxxxx         | xxxxx         | xxxx          | xxxxx         | xxxxx         |
| SharedQueue:xxxxx | 1.6           | xxxxx         | xxxxx         | 0.3           | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 0.1           | xxxx          | xxxxx         |
| Shrd ConDel:xxxxx | 20.2          | xxxxx         | xxxxx         | 22.8          | xxxxx         | xxxxx         | xxxxx         | xxxxx         | xxxxx         | 9.2           | xxxxx         | xxxxx         |
| Shared LOS:       | *             | C             | *             | C             | *             | *             | *             | *             | *             | 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)

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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    | 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    | 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 |
| Initial Bse: | 4    | 30   | 0    | 24   | 3    | 71   | 0    | 1    | 9    | 9    | 9    |
| Added Vol:   | 0    | 7    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    | 6    |
| PasserByVol: | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Initial Fut: | 4    | 37   | 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 |
| 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:  | 4    | 37   | 0    | 29   | 3    | 71   | 0    | 1    | 9    | 9    | 15   |
| Reduct Vol:  | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Reduced Vol: | 4    | 37   | 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 |
| 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: | 4    | 37   | 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 |
| Lanes:      | 0.10 | 0.90 | 0.00 | 0.00 | 0.90 | 0.10 | 0.98 | 0.00 | 0.02 | 0.27 | 0.27 |
| Final Sat.: | 88   | 755  | 0    | 0    | 770  | 87   | 817  | 0    | 13   | 245  | 245  |

Capacity Analysis Module:

|              |      |      |      |      |      |      |      |      |      |      |      |
|--------------|------|------|------|------|------|------|------|------|------|------|------|
| Vol/Sat:     | 0.05 | 0.05 | xxxx | xxxx | 0.04 | 0.04 | 0.09 | xxxx | 0.09 | 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  |
| Delay Adj:   | 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  |
| LOS by Move: | A    | A    | *    | *    | A    | A    | A    | *    | A    | A    | A    |
| ApproachDel: | 7.4  |      |      |      | 7.3  |      | 7.7  |      | 7.7  | 7.0  |      |
| Delay Adj:   | 1.00 |      |      |      | 1.00 |      | 1.00 |      | 1.00 | 1.00 |      |
| ApprAdjDel:  | 7.4  |      |      |      | 7.3  |      | 7.7  |      | 7.7  | 7.0  |      |
| LOS by Appr: | A    |      |      |      | 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  |

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



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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)

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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        | xxxxxx        | xxxxxx        | xxxxxx        | 44.7          | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        | xxxxxx        |
| ApproachLOS: | *             | *             | *             | *             | *             | E             | *             | *             | *             | *             | *             |

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

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Intersection #4 GARFIELD AVE / RIGGIN ST  
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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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      |

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| 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: | ****      | **** | ****      | **** | ****      | **** | ****      | **** |

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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 1046 0 0 833 24 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 |  |  |  |  |  |  |  |  |  |  |  |  |
| Initial Bse: 0 1136 0 0 905 26 0 0 0 0 0 0 0 0                               |  |  |  |  |  |  |  |  |  |  |  |  |
| Added Vol: 0 48 0 0 47 6 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 1184 0 0 952 32 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        |  |  |  |  |  |  |  |  |  |  |  |  |
| 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 0                                |  |  |  |  |  |  |  |  |  |  |  |  |
| Reduct Vol: 0 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 0                               |  |  |  |  |  |  |  |  |  |  |  |  |
| ----- ----- ----- -----                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Gap Module:                                                         |  |  |  |  |  |  |  |  |  |  |  |  |
| Critical Gap:xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx         |  |  |  |  |  |  |  |  |  |  |  |  |
| FollowUpTIm:xxxxx xxxx xxxxx xxxxx xxxx xxxx xxxxx xxxxx xxxx xxxxx          |  |  |  |  |  |  |  |  |  |  |  |  |
| ----- ----- ----- -----                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
| Capacity Module:                                                             |  |  |  |  |  |  |  |  |  |  |  |  |
| Cnflct Vol: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx                  |  |  |  |  |  |  |  |  |  |  |  |  |
| Potent Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx                 |  |  |  |  |  |  |  |  |  |  |  |  |
| Move Cap.: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Volume/Cap: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx                  |  |  |  |  |  |  |  |  |  |  |  |  |
| ----- ----- ----- -----                                                      |  |  |  |  |  |  |  |  |  |  |  |  |
| Level Of Service Module:                                                     |  |  |  |  |  |  |  |  |  |  |  |  |
| 2Way95thQ: xxxx xxxx xxxxx xxxx xxxx xxxxx xxxx xxxx xxxxx                   |  |  |  |  |  |  |  |  |  |  |  |  |
| Control Del:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx 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                 |  |  |  |  |  |  |  |  |  |  |  |  |
| SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx               |  |  |  |  |  |  |  |  |  |  |  |  |
| Shrd ConDel: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.                         |  |  |  |  |  |  |  |  |  |  |  |  |

| 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 | 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:                                                        | 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)

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Intersection #7 GARFIELD AVE / VIA CAMPO

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|                  |     |                          |        |
|------------------|-----|--------------------------|--------|
| 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   |

-----|-----|-----|-----|

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              |

-----|-----|-----|-----|

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 0.20 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: | ****           | ****           | ****           | ****           |

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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 4-Way Stop Method (Future Volume Alternative)

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Intersection #8 WILCOX AVE / RIGGIN ST

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|                  |     |                          |       |
|------------------|-----|--------------------------|-------|
| 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     |

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|           |             |             |            |            |
|-----------|-------------|-------------|------------|------------|
| 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      |

-----|-----|-----|-----|

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      |

-----|-----|-----|-----|

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    |

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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
Y+R:        4.0 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  36 2      0  0  0      10  62 22
PasserByVol: 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
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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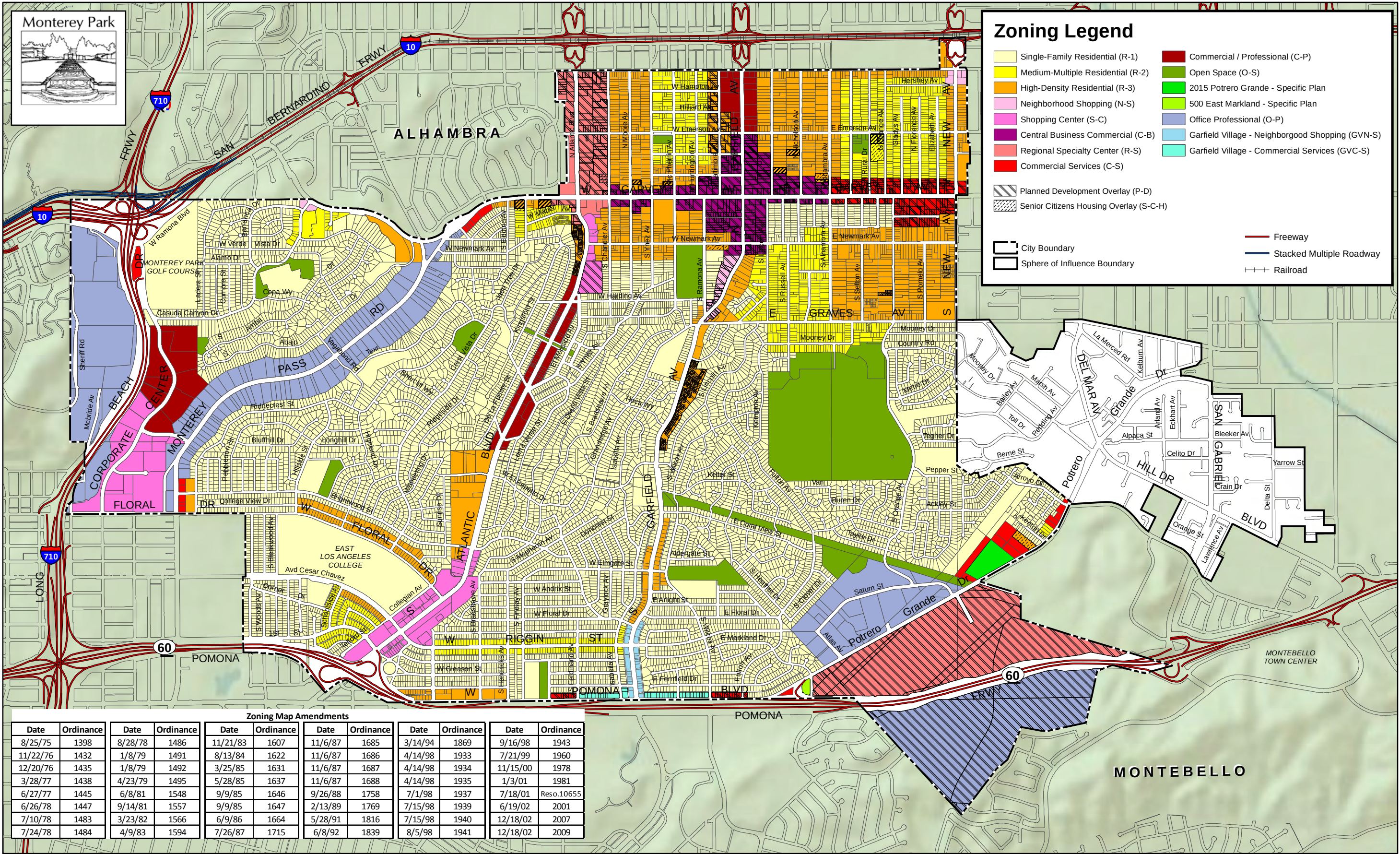
South Garfield Transit Village Specific Plan  
Forecast General Plan Buildout Plus Project  
PM Peak Hour

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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
Y+R:        4.0 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
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:  ****          ****
*****

```





### Zoning Legend

Single-Family Residential (R-1)

Medium-Multiple Residential (R-2)

High-Density Residential (R-3)

Neighborhood Shopping (N-S)

Shopping Center (S-C)

Central Business Commercial (C-B)

Regional Specialty Center (R-S)

Commercial Services (C-S)

Commercial / Professional (C-P)

Open Space (O-S)

2015 Potrero Grande - Specific Plan

500 East Markland - Specific Plan

Office Professional (O-P)

Garfield Village - Neighborgood Shopping (GVN-S)

Garfield Village - Commercial Services (GVC-S)

Planned Development Overlay (P-D)

Senior Citizens Housing Overlay (S-C-H)

City Boundary

Sphere of Influence Boundary

Freeway

Stacked Multiple Roadway

Railroad

| Zoning Map Amendments |           |         |           |          |           |         |           |         |           |          |            |
|-----------------------|-----------|---------|-----------|----------|-----------|---------|-----------|---------|-----------|----------|------------|
| Date                  | Ordinance | Date    | Ordinance | Date     | Ordinance | Date    | Ordinance | Date    | Ordinance | Date     | Ordinance  |
| 8/25/75               | 1398      | 8/28/78 | 1486      | 11/21/83 | 1607      | 11/6/87 | 1685      | 3/14/94 | 1869      | 9/16/98  | 1943       |
| 11/22/76              | 1432      | 1/8/79  | 1491      | 8/13/84  | 1622      | 11/6/87 | 1686      | 4/14/98 | 1933      | 7/21/99  | 1960       |
| 12/20/76              | 1435      | 1/8/79  | 1492      | 3/25/85  | 1631      | 11/6/87 | 1687      | 4/14/98 | 1934      | 11/15/00 | 1978       |
| 3/28/77               | 1438      | 4/23/79 | 1495      | 5/28/85  | 1637      | 11/6/87 | 1688      | 4/14/98 | 1935      | 1/3/01   | 1981       |
| 6/27/77               | 1445      | 6/8/81  | 1548      | 9/9/85   | 1646      | 9/26/88 | 1758      | 7/1/98  | 1937      | 7/18/01  | Reso.10655 |
| 6/26/78               | 1447      | 9/14/81 | 1557      | 9/9/85   | 1647      | 2/13/89 | 1769      | 7/15/98 | 1939      | 6/19/02  | 2001       |
| 7/10/78               | 1483      | 3/23/82 | 1566      | 6/9/86   | 1664      | 5/28/91 | 1816      | 7/15/98 | 1940      | 12/18/02 | 2007       |
| 7/24/78               | 1484      | 4/9/83  | 1594      | 7/26/87  | 1715      | 6/8/92  | 1839      | 8/5/98  | 1941      | 12/18/02 | 2009       |





## City Council Staff Report

DATE: October 7, 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  
**October 7, 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 **October 7, 2015** totaling **\$2,012,238.21** 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 **306116-306377** and e-Payables numbered **000027-000049**.

### **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 \$2,012,238.21.

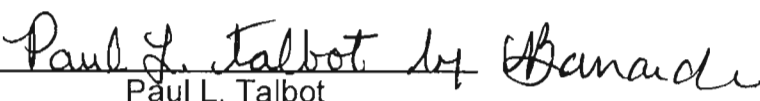
Respectfully submitted:

Prepared by:

  
\_\_\_\_\_  
Chu Thai  
for 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  
 7TH DAY OF OCTOBER 2015  
 TOTALING \$2,012,238.21 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                     | \$ 478,256.48              |
| State Gas Tax Fund               | 3,515.20                   |
| Sewer Fund                       | 1,433.34                   |
| Refuse Fund                      | 426,406.26                 |
| City Shop Fund                   | 54,765.52                  |
| General Liability Fund           | 5,001.51                   |
| Technology Internal Service Fund | 4,745.55                   |
| Payroll Clearing Account         | 1,239.80                   |
| Public Safety Impact Fee         | 913.33                     |
| Special Deposits Fund            | 26,182.43                  |
| Workers Comp. Fund               | 11,400.00                  |
| Water Fund                       | 390,776.72                 |
| OPA Proposition A                | 29,235.25                  |
| Measure R Fund                   | 425,420.51                 |
| Library Tax Fund                 | 5,612.23                   |
| POST                             | 5,002.96                   |
| EI Civic Education Grant         | 319.86                     |
| Recreation Fund                  | 335.00                     |
| Asset Forfeiture                 | 21,229.31                  |
| Cal Library Literacy Svc Grant   | 40.00                      |
| Air Quality Improvement Fund     | 3,744.50                   |
| CDBG Fund                        | 281.77                     |
| ISTEA                            | 2,707.50                   |
| Selective Traffic Enforcement    | 3,128.80                   |
| Maintenance Grant (075)          | 2,635.22                   |
| ELAC Instructional Serv Prog     | 3,326.46                   |
| Asphalt/Concrete Incentive       | 100,000.00                 |
| CNG Fueling System Grant         | 3,744.50                   |
| Tree Planting County Grant       | 838.20                     |
| <br>TOTAL                        | <br><u>\$ 2,012,238.21</u> |

PASSED, APPROVED AND ADOPTED THE 7TH DAY OF OCTOBER 2015.

\_\_\_\_\_  
 Peter Chan, Mayor  
 City of Monterey Park, California

ATTEST

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

RESOLUTION NO.

Page 2

STATE OF CALIFORNIA )  
COUNTY OF LOS ANGELES ) SS.  
CITY COUNCIL OF THE)  
CITY OF MONTEREY PARK )

I hereby certify that the foregoing Resolution was adopted by the City Council of the City of Monterey Park at a regular meeting held on the 7th day of October 2015 by the following vote of the Council:

|            |                  |
|------------|------------------|
| AYES:      | COUNCIL MEMBERS: |
| NOES:      | COUNCIL MEMBERS: |
| ABSTAINED: | COUNCIL MEMBERS: |
| ABSENT:    | COUNCIL MEMBERS: |

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

# **ATTACHMENT 1**

## **Warrant Register**

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

5

PREPAID WARRANTS

| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION                   | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|-------------------------------|---------|---------|----------|
| ACCONTEMPS                          | 0010-801-1403-31950 | 1,395.00 | TEMPORARY STAFFING SERVICES   |         | 306116  | 1,395.00 |
| ADCO ROOFING, INC.                  | 0010-801-4210-38100 | 7,875.00 | FIRE STATION ROOF REPAIR      | 16-0227 | 306117  | 7,875.00 |
| ADMINISTRATIVE FIRE SERVICE         | 0010-801-3210-39300 | 25.00    | FIRE MEETING                  |         | 306118  | 25.00    |
| ROBERTO A AGUIRRE                   | 0010-801-6502-31150 | 667.37   | RECREATION FREEZER            |         | 306159  | 667.37   |
| ALLSTAR FIRE EQUIPMENT INC.         | 0010-801-3210-22300 | 732.48   | FIRE SUPPLIES                 |         | 306160  |          |
|                                     | 0010-801-3210-22300 | 937.40   | FIRE SUPPLIES                 |         | 306160  | 1,669.88 |
| AMERICAN TRAFFIC PRODUCTS, INC.     | 0022-801-4206-23100 | 301.06   | STREET SUPPLIES               |         | 306161  |          |
|                                     | 0022-801-4206-23100 | 521.57   | STREET SUPPLIES               |         | 306161  | 822.63   |
| ANDREA HERNANDEZ (DBA) DRESTAR DESI | 0075-450-0075-08420 | 2,008.43 | GOLF TOURNAMENT SHIRT (TRUST) |         | 306137  | 2,008.43 |
| ANTHEM BLUE CROSS                   | 0010-801-5102-12330 | 6,244.70 | 10/15-11/15 MEDICAL INSURANCE |         | 306138  | 6,244.70 |
| AT & T                              | 0010-801-3113-32050 | 39.78    | PHONE SERVICE                 |         | 306119  | 39.78    |
|                                     | 0010-801-3113-32050 | 40.83    | PHONE SERVICE                 |         | 306139  | 40.83    |
| AT&T                                | 0010-801-6001-32050 | 203.06   | INTERNET/PHONE SERVICE        |         | 306140  |          |
|                                     | 0010-801-3112-32050 | 3,035.61 | INTERNET/PHONE SERVICE        |         | 306140  |          |
|                                     | 0010-801-3113-32050 | 17.36    | INTERNET/PHONE SERVICE        |         | 306140  |          |
|                                     | 0010-801-3114-41100 | 19.06    | INTERNET/PHONE SERVICE        |         | 306140  |          |
|                                     | 0010-801-6517-32050 | 19.17    | INTERNET/PHONE SERVICE        |         | 306140  |          |
|                                     | 0022-801-4206-32050 | 309.24   | INTERNET/PHONE SERVICE        |         | 306140  |          |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PREPAID WARRANTS

| VENDOR NAME     | ACCOUNT             | AMOUNT   | DESCRIPTION              | P.O.    | CHECK # | TOTAL     |
|-----------------|---------------------|----------|--------------------------|---------|---------|-----------|
| AT&T            | 0109-801-6511-32050 | 68.95    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-6502-32050 | 167.25   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0092-801-4220-32050 | 207.97   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0092-801-4222-32050 | 688.87   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1404-32050 | 52.38    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1408-32050 | 142.78   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0043-801-1404-32050 | 25.91    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0092-801-1404-32050 | 31.47    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1404-32050 | 599.55   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0043-801-1404-32050 | 441.78   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0092-801-1404-32050 | 536.44   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-4209-32050 | 273.76   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1801-32050 | 17.64    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1408-32050 | 2,436.43 | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-3112-32050 | 1,624.28 | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-3201-32050 | 812.14   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-6001-32050 | 270.71   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0169-801-2201-32050 | 270.71   | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-1301-32050 | 17.21    | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 | 0010-801-3201-32050 | 1,109.24 | INTERNET/PHONE SERVICE   |         | 306140  |           |
|                 |                     |          |                          |         |         | 13,398.97 |
| ATHENS SERVICES | 0344-801-5002-99290 | 1,317.61 | STREET SWEEPING SERVICES | 16-0225 | 306120  |           |
|                 | 0344-801-5002-99290 | 1,317.61 | STREET SWEEPING SERVICES | 16-0225 | 306120  |           |
|                 |                     |          |                          |         |         | 2,635.22  |
| BANKCARD CENTER | 0010-801-1101-33200 | 50.00    | 08/15 STMT-LCC MEETING   |         | 306141  |           |
|                 | 0010-801-1101-39400 | 131.87   | 08/15 STMT-REFRESHMENTS  |         | 306141  |           |
|                 | 0010-801-1403-31950 | 2,550.00 | 08/15 STMT-SOFTWARE      |         | 306141  |           |
|                 | 0010-801-1403-38400 | 2,000.00 | 08/15 STMT-FURNITURE     |         | 306141  |           |
|                 | 0010-801-1403-39300 | 118.91   | 08/15 STMT-DSMFO MEETING |         | 306141  |           |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PREPAID WARRANTS

| VENDOR NAME                  | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O. | CHECK # | TOTAL     |
|------------------------------|---------------------|----------|-----------------------------|------|---------|-----------|
| BANKCARD CENTER              | 0010-801-1404-24150 | 458.69   | 08/15 STMT-PDF SOFTWARE     |      | 306141  |           |
|                              | 0010-801-1406-38400 | 1,790.17 | 08/15 STMT-FURNITURE        |      | 306141  |           |
|                              | 0010-801-1408-38400 | 588.50-  | 08/15 STMT-CREDIT           |      | 306141  |           |
|                              | 0010-801-1704-33200 | 210.00   | 08/15 STMT-LAEDC MEETING    |      | 306141  |           |
|                              | 0010-801-1801-22670 | 99.72    | 08/15 STMT-REFRESHMENTS     |      | 306141  |           |
|                              | 0010-801-1801-34100 | 50.00    | 08/15 STMT-JOB AD           |      | 306141  |           |
|                              | 0010-801-1801-39550 | 247.65   | 08/15 STMT-JOB AD           |      | 306141  |           |
|                              | 0010-801-3101-22650 | 10.00    | 08/15 STMT-SUBSCRIPTION     |      | 306141  |           |
|                              | 0010-801-3113-22600 | 414.19   | 08/15 STMT-JAIL SUPPLIES    |      | 306141  |           |
|                              | 0010-801-3120-39700 | 701.36   | 08/15 STMT-NNO REFRESHMENTS |      | 306141  |           |
|                              | 0010-801-6001-21350 | 71.72    | 08/15 STMT-SHELVING UNIT    |      | 306141  |           |
|                              | 0010-801-6003-22450 | 1,115.31 | 08/15 STMT-SUPPLIES         |      | 306141  |           |
|                              | 0010-801-6506-39300 | 50.00    | 08/15 STMT-JOB AD           |      | 306141  |           |
|                              | 0060-801-3210-38400 | 325.79   | 08/15 STMT-FUEL             |      | 306141  |           |
|                              | 0092-801-1404-38400 | 2,000.00 | 08/15 STMT-FURNITURE        |      | 306141  |           |
|                              | 0131-801-6006-22450 | 317.97   | 08/15 STMT-SHELF CARTS      |      | 306141  |           |
|                              | 0142-801-6005-21350 | 90.00    | 08/15 STMT-LAMP CALLS SVCS  |      | 306141  |           |
|                              | 0160-801-3101-39400 | 375.00   | 08/15 STMT-REFRESHMENTS     |      | 306141  |           |
|                              |                     |          |                             |      |         | 12,589.85 |
| YVETTE P. BECKER             | 0349-801-3201-39400 | 203.63   | FIRE-REFRESHMENTS           |      | 306162  |           |
|                              |                     |          |                             |      |         | 203.63    |
| LILLIAN BOW                  | 0349-801-3201-39400 | 100.01   | FIRE-REFRESHMENTS           |      | 306163  |           |
|                              |                     |          |                             |      |         | 100.01    |
| CALIFORNIA WATER SERVICE CO. | 0092-801-4222-36300 | 133.61   | WATER SERVICE               |      | 306121  |           |
|                              |                     |          |                             |      |         | 133.61    |
|                              | 0092-801-4222-36300 | 392.02   | WATER SERVICE               |      | 306164  |           |
|                              |                     |          |                             |      |         | 392.02    |
| CHARTER COMMUNICATIONS       | 0010-801-6505-38400 | 111.36   | INTERNET/CABLE SERVICE      |      | 306122  |           |
|                              | 0010-801-3230-32050 | 130.00   | INTERNET/CABLE SERVICE      |      | 306122  |           |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PREPAID WARRANTS

| VENDOR NAME                   | ACCOUNT             | AMOUNT   | DESCRIPTION                    | P.O.    | CHECK # | TOTAL    |
|-------------------------------|---------------------|----------|--------------------------------|---------|---------|----------|
|                               |                     |          |                                |         |         | 241.36   |
| CHARTER COMMUNICATIONS        | 0010-801-6502-32050 | 101.49   | INTERNET/CABLE SERVICE         | 16-0144 | 306165  |          |
|                               | 0010-801-6502-32050 | 118.37   | INTERNET/CABLE SERVICE         | 16-0143 | 306165  |          |
|                               | 0010-801-1404-32050 | 34.01    | INTERNET/CABLE SERVICE         |         | 306165  |          |
|                               | 0043-801-1404-32050 | 25.06    | INTERNET/CABLE SERVICE         |         | 306165  |          |
|                               | 0092-801-1404-32050 | 30.44    | INTERNET/CABLE SERVICE         |         | 306165  |          |
|                               | 0092-801-4220-32050 | 64.37    | INTERNET/CABLE SERVICE         |         | 306165  |          |
|                               |                     |          |                                |         |         | 373.74   |
| CLAUDIA GAXIOLA               | 0010-801-6508-31990 | 200.00   | SPECIAL OLYMPICS DJ SERVICES   |         | 306123  |          |
|                               |                     |          |                                |         |         | 200.00   |
| COMPLETE LANDSCAPE CARE, INC. | 0022-801-4202-31950 | 325.00   | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               | 0022-801-4202-31950 | 425.00   | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               | 0022-801-4202-31950 | 200.00   | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               | 0042-801-4204-31950 | 1,433.34 | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               | 0022-801-4202-31950 | 1,433.33 | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               | 0010-801-6517-31950 | 1,433.33 | LANDSCAPE MAINTENANCE          | 16-0248 | 306166  |          |
|                               |                     |          |                                |         |         | 5,250.00 |
| MELVIN COOK                   | 0075-450-0075-08460 | 537.50   | POLICE-CSLA GRADUATION (TRUST) |         | 306142  |          |
|                               |                     |          |                                |         |         | 537.50   |
| DAN COSTLEY                   | 0010-801-6508-31990 | 200.00-  | VOID                           |         | 305954  |          |
|                               |                     |          |                                |         |         | 200.00-  |
|                               | 0010-801-6508-31990 | 97.71    | SPECIAL OLYMPICS SUPPLIES      |         | 306124  |          |
|                               |                     |          |                                |         |         | 97.71    |
| RAYMOND COTA                  | 0010-801-3103-22750 | 450.00   | POLICE TRAINING                |         | 306143  |          |
|                               |                     |          |                                |         |         | 450.00   |
| COUNTY OF LOS ANGELES         | 0010-801-3220-41100 | 1,140.00 | FIRE PARAMEDIC RECRETIFICATION |         | 306168  |          |
|                               |                     |          |                                |         |         | 1,140.00 |
|                               | 0010-801-6502-31950 | 887.00   | BARNES POOL-PERMIT FEE         |         | 306167  |          |



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| VENDOR NAME                 | ACCOUNT             | AMOUNT    | DESCRIPTION                     | P.O.    | CHECK # | TOTAL     |
|-----------------------------|---------------------|-----------|---------------------------------|---------|---------|-----------|
| COUNTY OF LOS ANGELES       | 0010-801-6502-31950 | 887.00    | ELDER POOL-PERMIT FEE           |         | 306167  | 1,774.00  |
| CPFIT                       | 0065-464            | 564.00    | FIRE LTD INSURANCE              |         | 306144  | 564.00    |
| LI ADAM DENG                | 0010-801-3101-11450 | 75.00     | POLICE COURT TIME               |         | 306145  | 75.00     |
|                             | 0075-450-0075-08460 | 912.50    | POLICE-CSLA GRADUATION (TRUST)  |         | 306146  | 912.50    |
| DIRECTV, LLC                | 0010-801-3230-32050 | 117.49    | EOC SERVICES                    |         | 306169  | 117.49    |
| DIVERSIFIED RISK INSURANCE  | 0075-450-0075-08350 | 666.08    | SPECIAL EVENT INSURANCE (TRUST) |         | 306125  | 666.08    |
| EDWARD HENNING & ASSOCIATES | 0010-801-1704-31950 | 500.00    | CONSULTING - S. GARFIELD        |         | 306147  | 500.00    |
| FENSCO SERVICES INC         | 0092-801-4210-38100 | 549.00    | FENCE REPAIR-CITY YARD          |         | 306170  | 1,387.00  |
|                             | 0092-801-4210-38100 | 349.00    | FENCE REPAIR-CITY YARD          |         | 306170  |           |
|                             | 0092-801-4210-38100 | 489.00    | FENCE REPAIR-CITY YARD          |         | 306170  |           |
| GRICELDA GOMEZ              | 0349-801-3201-39400 | 480.00    | FIRE-REFRESHMENTS               |         | 306171  | 480.00    |
| GREEN GIANT LANDSCAPE, INC. | 0010-850-5004-91545 | 20,260.65 | IRRIGATION SYSTEM IMPROVEMENTS  | 90417   | 306172  | 20,260.65 |
| HENSLEY LAW GROUP           | 0043-801-1601-31600 | 7,170.10  | LEGAL-VILLA GARFIELD            | 16-0081 | 306173  | 7,170.10  |
| GREGORY M LEIBSCHER         | 0075-450-0075-08460 | 537.50    | POLICE-CSLA GRADUATION (TRUST)  |         | 306148  | 537.50    |
| LIEBERT CASSIDY WHITMORE    | 0043-801-1601-31600 | 2,302.04  | LEGAL SERVICES-GENERAL          |         | 306126  |           |
|                             | 0043-801-1601-31600 | 6.98      | LEGAL SERVICES-PITCHES MOTIONS  |         | 306126  |           |

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| VENDOR NAME                   | ACCOUNT             | AMOUNT   | DESCRIPTION                     | P.O.    | CHECK # | TOTAL     |
|-------------------------------|---------------------|----------|---------------------------------|---------|---------|-----------|
| LIEBERT CASSIDY WHITMORE      | 0010-801-1801-31954 | 556.50   | LEGAL SERVICES-DISCIPLINE       |         | 306126  |           |
|                               | 0010-801-1801-31955 | 49.00    | LEGAL SERVICES-TERMINATION      |         | 306126  |           |
|                               | 0010-801-1801-31953 | 546.00   | LEGAL SERVICES-DISCIPLINE       |         | 306126  |           |
|                               | 0043-801-1601-31600 | 2,702.80 | LEGAL SERVICES-GENERAL          |         | 306126  |           |
|                               | 0010-801-1801-31954 | 1,052.00 | LEGAL SERVICES-DISCIPLINE       |         | 306126  |           |
|                               | 0010-801-1801-31953 | 5,623.50 | LEGAL SERVICES-DISCIPLINE       |         | 306126  |           |
|                               |                     |          |                                 |         |         | 12,838.82 |
| LOS ANGELES AREA FIRE CHIEFS' | 0010-801-3201-33200 | 750.00   | FIRE TRAINING                   |         | 306149  |           |
|                               |                     |          |                                 |         |         | 750.00    |
| LOS ANGELES COUNTY DEPT. OF   | 0010-801-6517-41100 | 7,000.00 | TRAFFIC SIGNAL MAINTENANCE      | 16-0322 | 306174  |           |
|                               | 0092-801-4222-41100 | 8,000.00 | TRAFFIC SIGNAL MAINTENANCE      | 16-0322 | 306174  |           |
|                               | 0010-801-4206-41100 | 281.87   | TRAFFIC SIGNAL MAINTENANCE      |         | 306174  |           |
|                               |                     |          |                                 |         |         | 15,281.87 |
| MARIA LOZANO                  | 0010-701-0010-08025 | 80.00    | REFUND RECREATION CLASS         |         | 306175  |           |
|                               |                     |          |                                 |         |         | 80.00     |
| MARIAH CHENG                  | 0159-701-0159-07030 | 71.00    | REFUND-RECREATION CLASS         |         | 306176  |           |
|                               |                     |          |                                 |         |         | 71.00     |
| JOHN MARTINDALE               | 0075-450-0075-08420 | 483.43   | POLICE-NNO SUPPLIES (TRUST)     |         | 306127  |           |
|                               |                     |          |                                 |         |         | 483.43    |
| JOSEPH MARTINEZ               | 0075-450-0075-08460 | 250.00   | POLICE-CSLA GRADUATION (TRUST)  |         | 306150  |           |
|                               |                     |          |                                 |         |         | 250.00    |
| ORLANDO MARTINEZ              | 0075-450-0075-08460 | 537.50   | POLICE-CSLA GRADUATION (TRUST)  |         | 306151  |           |
|                               |                     |          |                                 |         |         | 537.50    |
| MAS MODERN MARKETING, INC.    | 0010-801-3120-39700 | 639.03   | POLICE-NNO SUPPLIES             |         | 306128  |           |
|                               |                     |          |                                 |         |         | 639.03    |
| MONTEREY PARK PETTY CASH      | 0075-450-0075-08420 | 28.87    | PETTY CASH-REFRESHMENTS (TRUST) |         | 306129  |           |
|                               | 0092-801-4220-22750 | 27.24    | PETTY CASH-SUPPLIES             |         | 306129  |           |
|                               | 0092-801-4220-39400 | 77.00    | PETTY CASH-REFRESHMENTS         |         | 306129  |           |

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| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION                    | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|--------------------------------|---------|---------|----------|
| MONTEREY PARK PETTY CASH            | 0010-801-4203-22750 | 32.66    | PETTY CASH-SUPPLIES            |         | 306129  |          |
|                                     | 0010-801-1201-39400 | 2.25     | PETTY CASH-PARKING             |         | 306129  |          |
|                                     | 0010-801-1702-22750 | 20.00    | PETTY CASH-UNIFORM             |         | 306129  |          |
|                                     | 0075-450-0075-08420 | 36.43    | PETTY CASH-GOLF SUPPLIES-TRUST |         | 306129  |          |
|                                     | 0075-450-0075-08420 | 76.28    | PETTY CASH-GOLF SUPPLIES-TRUST |         | 306129  |          |
|                                     |                     |          |                                |         |         | 300.73   |
|                                     | 0010-701-0010-06330 | 14.59    | PETTY CASH-POSTAGE             |         | 306152  |          |
|                                     | 0092-801-4221-24100 | 58.69    | PETTY CASH-SUPPLIES            |         | 306152  |          |
|                                     | 0010-801-6517-39400 | 10.00    | PETTY CASH-PARKING             |         | 306152  |          |
|                                     | 0010-801-1703-22310 | 50.00    | PETTY CASH-EMBROIDERY          |         | 306152  |          |
|                                     | 0010-801-1702-22310 | 50.00    | PETTY CASH-EMBROIDERY          |         | 306152  |          |
|                                     | 0010-801-3220-41100 | 87.00    | PETTY CASH-EMT RENEWAL         |         | 306152  |          |
|                                     | 0092-801-4221-21350 | 38.13    | PETTY CASH-SUPPLIES            |         | 306152  |          |
|                                     | 0092-801-4221-24150 | 29.00    | PETTY CASH-FLYERS              |         | 306152  |          |
|                                     |                     |          |                                |         |         | 337.41   |
|                                     | 0075-450-0075-08420 | 99.63    | PETTY CASH-GOLF (TRUST)        |         | 306177  |          |
|                                     | 0075-450-0075-08420 | 79.50    | PETTY CASH-GOLF (TRUST)        |         | 306177  |          |
|                                     | 0092-801-4223-39300 | 55.42    | PETTY CASH-REFRESHMENTS        |         | 306177  |          |
|                                     | 0010-801-4212-39300 | 50.00    | PETTY CASH-MEETING             |         | 306177  |          |
|                                     | 0010-801-1704-33200 | 154.15   | PETTY CASH-MILEAGE             |         | 306177  |          |
|                                     | 0349-801-3201-39400 | 172.21   | PETTY CASH-REFRESHMENTS        |         | 306177  |          |
|                                     |                     |          |                                |         |         | 610.91   |
| MUNICIPAL AUDITING SERVICES LLC (DE | 0010-701-0010-02010 | 1,208.55 | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     | 0010-701-0010-02010 | 317.10   | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     | 0010-701-0010-02010 | 3,445.21 | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     | 0010-701-0010-02010 | 625.84   | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     | 0010-701-0010-02010 | 175.53   | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     | 0010-701-0010-02010 | 508.73   | BUSINESS LICENSE AUDITING SVCS | 16-0176 | 306178  |          |
|                                     |                     |          |                                |         |         | 6,280.96 |

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| VENDOR NAME                        | ACCOUNT             | AMOUNT   | DESCRIPTION            | P.O. | CHECK # | TOTAL    |
|------------------------------------|---------------------|----------|------------------------|------|---------|----------|
| PACIFIC TELEMAGEMENT SERVICES      | 0010-801-6502-32050 | 228.00   | PHONE SERVICE          |      | 306179  |          |
|                                    | 0010-801-6502-32050 | 228.00   | PHONE SERVICE          |      | 306179  | 456.00   |
| PATRICK JOHN LEON (DBA) EXERCISE E | 0349-801-3201-39400 | 1,520.00 | FIRE EQUIPMENT         |      | 306180  |          |
|                                    | 0349-801-3201-39400 | 136.80   | FIRE EQUIPMENT-USE TAX |      | 306180  |          |
|                                    | 0010-431            | 136.80-  | FIRE EQUIPMENT-USE TAX |      | 306180  |          |
|                                    | 0349-801-3201-39400 | 485.00   | FIRE EQUIPMENT REPAIR  |      | 306180  |          |
|                                    | 0349-801-3201-39400 | 43.65    | FIRE EQUIPMENT-USE TAX |      | 306180  |          |
|                                    | 0010-431            | 43.65-   | FIRE EQUIPMENT-USE TAX |      | 306180  | 2,005.00 |
| PITNEY BOWES POSTAGE BY PHONE      | 0010-801-1301-32200 | 1.20     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1403-32200 | 67.15    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1406-32200 | 115.59   | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1407-32200 | 4.37     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1701-32200 | 74.76    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1702-32200 | 113.69   | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1703-32200 | 5.95     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1704-32200 | 46.08    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1801-32200 | 140.40   | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-1802-32200 | 8.85     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3101-32200 | 20.18    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3102-32200 | 35.37    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3104-32200 | 13.76    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3111-32200 | 2.11     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3113-32200 | 7.79     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3114-32200 | 69.17    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3201-32200 | 4.63     | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3205-32200 | 50.44    | POSTAGE                |      | 306153  |          |
|                                    | 0010-801-3210-32200 | 1.45     | POSTAGE                |      | 306153  |          |

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PREPAID WARRANTS

| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION              | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|--------------------------|---------|---------|----------|
| PITNEY BOWES POSTAGE BY PHONE       | 0010-801-3220-32200 | 225.24   | POSTAGE                  |         | 306153  |          |
|                                     | 0010-801-6001-32200 | 46.45    | POSTAGE                  |         | 306153  |          |
|                                     | 0010-801-6502-32200 | 1.45     | POSTAGE                  |         | 306153  |          |
|                                     | 0043-801-4212-32200 | 23.66    | POSTAGE                  |         | 306153  |          |
|                                     | 0075-450-0075-09230 | 63.25    | POSTAGE (TRUST)          |         | 306153  |          |
|                                     | 0092-801-4221-32200 | 69.00    | POSTAGE                  |         | 306153  |          |
|                                     |                     |          |                          |         |         | 1,211.99 |
| PROSOURCE FACILITY SUPPLY           | 0010-801-4210-38250 | 649.42   | JANITORIAL SUPPLIES      |         | 306181  |          |
|                                     | 0010-801-4210-38250 | 489.08   | JANITORIAL SUPPLIES      |         | 306181  |          |
|                                     | 0010-801-4210-38250 | 668.23   | JANITORIAL SUPPLIES      |         | 306181  |          |
|                                     | 0010-801-4210-38250 | 203.65   | JANITORIAL SUPPLIES      |         | 306181  |          |
|                                     |                     |          |                          |         |         | 2,010.38 |
| RESIDENCE INN BY MARRIOTT LLC (DBA) | 0136-801-3101-33250 | 660.35   | POST TRAINING            |         | 306130  |          |
|                                     |                     |          |                          |         |         | 660.35   |
|                                     | 0136-801-3101-33250 | 660.35   | POST TRAINING            |         | 306131  |          |
|                                     |                     |          |                          |         |         | 660.35   |
|                                     | 0136-801-3101-33250 | 660.35   | POST TRAINING            |         | 306132  |          |
|                                     |                     |          |                          |         |         | 660.35   |
| RESOURCE ENVIRONMENTAL, INC.        | 0010-801-4210-38100 | 5,296.00 | CITY HALL ROOF ABATEMENT | 16-0223 | 306133  |          |
|                                     |                     |          |                          |         |         | 5,296.00 |
| SBC LONG DISTANCE                   | 0010-801-1408-32050 | 99.56    | PHONE SERVICE            |         | 306182  |          |
|                                     | 0010-801-3112-32050 | 66.38    | PHONE SERVICE            |         | 306182  |          |
|                                     | 0010-801-1408-32050 | 33.19    | PHONE SERVICE            |         | 306182  |          |
|                                     | 0010-801-6001-32050 | 11.06    | PHONE SERVICE            |         | 306182  |          |
|                                     | 0169-801-2201-32050 | 11.06    | PHONE SERVICE            |         | 306182  |          |
|                                     |                     |          |                          |         |         | 221.25   |
| SCPLRC                              | 0010-801-1801-39300 | 150.00   | HR-MEMBERSHIP            |         | 306134  |          |
|                                     |                     |          |                          |         |         | 150.00   |

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| VENDOR NAME                  | ACCOUNT             | AMOUNT   | DESCRIPTION                   | P.O.    | CHECK # | TOTAL    |
|------------------------------|---------------------|----------|-------------------------------|---------|---------|----------|
| SEE'S CANDY SHOPS, INC       | 0075-450-0075-08550 | 2,237.25 | LANGLEY SPECIAL EVENT-TRUST   | 16-0268 | 306154  | 2,237.25 |
| SMART & FINAL #321           | 0010-801-3210-22750 | 103.50   | FIRE REFRESHMENTS             |         | 306135  | 103.50   |
| SPRINT CORPORATION           | 0010-801-3115-38400 | 1,353.66 | MOBILE DATA SERVICE           | 16-0151 | 306183  | 1,353.66 |
| THE STANDARD INSURANCE CO.   | 0065-464            | 675.80   | EXECUTIVE PREMIUM             |         | 306155  | 675.80   |
| SUPERIOR CHOICE PRINT        | 0075-450-0075-08530 | 87.60    | SNOW VILLAGE BANNER (TRUST)   |         | 306184  | 87.60    |
| THE GAS COMPANY (DBA)        | 0060-801-4211-22250 | 2,137.61 | GAS SERVICES                  |         | 306136  | 2,137.61 |
|                              | 0010-801-3114-36200 | 108.35   | GAS SERVICES                  |         | 306156  | 108.35   |
| TWINING INC                  | 0175-801-5003-91900 | 2,707.50 | EL REPETTO EMERGENCY REPAIR   |         | 306185  | 2,707.50 |
| UNITED PARCEL SERVICE        | 0010-801-1407-32200 | 226.00   | DELIVERY SERVICES             |         | 306157  |          |
|                              | 0010-801-3101-32200 | 72.22    | DELIVERY SERVICES             |         | 306157  |          |
|                              | 0060-801-4211-32200 | 14.34    | DELIVERY SERVICES             |         | 306157  |          |
|                              |                     |          |                               |         |         | 312.56   |
| UNITED STATES POSTAL SERVICE | 0043-801-6509-31880 | 3,800.00 | CASCADES POSTAGE              | 16-0135 | 306186  | 3,800.00 |
| VERIZON WIRELESS             | 0010-801-1701-32050 | 40.35    | WIRELESS VOICE & DATA SERVICE |         | 306158  |          |
|                              | 0010-801-1703-32050 | 3.80     | WIRELESS VOICE & DATA SERVICE |         | 306158  |          |
|                              | 0010-801-1702-32050 | 15.51    | WIRELESS VOICE & DATA SERVICE |         | 306158  |          |
|                              | 0010-801-1404-32050 | 44.01    | WIRELESS VOICE & DATA SERVICE |         | 306158  |          |
|                              | 0010-801-6001-32050 | 53.62    | WIRELESS VOICE & DATA SERVICE |         | 306158  |          |
|                              |                     |          |                               |         |         | 157.29   |

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PREPAID WARRANTS

| VENDOR NAME                | ACCOUNT             | AMOUNT     | DESCRIPTION                   | P.O. | CHECK # | TOTAL      |
|----------------------------|---------------------|------------|-------------------------------|------|---------|------------|
| VERIZON WIRELESS           | 0010-801-3220-32050 | 113.29     | WIRELESS VOICE & DATA SERVICE |      | 306187  |            |
|                            | 0010-801-3205-32050 | 83.58      | WIRELESS VOICE & DATA SERVICE |      | 306187  |            |
|                            | 0010-801-3201-32050 | 0.22       | WIRELESS VOICE & DATA SERVICE |      | 306187  |            |
|                            | 0010-801-3210-32050 | 0.88       | WIRELESS VOICE & DATA SERVICE |      | 306187  |            |
|                            | 0349-801-3201-39400 | 38.01      | WIRELESS VOICE & DATA SERVICE |      | 306187  |            |
|                            |                     |            |                               |      |         | 235.98     |
| YAO YAO                    | 0010-701-0010-03630 | 40.00-     | VOID CHECK                    |      | 304104  |            |
|                            |                     |            |                               |      |         | 40.00-     |
| TOTAL FOR PREPAID WARRANTS |                     |            |                               |      |         | 158,446.99 |
|                            | PRINTED             | 158,446.99 |                               |      |         |            |
|                            | E-PAYABLE           | 0.00       |                               |      |         |            |



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| VENDOR NAME                    | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O.    | CHECK # | TOTAL     |
|--------------------------------|---------------------|----------|-----------------------------|---------|---------|-----------|
| A & J PORTABLE RESTROOM INC    | 0010-801-6508-39860 | 800.00   | FARMERS MARKET RESTROOM     |         | 306188  | 800.00    |
| ACCOUNTEMPS                    | 0010-801-1403-31950 | 1,209.00 | TEMPORARY STAFFING SERVICES |         | 306189  | 1,209.00  |
| ADLERHORST INTERNATIONAL INC.  | 0160-801-3103-22800 | 266.66   | POLICE TRAINING             |         | 27 *    |           |
|                                | 0160-801-3103-22800 | 475.02   | POLICE TRAINING             |         | 27 *    |           |
|                                | 0160-801-3101-39400 | 9,000.00 | POLICE TRAINING             | 16-0259 | 27 *    |           |
|                                | 0160-801-3103-22800 | 100.97   | POLICE TRAINING             |         | 27 *    |           |
|                                | 0160-801-3103-22800 | 45.36    | POLICE TRAINING             |         | 27 *    | 9,888.01  |
| ADMINSURE INC.                 | 0080-801-8301-20000 | 5,700.00 | WORKERS COMP CLAIM ADMIN    |         | 306190  |           |
|                                | 0080-801-8301-20000 | 5,700.00 | WORKERS COMP CLAIM ADMIN    |         | 306190  | 11,400.00 |
| ADVANCE PEST TERMITE CONTROL   | 0010-801-3210-22750 | 42.00    | PEST CONTROL                | 16-0180 | 306191  |           |
|                                | 0010-801-3210-22750 | 47.00    | PEST CONTROL                | 16-0180 | 306191  |           |
|                                | 0010-801-3210-22750 | 35.00    | PEST CONTROL                | 16-0180 | 306191  |           |
|                                | 0010-801-6507-31160 | 42.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-6507-31160 | 42.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-6507-31160 | 53.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-6507-31160 | 30.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-6507-31160 | 38.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-6507-31160 | 47.00    | PEST CONTROL                | 16-0142 | 306191  |           |
|                                | 0010-801-3104-22750 | 30.00    | PEST CONTROL                |         | 306191  |           |
|                                | 0010-801-3113-38100 | 39.00    | PEST CONTROL                | 16-0116 | 306191  |           |
|                                | 0010-801-3210-22750 | 42.00    | PEST CONTROL                | 16-0180 | 306191  | 487.00    |
| ADVANCED BATTERY SYSTEMS, INC. | 0060-801-4211-23500 | 606.17   | FLEET PARTS-UNIT 026        | 16-0005 | 28 *    |           |
|                                | 0060-801-4211-23500 | 152.86-  | FLEET PARTS-CREDIT          | 16-0005 | 28 *    |           |
|                                | 0060-801-4211-38410 | 458.58   | FLEET PARTS-UNIT 104        |         | 28 *    |           |

\* Indicates an E-Payable transaction

09/30/2015 4:36:23 PM

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PRINTED WARRANTS

| VENDOR NAME                       | ACCOUNT             | AMOUNT   | DESCRIPTION                    | P.O.    | CHECK # | TOTAL    |
|-----------------------------------|---------------------|----------|--------------------------------|---------|---------|----------|
|                                   |                     |          |                                |         |         | 911.89   |
| AFFILIATED SYSTEMS, INC.          | 0010-801-1801-31900 | 1,005.00 | PRE-EMPLOYMENT PHYSICAL        |         | 306192  |          |
|                                   | 0010-801-1801-31900 | 680.00   | PRE-EMPLOYMENT/DMV/DOT PHYS    |         | 306192  |          |
|                                   |                     |          |                                |         |         | 1,685.00 |
| AIR EXCHANGE, INC                 | 0071-801-3210-38400 | 546.18   | FIRE-REPAIR STATION 61         |         | 306193  |          |
|                                   |                     |          |                                |         |         | 546.18   |
| CITY OF ALHAMBRA                  | 0010-801-3210-31950 | 9,600.00 | FIRE TRAINING FACILITY         | 16-0175 | 306194  |          |
|                                   | 0010-801-3210-31950 | 115.00   | FIRE TRAINING FACILITY         |         | 306194  |          |
|                                   |                     |          |                                |         |         | 9,715.00 |
| ALLSTAR FIRE EQUIPMENT INC.       | 0010-801-3210-22750 | 2,032.85 | FIRE SUPPLIES                  |         | 306195  |          |
|                                   |                     |          |                                |         |         | 2,032.85 |
| AMERICAN DYNAMIC SERVICES, INC.   | 0010-801-3230-22750 | 89.97    | FIRE/SECURITY ALARM MONITORING |         | 306196  |          |
|                                   | 0010-801-3230-22750 | 105.00   | FIRE/SECURITY ALARM MONITORING |         | 306196  |          |
|                                   |                     |          |                                |         |         | 194.97   |
| AMERICAN INTEGRATED SERVICES, INC | 0444-801-5004-96067 | 3,744.50 | CNG ISLAND AND DISPENSER       | 16-0246 | 306197  |          |
|                                   | 0165-801-5004-96067 | 3,744.50 | CNG ISLAND AND DISPENSER       | 16-0246 | 306197  |          |
|                                   |                     |          |                                |         |         | 7,489.00 |
| BRIAN ANDRUS                      | 0335-801-3102-33100 | 156.60   | POLICE TRAINING                |         | 306198  |          |
|                                   | 0335-801-3102-33100 | 486.90   | POLICE TRAINING                |         | 306198  |          |
|                                   |                     |          |                                |         |         | 643.50   |
| APT US&C                          | 0010-801-1403-39300 | 100.00   | ANNUAL MEMBERSHIP RENEWAL      |         | 306199  |          |
|                                   |                     |          |                                |         |         | 100.00   |
| ARC IMAGING RESOURCE - CALIFORNIA | 0092-801-4212-37500 | 54.84    | ENGINEERING PRINTER            | 16-0243 | 306200  |          |
|                                   |                     |          |                                |         |         | 54.84    |
| BRENT ARCHIBALD                   | 0335-801-3102-33100 | 45.00    | POST TRAINING                  |         | 306201  |          |
|                                   |                     |          |                                |         |         | 45.00    |
|                                   | 0136-801-3101-33250 | 250.00   | POST TRAINING                  |         | 306202  |          |
|                                   |                     |          |                                |         |         | 250.00   |

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| VENDOR NAME                      | ACCOUNT             | AMOUNT     | DESCRIPTION                | P.O.    | CHECK # | TOTAL      |
|----------------------------------|---------------------|------------|----------------------------|---------|---------|------------|
| BRENT ARCHIBALD                  | 0136-801-3101-33250 | 200.00     | POST TRAINING              |         | 306203  | 200.00     |
|                                  | 0136-801-3101-33250 | 200.00     | POST TRAINING              |         | 306204  | 200.00     |
| ARROYO BACKGROUND INVESTIGATIONS | 0010-801-3104-31950 | 900.00     | BACKGROUND INVESTIGATIONS  | 16-0199 | 306205  |            |
|                                  | 0010-801-3104-31950 | 1,800.00   | BACKGROUND INVESTIGATIONS  | 16-0199 | 306205  | 2,700.00   |
| ASCAP (DBA)                      | 0010-801-6508-39860 | 676.25     | MUSIC USE LICENSE          |         | 306206  | 676.25     |
| ATHENS SERVICES                  | 0043-801-4208-41200 | 403,301.60 | REFUSE COLLECTION SERVICES |         | 306207  | 403,301.60 |
| AUTOZONE WEST, INC               | 0060-801-4211-22250 | 260.29     | FLEET PARTS                |         | 29 *    |            |
|                                  | 0060-801-4211-23500 | 114.44     | FLEET PARTS-UNIT 037       |         | 29 *    |            |
|                                  | 0060-801-4211-23500 | 67.56      | FLEET PARTS-UNIT 057       |         | 29 *    |            |
|                                  | 0060-801-4211-23500 | 152.59     | FLEET PARTS                |         | 29 *    |            |
|                                  | 0060-801-4211-23500 | 83.92      | FLEET PARTS-UNIT 050       |         | 29 *    |            |
|                                  | 0060-801-4211-22250 | 657.36     | FLEET PARTS                |         | 29 *    | 1,336.16   |
| BAKER & TAYLOR INC               | 0131-801-6006-40000 | 4.58       | BOOK(S) 1                  |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 1,358.18   | BOOK(S) 120                |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 581.68     | BOOK(S) 58                 |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 47.90      | BOOK(S) 8                  |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 127.94     | BOOK(S) 11                 |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 5.25       | BOOK(S) 1                  |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 228.27     | BOOK(S) 21                 |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 11.37-     | BOOK(S)-CREDIT             |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 152.07     | BOOK(S) 12                 |         | 306208  |            |
|                                  | 0131-801-6006-40000 | 158.11     | BOOK(S) 16                 |         | 306208  |            |

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| VENDOR NAME                            | ACCOUNT             | AMOUNT   | DESCRIPTION                | P.O.    | CHECK # | TOTAL    |
|----------------------------------------|---------------------|----------|----------------------------|---------|---------|----------|
| BAKER & TAYLOR INC                     | 0131-801-6006-40000 | 50.23    | BOOK(S) 4                  |         | 306208  |          |
|                                        | 0131-801-6006-40000 | 1,437.83 | BOOK(S) 119                |         | 306208  |          |
|                                        | 0131-801-6006-40000 | 574.46   | DVD(S) 47                  |         | 306208  |          |
|                                        | 0131-801-6006-40000 | 22.86    | DVD(S) 2                   |         | 306208  | 4,737.99 |
| BELL GARDENS AUTO BODY                 | 0010-801-3103-22750 | 4,952.95 | POLICE VEHICLE PAINTING    | 16-0260 | 306209  | 4,952.95 |
| DARREN BRADEN                          | 0010-801-1801-39400 | 1,591.36 | TUITION REIMBURSEMENT      |         | 306210  | 1,591.36 |
| BURRO CANYON SHOOTING PARK DBA         | 0010-801-3103-22750 | 120.00   | POLICE RANGE FEES          |         | 306211  | 120.00   |
| BUSY BEE MESSENGER SERVICE INC         | 0109-801-4201-22750 | 93.00    | MESSENGER SERVICE          |         | 306212  | 93.00    |
| CAAD LLC                               | 0092-801-4221-39250 | 2,017.21 | WATER BILL MAILING SERVICE |         | 306213  | 2,017.21 |
| CALIFORNIA CONTRACT CITIES ASSOCIATION | 0043-801-4203-31950 | 3,323.57 | STORM FUNDING OPTIONS PLAN |         | 306214  | 3,323.57 |
| CALIFORNIA FRAME & AXLE (DBA)          | 0060-801-3210-38400 | 552.95   | FIRE REPAIR ENGINE E65     |         | 306215  |          |
|                                        | 0060-801-3210-38400 | 1,166.67 | FIRE REPAIR ENGINE Q61     |         | 306215  | 1,719.62 |
| CALIFORNIA LIBRARY ASSOCIATION         | 0163-801-6005-39300 | 40.00    | LIBRARY MEMBERSHIP         |         | 306216  | 40.00    |
| CALOX, INC                             | 0010-801-3210-22750 | 29.75    | FIRE MEDICAL SUPPLIES      |         | 306217  |          |
|                                        | 0010-801-3210-22750 | 21.25    | FIRE MEDICAL SUPPLIES      |         | 306217  | 51.00    |
| CAMINO REAL CHEVROLET                  | 0060-801-4211-23500 | 16.25    | FLEET REPAIR/PARTS         | 16-0189 | 30 *    | 16.25    |
| CANON FINANCIAL SERVICES, INC.         | 0010-801-1408-38400 | 683.07   | COPIER MACHINE RENTAL      | 16-0099 | 306218  |          |

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| VENDOR NAME                    | ACCOUNT             | AMOUNT   | DESCRIPTION                   | P.O.    | CHECK # | TOTAL    |
|--------------------------------|---------------------|----------|-------------------------------|---------|---------|----------|
| CANON FINANCIAL SERVICES, INC. | 0010-801-1801-39250 | 683.06   | COPIER MACHINE RENTAL         | 16-0099 | 306218  |          |
|                                | 0010-801-6502-38400 | 683.07   | COPIER MACHINE RENTAL         | 16-0099 | 306218  |          |
|                                | 0010-801-1701-37500 | 832.46   | COPIER MACHINE RENTAL         | 16-0045 | 306218  |          |
|                                | 0092-801-4223-38400 | 832.46   | COPIER MACHINE RENTAL         | 16-0045 | 306218  |          |
|                                | 0010-801-3205-37500 | 832.46   | COPIER MACHINE RENTAL         | 16-0045 | 306218  |          |
|                                | 0010-801-3210-37500 | 1,908.77 | COPIER MACHINE RENTAL         | 16-0052 | 306218  |          |
|                                | 0010-801-3104-37500 | 1,919.90 | COPIER MACHINE RENTAL         | 16-0070 | 306218  | 8,375.25 |
| CANON SOLUTIONS AMERICA, INC   | 0010-801-1301-37500 | 27.60    | COPIER MAINTENANCE            |         | 31 *    | 27.60    |
| CARL WARREN & COMPANY          | 0062-801-5101-35600 | 750.00   | LIABILITY CLAIMS-T GREHAN     |         | 306219  |          |
|                                | 0062-801-5101-35600 | 750.00   | LIABILITY CLAIMS-M CHOU       |         | 306219  |          |
|                                | 0062-801-5101-35600 | 375.00   | LIABILITY CLAIMS-R FLORES     |         | 306219  |          |
|                                | 0062-801-5101-35600 | 375.00   | LIABILITY CLAIMS-R OWNES      |         | 306219  |          |
|                                | 0062-801-5101-35600 | 750.00   | LIABILITY CLAIMS-I GONZALES   |         | 306219  |          |
|                                | 0062-801-5101-35600 | 375.00   | LIABILITY CLAIMS-CHARTER COMM |         | 306219  | 3,375.00 |
| DAVID CASTELLANO               | 0335-801-3102-33100 | 269.70   | POLICE TRAINING               |         | 306220  | 269.70   |
| ALYCE CHA                      | 0010-701-0010-08025 | 80.00    | REFUND RECREATION CLASS       |         | 306221  | 80.00    |
| CHARLIES TIRE RECYCLING        | 0060-801-4211-31950 | 120.00   | FLEET TIRE RECYCLING          |         | 306222  | 120.00   |
| PEGGY CHEN                     | 0075-450-0075-08200 | 1,712.00 | REFUND GRADING BOND (TRUST)   |         | 306223  | 1,712.00 |
| CHINESE DAILY NEWS, INC.       | 0010-801-6002-40000 | 230.00   | LIBRARY SUBSCRIPTION          |         | 306224  | 230.00   |
| CITY TERRACE SERVICE, INC.     | 0060-801-3210-38400 | 441.00   | FIRE TOW TRUCK Q61            |         | 306225  |          |

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| VENDOR NAME                   | ACCOUNT             | AMOUNT    | DESCRIPTION                    | P.O.    | CHECK # | TOTAL     |
|-------------------------------|---------------------|-----------|--------------------------------|---------|---------|-----------|
|                               |                     |           |                                |         |         | 441.00    |
| CLEAN ENERGY                  | 0109-801-4201-31960 | 8,302.01  | CNG FUEL                       | 16-0245 | 32 *    |           |
|                               | 0109-801-4201-31960 | 15,485.57 | CNG FUEL                       | 16-0245 | 32 *    |           |
|                               |                     |           |                                |         |         | 23,787.58 |
| COBRA FIRE PROTECTION         | 0010-801-6001-38100 | 150.00    | FIRE SYS/EXTINGUISHERS SERVICE |         | 306226  |           |
|                               | 0060-801-4211-38400 | 271.00    | FIRE SYS/EXTINGUISHERS SERVICE | 16-0025 | 306226  |           |
|                               |                     |           |                                |         |         | 421.00    |
| COME LAND MAINTENANCE COMPANY | 0060-801-4211-38400 | 140.00    | JANITORIAL SERVICE             |         | 306227  |           |
|                               | 0010-801-6502-38250 | 400.00    | JANITORIAL SERVICE             | 16-0183 | 306227  |           |
|                               | 0010-801-6502-38250 | 648.50    | JANITORIAL SERVICE             | 16-0183 | 306227  |           |
|                               | 0010-801-6502-38250 | 1,194.50  | JANITORIAL SERVICE             | 16-0181 | 306227  |           |
|                               | 0010-801-6502-38250 | 1,146.00  | JANITORIAL SERVICE             | 16-0181 | 306227  |           |
|                               | 0010-801-6502-38250 | 200.00    | JANITORIAL SERVICE             | 16-0182 | 306227  |           |
|                               | 0010-801-6502-38250 | 858.00    | JANITORIAL SERVICE             | 16-0204 | 306227  |           |
|                               | 0010-801-6502-38250 | 858.00    | JANITORIAL SERVICE             | 16-0204 | 306227  |           |
|                               |                     |           |                                |         |         | 5,445.00  |
| COUNTY OF LOS ANGELES         | 0010-850-3111-31950 | 8,824.17  | ANIMAL CONTROL SERVICES        |         | 306228  |           |
|                               | 0010-701-0010-02420 | 472.00-   | ANIMAL CONTROL-OTHER CREDIT    |         | 306228  |           |
|                               | 0010-701-0010-02410 | 4,255.00- | ANIMAL CONTROL-LICENSE FEE     |         | 306228  |           |
|                               | 0010-850-3111-31950 | 8,436.30  | ANIMAL CONTROL SERVICES        |         | 306228  |           |
|                               | 0010-701-0010-02420 | 454.00-   | ANIMAL CONTROL-OTHER CREDIT    |         | 306228  |           |
|                               | 0010-701-0010-02410 | 2,635.00- | ANIMAL CONTROL-LICENSES FEES   |         | 306228  |           |
|                               |                     |           |                                |         |         | 9,444.47  |
| CSULB FOUNDATION -            | 0136-801-3101-33250 | 288.00    | POLICE POST TRAINING           |         | 306229  |           |
|                               |                     |           |                                |         |         | 288.00    |
| DAILY JOURNAL CORPORATION     | 0092-801-1301-34050 | 99.00     | LEGAL NOTICE                   | 16-0147 | 306230  |           |
|                               | 0010-801-1301-34050 | 762.00    | LEGAL NOTICE                   | 16-0147 | 306230  |           |
|                               | 0092-801-1301-34050 | 189.00    | LEGAL NOTICE                   | 16-0147 | 306230  |           |

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| VENDOR NAME                   | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O.    | CHECK # | TOTAL    |
|-------------------------------|---------------------|----------|-----------------------------|---------|---------|----------|
| DAILY JOURNAL CORPORATION     | 0010-801-1301-34050 | 117.00   | LEGAL NOTICE                | 16-0147 | 306230  | 1,167.00 |
| DAMEWOOD CONSULTING GROUP     | 0010-801-1801-39400 | 500.00   | GROUP TRAINING              |         | 306231  |          |
|                               | 0010-801-1801-39400 | 500.00   | GROUP TRAINING              |         | 306231  |          |
|                               | 0010-801-1801-39400 | 500.00   | GROUP TRAINING              |         | 306231  | 1,500.00 |
| DAPEER ROSENBLIT & LITVAK     | 0010-801-1702-31600 | 418.00   | LEGAL FEES-COMM DEVELOPMENT | 16-0047 | 306232  | 418.00   |
| DAVTECH COMPUTER CENTER (DBA) | 0010-801-1101-39250 | 435.01   | PRINTER REPAIR              |         | 33 *    | 435.01   |
| DAY WIRELESS SYSTEMS (DBA)    | 0071-801-3210-38400 | 142.50   | FIRE RADIO EQUIPMENT REPAIR | 16-0198 | 306233  |          |
|                               | 0071-801-3210-38400 | 224.65   | FIRE RADIO EQUIPMENT REPAIR | 16-0198 | 306233  | 367.15   |
| DELL MARKETING LP             | 0010-801-1404-22750 | 130.79   | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0060-801-4211-24150 | 467.00   | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0092-801-4223-24150 | 467.00   | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0092-801-4222-24150 | 466.00   | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0010-801-4212-24150 | 573.07   | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0010-801-4212-24150 | 29.36    | COMPUTER/SUPPLIES           |         | 306234  |          |
|                               | 0010-801-4212-24150 | 342.45   | COMPUTER/SUPPLIES           |         | 306234  | 2,475.67 |
| DEPARTMENT OF JUSTICE         | 0010-801-1801-39550 | 162.00   | FINGERPRINT PROCESSING      |         | 306235  |          |
|                               | 0010-701-0010-03710 | 1,068.00 | FINGERPRINT PROCESSING      |         | 306235  |          |
|                               | 0010-801-1801-39550 | 384.00   | FINGERPRINT PROCESSING      |         | 306235  | 1,614.00 |
| DAVID DEVITO                  | 0010-801-6508-39860 | 475.00   | CASCADES WATERFALL OPENING  |         | 306236  | 475.00   |
| DITCH WITCH OF CORONA         | 0092-801-4223-38400 | 274.77   | WATER TOOLS/PARTS           |         | 306237  |          |

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| VENDOR NAME                             | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O.    | CHECK # | TOTAL    |
|-----------------------------------------|---------------------|----------|-----------------------------|---------|---------|----------|
| DITCH WITCH OF CORONA                   | 0092-801-4223-23700 | 156.19   | WATER TOOLS/PARTS           |         | 306237  |          |
|                                         | 0092-801-4223-23700 | 21.48    | WATER TOOLS/PARTS           |         | 306237  | 452.44   |
| DIVERSIFIED ALARM SERVICE               | 0010-801-3112-38400 | 135.00   | SECURITY CAMERA SERVICES    |         | 34 *    |          |
|                                         | 0010-801-3112-38400 | 135.00   | SECURITY CAMERA SERVICES    |         | 34 *    |          |
|                                         | 0010-801-3112-38400 | 135.00   | SECURITY CAMERA SERVICES    |         | 34 *    | 405.00   |
| DOUBLETREE GUEST SUITES (DBA)           | 0136-801-3101-33250 | 496.44   | POST TRAINING               |         | 306238  | 496.44   |
|                                         | 0136-801-3101-33250 | 496.44   | POST TRAINING               |         | 306239  | 496.44   |
|                                         | 0136-801-3101-33250 | 620.55   | POST TRAINING               |         | 306240  | 620.55   |
| E.R.S. SECURITY ALARM SYSTEMS,          | 0010-801-6001-38100 | 135.00   | LIBRARY SECURITY MONITORING |         | 306241  | 135.00   |
| EMERGENCY RESPONSE CRIME SCENE CLEANING | 0010-801-3103-22750 | 450.00   | BIOLOGICAL CLEANING         |         | 306242  | 450.00   |
| EMPIRE CLEANING SUPPLY                  | 0010-801-6001-22150 | 365.29   | JANITORIAL SUPPLIES         |         | 35 *    |          |
|                                         | 0010-801-6505-22150 | 555.04   | JANITORIAL SUPPLIES         | 16-0123 | 35 *    |          |
|                                         | 0010-801-6001-22150 | 436.24   | JANITORIAL SUPPLIES         |         | 35 *    | 1,356.57 |
| ENDEAVOR PRINT INC.                     | 0109-801-4201-31960 | 1,870.30 | SPIRIT BUSES GRAPHICS       |         | 36 *    | 1,870.30 |
| FEDERAL EXPRESS CORP.                   | 0010-801-1403-32200 | 111.07   | CARRIER SERVICES            |         | 306243  | 111.07   |
| FEDEX OFFICE PRINTS & SHIP SERVICES     | 0043-850-1403-39250 | 650.52   | BUDGET PUBLICATIONS         |         | 306244  |          |
|                                         | 0092-850-1403-39250 | 650.52   | BUDGET PUBLICATIONS         |         | 306244  | 1,301.04 |

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| VENDOR NAME              | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O. | CHECK # | TOTAL    |
|--------------------------|---------------------|----------|-----------------------------|------|---------|----------|
| FILEKEEPERS, LLC         | 0010-801-1802-31950 | 192.00   | STORAGE SERVICE             |      | 306245  | 192.00   |
| FORD OF MONTEBELLO       | 0060-801-4211-23500 | 101.59   | FLEET PARTS-UNIT 853        |      | 306246  |          |
|                          | 0060-801-4211-22250 | 360.48   | FLEET PARTS                 |      | 306246  |          |
|                          | 0060-801-4211-23500 | 248.41   | FLEET PARTS-UNIT 065        |      | 306246  |          |
|                          | 0060-801-4211-22250 | 24.05    | FLEET PARTS-UNIT 057        |      | 306246  | 734.53   |
| BEVERLY FRANCO           | 0159-701-0159-07020 | 106.00   | REFUND RECREATION CLASS     |      | 306247  | 106.00   |
| JOANN FRESCAS            | 0010-801-1801-39400 | 2,000.00 | TUITION REIMBURSEMENT       |      | 306248  | 2,000.00 |
| GONZALO GABRIEL          | 0335-801-3102-33100 | 201.50   | POLICE TRAINING             |      | 306249  |          |
|                          | 0335-801-3102-33100 | 212.63   | POLICE TRAINING             |      | 306249  |          |
|                          | 0335-801-3102-33100 | 74.33    | POLICE TRAINING             |      | 306249  | 488.46   |
| GALLADE CHEMICAL, INC.   | 0092-801-4222-23300 | 507.40   | WATER CHEMICALS             |      | 37 *    |          |
|                          | 0092-801-4222-23300 | 506.85   | WATER CHEMICALS             |      | 37 *    |          |
|                          | 0092-801-4222-23300 | 507.40   | WATER CHEMICALS             |      | 37 *    |          |
|                          | 0092-801-4222-23300 | 948.48   | WATER CHEMICALS             |      | 37 *    | 2,470.13 |
| CRISTINA GARCIA          | 0075-450-0075-08360 | 2,500.00 | EE COMPUTER PROGRAM (TRUST) |      | 306250  | 2,500.00 |
| GARFIELD MEDICAL CENTER  | 0010-801-3113-22600 | 24.00    | PHYSICAL                    |      | 306251  |          |
|                          | 0010-801-3113-22600 | 24.00    | PHYSICAL                    |      | 306251  |          |
|                          | 0010-801-3113-22600 | 24.00    | PHYSICAL                    |      | 306251  | 72.00    |
| GARVEY EQUIPMENT COMPANY | 0060-801-4211-23500 | 43.49    | FLEET PARTS                 |      | 306252  |          |
|                          | 0060-801-4211-23500 | 130.53   | FLEET PARTS-UNIT 069        |      | 306252  |          |

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| VENDOR NAME                         | ACCOUNT             | AMOUNT     | DESCRIPTION           | P.O.    | CHECK # | TOTAL      |
|-------------------------------------|---------------------|------------|-----------------------|---------|---------|------------|
| GARVEY EQUIPMENT COMPANY            | 0060-801-4211-23500 | 18.72      | FLEET PARTS-UNIT P137 |         | 306252  | 192.74     |
| GENERAL PUMP COMPANY, INC.          | 0092-801-4225-81240 | 113,460.00 | WATER-REPAIR WELL #15 | 16-0241 | 306253  | 113,460.00 |
| GLOBAL GOVERNMENT/EDUCATION         | 0010-801-6003-22450 | 241.23     | LIBRARY-SUPPLIES      |         | 306254  | 241.23     |
| GOLDEN STAR TECHNOLOGY INC/DBA: GSI | 0043-801-1404-38400 | 1,072.00   | SERVER MAINTENANCE    | 16-0267 | 306255  | 3,216.00   |
|                                     | 0092-801-1404-38400 | 1,072.00   | SERVER MAINTENANCE    | 16-0267 | 306255  |            |
|                                     | 0010-801-1404-38400 | 1,072.00   | SERVER MAINTENANCE    | 16-0267 | 306255  |            |
|                                     |                     |            |                       |         |         |            |
| GOVCONNECTION INC.                  | 0142-801-6005-21350 | 67.17      | COMPUTER SUPPLIES     |         | 38 *    | 6,247.11   |
|                                     | 0092-801-4221-24150 | 456.84     | COMPUTER SUPPLIES     |         | 38 *    |            |
|                                     | 0010-801-1408-38400 | 1,565.45   | COMPUTER SUPPLIES     |         | 38 *    |            |
|                                     | 0010-801-1404-22750 | 128.80     | COMPUTER SUPPLIES     |         | 38 *    |            |
|                                     | 0010-801-1404-22750 | 25.55      | COMPUTER SUPPLIES     |         | 38 *    |            |
|                                     | 0010-801-6502-31950 | 51.52      | COMPUTER SUPPLIES     |         | 38 *    |            |
|                                     | 0010-801-1404-38400 | 1,317.26   | COMPUTER SUPPLIES     | 16-0157 | 38 *    |            |
|                                     | 0043-801-1404-38400 | 1,317.26   | COMPUTER SUPPLIES     | 16-0157 | 38 *    |            |
|                                     | 0092-801-1404-38400 | 1,317.26   | COMPUTER SUPPLIES     | 16-0157 | 38 *    |            |
| GRAND PRIX TIRE & AUTO CENTER       | 0060-801-4211-23500 | 349.89     | FLEET TIRES-UNIT 051  | 16-0030 | 39 *    | 349.89     |
| GRM INFORMATION MANAGEMENT          | 0010-801-1301-31950 | 676.00     | ONLINE RECORD SYSTEM  | 16-0108 | 306256  | 786.50     |
|                                     | 0010-801-1301-31950 | 49.00      | STORAGE-BOX           | 16-0109 | 306256  |            |
|                                     | 0092-801-1301-31950 | 26.50      | STORAGE-BOX           |         | 306256  |            |
|                                     | 0010-801-1301-31950 | 35.00      | STORAGE-VAULT         | 16-0109 | 306256  |            |
| H & H AUTO PARTS WHOLESALE          | 0060-801-4211-23500 | 43.44      | FLEET PARTS           |         | 306257  |            |

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| VENDOR NAME                  | ACCOUNT             | AMOUNT  | DESCRIPTION                 | P.O. | CHECK # | TOTAL  |
|------------------------------|---------------------|---------|-----------------------------|------|---------|--------|
| H & H AUTO PARTS WHOLESALE   | 0060-801-4211-23500 | 52.08   | FLEET PARTS-UNIT 058        |      | 306257  |        |
|                              | 0060-801-4211-23500 | 110.40- | FLEET PARTS-CREDIT          |      | 306257  |        |
|                              | 0060-801-4211-23500 | 21.15   | FLEET PARTS                 |      | 306257  |        |
|                              | 0060-801-4211-23500 | 18.14   | FLEET PARTS-UNIT WD70       |      | 306257  |        |
|                              | 0060-801-4211-23500 | 77.43   | FLEET PARTS-UNIT 882        |      | 306257  |        |
|                              | 0060-801-4211-23500 | 94.79   | FLEET PARTS                 |      | 306257  |        |
|                              | 0060-801-4211-23500 | 58.64   | FLEET PARTS                 |      | 306257  |        |
|                              | 0060-801-4211-23500 | 88.13-  | FLEET PARTS-CREDIT          |      | 306257  |        |
|                              |                     |         |                             |      |         | 167.14 |
| SCOTT HABERLE                | 0349-801-3201-39400 | 147.15  | REFRESHMENT FOR PROCTORS    |      | 306258  |        |
|                              |                     |         |                             |      |         | 147.15 |
| HARD COPY, A BIERLY COMPANY  | 0062-801-5101-35650 | 110.18  | CLAIM SERVICES-J KITAHARA   |      | 306259  |        |
|                              |                     |         |                             |      |         | 110.18 |
| HAROLD'S KEY SHOP, INC.      | 0010-801-3104-22750 | 16.90   | KEY/LOCK SERVICES           |      | 306260  |        |
|                              |                     |         |                             |      |         | 16.90  |
| HAZENS INVESTMENTS LLC (DBA) | 0136-801-3101-33250 | 416.48  | POST TRAINING               |      | 306261  |        |
|                              |                     |         |                             |      |         | 416.48 |
| HDL COREN & CONE             | 0010-701-0010-01200 | 104.22  | PROPERTY TAX AUDIT SERVICES |      | 306262  |        |
|                              | 0010-801-1403-31950 | 695.00  | CAFR STATISTICAL REPORTS    |      | 306262  |        |
|                              |                     |         |                             |      |         | 799.22 |
| HELEN CHOW                   | 0010-701-0010-08025 | 30.00   | REFUND RECREATION CLASS     |      | 306263  |        |
|                              |                     |         |                             |      |         | 30.00  |
| HECTOR HERNANDEZ             | 0335-801-3102-33100 | 149.70  | POST TRAINING               |      | 306264  |        |
|                              | 0335-801-3102-33100 | 393.75  | POST TRAINING               |      | 306264  |        |
|                              |                     |         |                             |      |         | 543.45 |
| BENANCIO HERRERA JR.         | 0010-801-6505-21350 | 209.02  | OFFICE SUPPLIES             |      | 306265  |        |
|                              |                     |         |                             |      |         | 209.02 |
| HOME DEPOT CREDIT SERVICES   | 0010-801-5004-88560 | 796.42  | HARDWARE SUPPLIES           |      | 306266  |        |

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| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION                    | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|--------------------------------|---------|---------|----------|
| HOME DEPOT CREDIT SERVICES          | 0010-801-6503-38100 | 6.89     | HARDWARE SUPPLIES              | 16-0119 | 306266  |          |
|                                     | 0010-801-6508-39860 | 39.73    | HARDWARE SUPPLIES              | 16-0119 | 306266  |          |
|                                     | 0060-801-4211-23500 | 192.05   | HARDWARE SUPPLIES              |         | 306266  |          |
|                                     | 0060-801-4211-23500 | 263.28   | HARDWARE SUPPLIES              |         | 306266  |          |
|                                     | 0010-801-3230-39400 | 42.51    | HARDWARE SUPPLIES              |         | 306266  |          |
|                                     |                     |          |                                |         |         | 1,340.88 |
| HOUSE OF PRINTING                   | 0075-450-0075-08616 | 246.34   | GERANIUM FESTIVAL FLYER(TRUST) |         | 306267  |          |
|                                     |                     |          |                                |         |         | 246.34   |
| IMPACT IMAGES INC. (DBA) IMPACT CAM | 0010-801-6508-39860 | 1,495.71 | RECREATION CANOPIES            | 16-0258 | 306268  |          |
|                                     | 0010-801-6508-39860 | 146.50   | RECREATION CANOPIES            |         | 306268  |          |
|                                     |                     |          |                                |         |         | 1,642.21 |
| INTER VALLEY POOL SUPPLY            | 0010-801-6503-23050 | 666.87   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 453.89   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 384.23   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 230.54   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 558.40   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 461.07   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 241.29   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 499.99   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 481.05   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 239.76   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 344.27   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     | 0010-801-6503-23050 | 759.35   | POOL CHEMICALS                 | 16-0194 | 306269  |          |
|                                     |                     |          |                                |         |         | 5,320.71 |
| INTERSTATE BATTERY SYSTEMS OF       | 0010-801-3103-22750 | 813.14   | POLICE SUPPLIES                |         | 306270  |          |
|                                     |                     |          |                                |         |         | 813.14   |
| IRON MOUNTAIN OFF-SITE DATA         | 0010-850-1403-31700 | 283.03   | COMPUTER TAPE STORAGE          |         | 306271  |          |
|                                     |                     |          |                                |         |         | 283.03   |

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| VENDOR NAME                       | ACCOUNT             | AMOUNT   | DESCRIPTION                   | P.O.    | CHECK # | TOTAL    |
|-----------------------------------|---------------------|----------|-------------------------------|---------|---------|----------|
| JAVIER PARADA (DBA) XTREMEFITNESS | 0010-801-3210-31950 | 384.00   | FITNESS EQUIPMENT MAINTENANCE |         | 306272  | 384.00   |
| JILIO-RYAN, HUNTER & OLSEN, INC.  | 0062-801-5101-35650 | 1,122.75 | CLAIM SERVICES-J KITAHARA     |         | 306273  | 1,122.75 |
| JIM'S AUTOMOTIVE SERVICE          | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 964     | 16-0079 | 306274  | 250.20   |
|                                   | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 966     | 16-0079 | 306274  |          |
|                                   | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 046     | 16-0079 | 306274  |          |
|                                   | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 908     | 16-0079 | 306274  |          |
|                                   | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 977     | 16-0079 | 306274  |          |
|                                   | 0060-801-4211-38400 | 41.70    | FLEET SMOG CHECK-UNIT 970     | 16-0079 | 306274  |          |
| JSE EMERGENCY MEDICAL GROUP, INC  | 0010-801-3220-39400 | 500.00   | MEDICAL DIRECTOR SERVICES     |         | 306275  | 500.00   |
| JSE ENVIRONMENTAL SERVICES INC    | 0060-801-4211-31950 | 715.00   | FLEET-WASTE DISPOSAL SERVICE  |         | 306276  | 715.00   |
| ROBERT JULIAN                     | 0335-801-3102-33100 | 45.00    | POLICE TRAINING               |         | 306277  | 45.00    |
| K Y SMOG AND TEST ONLY            | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 961     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 913     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 912     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 937     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 983     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 949     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 929     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 052     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 945     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 919     | 16-0009 | 306278  |          |
|                                   | 0060-801-4211-38400 | 45.00    | FLEET SMOG CHECK-UNIT 020     | 16-0009 | 306278  |          |

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| VENDOR NAME               | ACCOUNT             | AMOUNT    | DESCRIPTION                 | P.O.    | CHECK # | TOTAL     |
|---------------------------|---------------------|-----------|-----------------------------|---------|---------|-----------|
| K Y SMOG AND TEST ONLY    | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 962   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 979   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 036   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 033   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 987   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 980   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 035   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 019   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 932   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 025   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 027   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 042   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 007   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 050   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 898   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 037   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 014   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 028   | 16-0009 | 306278  |           |
|                           | 0060-801-4211-38400 | 45.00     | FLEET SMOG CHECK-UNIT 960   | 16-0009 | 306278  |           |
|                           |                     |           |                             |         |         | 1,350.00  |
| KNIGHT COMMUNICATIONS INC | 0160-801-3115-31700 | 10,250.00 | SYSTEM MANAGEMENT SERVICE   | 16-0090 | 306279  |           |
|                           |                     |           |                             |         |         | 10,250.00 |
| CALVIN KO                 | 0010-801-1703-24100 | 118.81    | COMM DEVELOPMENT-INSP TOOLS |         | 306280  |           |
|                           |                     |           |                             |         |         | 118.81    |
| KOVATCH MOBILE EQUIPMENT  | 0060-801-3210-38400 | 91.04     | FIRE ENGINE REPAIR-E63      | 16-0192 | 306281  |           |
|                           |                     |           |                             |         |         | 91.04     |
| L.A.U.S.D. PERSONNEL      | 0010-801-1801-39400 | 170.00    | BILINGUAL TESTING SERVICES  |         | 306282  |           |
|                           | 0010-801-1801-39400 | 90.00     | BILINGUAL TESTING SERVICES  |         | 306282  |           |
|                           |                     |           |                             |         |         | 260.00    |



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|-------------------------------------|---------------------|----------|--------------------------------|---------|---------|-----------|
| L.B.I. AIR, INC.                    | 0060-801-3210-38400 | 2,046.67 | FIRE REPAIRS-UNIT E62          |         | 306283  | 2,046.67  |
| TAWNY LAM                           | 0159-701-0159-07020 | 45.00    | REFUND RECREATION CLASS        |         | 306284  | 45.00     |
| LAWN MOWER CORNER/KNG POWER EQUIPME | 0060-801-4211-23500 | 69.74    | FLEET REPAIR/SUPPLIES-UNIT 070 | 16-0010 | 40 *    | 211.00    |
|                                     | 0060-801-4211-23500 | 43.58    | FLEET REPAIR/SUPPLIES-P137     | 16-0010 | 40 *    |           |
|                                     | 0060-801-4211-23500 | 32.68    | FLEET REPAIR/SUPPLIES-SC79     | 16-0010 | 40 *    |           |
|                                     | 0060-801-4211-38400 | 65.00    | FLEET REPAIR/SUPPLIES-P152     | 16-0010 | 40 *    |           |
| DERRICK LEE                         | 0010-701-0010-07050 | 71.40    | REFUND RECREATION CLASS        |         | 306285  | 71.40     |
| PENG LEE                            | 0075-450-0075-08200 | 1,850.00 | REFUND GRADING BOND (TRUST)    |         | 306286  | 1,850.00  |
| JOHN LIEU                           | 0010-801-4212-22300 | 122.61   | REIMBURSEMENT-WORK BOOTS       |         | 306287  | 122.61    |
| LIFE-ASSIST INC                     | 0010-801-3220-24200 | 4,906.10 | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  | 11,790.76 |
|                                     | 0010-801-3220-24200 | 578.49   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-22350 | 26.32    | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 345.40   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 249.80   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 254.60   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 299.31   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 3,403.79 | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 1,575.44 | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
|                                     | 0010-801-3220-24200 | 151.51   | FIRE MEDICAL SUPPLIES          | 16-0064 | 306288  |           |
| THE LIGHTHOUSE INC (DBA)            | 0109-801-6511-22750 | 115.42   | DIAL-A-RIDE SAFETY SUPPLIES    |         | 306289  | 115.42    |

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| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION                    | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|--------------------------------|---------|---------|----------|
| LONG BEACH BMW MOTORCYCLES (DBA)    | 0060-801-4211-38400 | 417.60   | FLEET PARTS-UNIT 048           | 16-0011 | 41 *    | 417.60   |
| LOOMIS ARMORED US, INC.             | 0010-701-0010-03700 | 508.28   | ARMORED CARRIER SERVICE        |         | 306290  | 508.28   |
| LOS ANGELES COUNTY FIRE DEPT.       | 0060-801-3210-38400 | 2,552.10 | FIRE TRUCK REPAIR              |         | 306291  | 2,552.10 |
| LOS ANGELES COUNTY SHERIFF'S DEPART | 0010-801-3113-22600 | 656.60   | PRISONER MEALS                 | 16-0127 | 306292  | 656.60   |
| LOS ANGELES TIMES                   | 0010-801-3113-39350 | 52.80    | SUBSCRIPTION                   |         | 306293  | 52.80    |
| BULMARO MAGALLON                    | 0159-701-0159-07020 | 45.00    | REFUND RECREATION CLASS        |         | 306294  | 45.00    |
| MAGIC TOUCH CARWASH, INC            | 0060-801-4211-38400 | 1,290.00 | FLEET CAR WASHES               |         | 306295  | 1,405.00 |
|                                     | 0075-450-0075-08550 | 100.00   | DIAL-A-RIDE CAR WASHES (TRUST) |         | 306295  |          |
|                                     | 0075-450-0075-08550 | 15.00    | DIAL-A-RIDE CAR WASHES (TRUST) |         | 306295  |          |
| MAK FIRE PROTECTION ENGINEERING & C | 0010-701-0010-06330 | 5,218.00 | FIRE PLAN CHECK                | 16-0110 | 306296  | 5,473.00 |
|                                     | 0010-701-0010-06330 | 85.00    | FIRE PLAN CHECK                | 16-0110 | 306296  |          |
|                                     | 0010-701-0010-06330 | 170.00   | FIRE PLAN CHECK                | 16-0110 | 306296  |          |
| ADAM MALOUF                         | 0010-801-3210-22750 | 248.00   | FIRE STRIKE TEAM EXPENSE       |         | 306297  | 338.47   |
|                                     | 0060-801-4211-22250 | 90.47    | FIRE STRIKE TEAM EXPENSE       |         | 306297  |          |
| JOHN MARTINDALE                     | 0075-450-0075-08420 | 183.57   | POLICE-GOLF RAFFLE PRIZE-TRUST |         | 306298  | 795.19   |
|                                     | 0075-450-0075-08420 | 611.62   | POLICE-GOLF RAFFLE PRIZE-TRUST |         | 306298  |          |
| ANNETTE MONET MARTINEZ              | 0010-701-0010-03630 | 53.00    | REFUND PARKING CITATION        |         | 306299  | 53.00    |

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|-----------------------------------|---------------------|------------|-----------------------------|---------|---------|------------|
| MCNEILL SECURITY AND FIRE SYSTEMS | 0010-801-6001-38400 | 218.67     | ALARM SERVICES              |         | 306300  | 218.67     |
| MERCON HILLSIDE FOUNDATION        | 0075-450-0075-08200 | 2,280.00   | REFUND GRADING BOND (TRUST) |         | 306301  | 2,280.00   |
| METROPOLITAN TRANSPORTATION       | 0109-801-6511-41200 | 3,300.00   | LANGLEY TAP CARD            | 16-0187 | 306302  | 3,300.00   |
| METROPOLITAN WATER DISTRICT       | 0010-701-0010-07530 | 2,063.00   | LEASE-GARVEY RESERVOIR      |         | 306303  | 2,063.00   |
| MISSION SUPER HARDWARE            | 0010-801-3230-22750 | 43.56      | HARDWARE SUPPLIES           | 16-0060 | 306304  | 198.01     |
|                                   | 0010-801-3210-22750 | 103.82     | HARDWARE SUPPLIES           | 16-0060 | 306304  |            |
|                                   | 0010-801-3210-38400 | 50.63      | HARDWARE SUPPLIES           | 16-0060 | 306304  |            |
| MOBILE MINI LLC                   | 0010-801-6508-39860 | 115.26     | FARMER MARKET STORAGE       |         | 306305  | 115.26     |
| MONOPRICE, INC                    | 0010-801-3114-21350 | 162.55     | COMPUTER SUPPLIES           |         | 306306  | 318.87     |
|                                   | 0010-801-3114-21350 | 156.32     | COMPUTER SUPPLIES           |         | 306306  |            |
| MOTOROLA SOLUTIONS, INC           | 0010-801-3112-38400 | 110,535.00 | POLICE COMM EQUIP MAINT     | 16-0161 | 306307  | 110,535.00 |
| ORLANDO MURO                      | 0075-450-0075-08360 | 2,500.00   | EE COMPUTER PROGRAM (TRUST) |         | 306308  | 2,500.00   |
| MUSIC GEM                         | 0075-450-0075-08550 | 190.00     | LANGLEY DANCE BAND (TRUST)  | 16-0319 | 306309  | 190.00     |
|                                   | 0075-450-0075-08550 | 190.00     | LANGLEY DANCE BAND (TRUST)  | 16-0319 | 306310  | 190.00     |
|                                   | 0075-450-0075-08550 | 190.00     | LANGLEY DANCE BAND (TRUST)  | 16-0319 | 306311  | 190.00     |
|                                   | 0075-450-0075-08550 | 190.00     | LANGLEY DANCE BAND (TRUST)  | 16-0319 | 306312  | 190.00     |

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| VENDOR NAME                    | ACCOUNT             | AMOUNT   | DESCRIPTION                 | P.O.    | CHECK # | TOTAL    |
|--------------------------------|---------------------|----------|-----------------------------|---------|---------|----------|
|                                |                     |          |                             |         |         | 190.00   |
| ALFREDO NAJERA                 | 0010-701-0010-03630 | 56.00    | REFUND PARKING CITATION     |         | 306313  | 56.00    |
| NEC BUSINESS NETWORK SOLUTIONS | 0010-801-3112-38400 | 1,765.92 | PHONE LINE MAINTENANCE      | 16-0091 | 306314  | 1,765.92 |
| NED R HEALY & CO               | 0060-801-4211-23500 | 101.46   | FLEET SUPPLIES              |         | 306315  | 101.46   |
| NETWORK INNOVATIONS US INC.    | 0010-801-3230-32050 | 31.02    | EOC PHONE SERVICE           |         | 306316  | 31.02    |
| NEW CASTLE REMODELING          | 0075-450-0075-08200 | 1,180.00 | REFUND GRADING BOND (TRUST) |         | 306317  | 1,180.00 |
| LEE O NORRIS                   | 0010-801-3103-22310 | 37.44    | POLICE UNIFORMS             |         | 306318  | 37.44    |
| O'REILLY AUTO PARTS            | 0060-801-4211-23500 | 81.70    | FLEET PARTS-UNIT 913        | 16-0242 | 42 *    | 81.70    |
| OCLC, INC                      | 0010-801-6003-31700 | 1,035.50 | LIBRARY CATALOGING SERVICE  |         | 306319  | 1,035.50 |
| OFFICE DEPOT INC.              | 0010-801-6001-21350 | 81.73    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0131-801-6006-22450 | 38.10    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-6001-21350 | 34.58    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-6001-21350 | 30.51    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0131-801-6002-21350 | 518.17   | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-6001-21350 | 8.71     | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-1408-21250 | 68.11    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-6502-21250 | 68.11    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-1801-21250 | 68.10    | OFFICE SUPPLIES             |         | 306320  |          |
|                                | 0010-801-3210-21350 | 110.33   | OFFICE SUPPLIES             | 16-0061 | 306320  |          |
|                                | 0010-801-3210-21350 | 110.33-  | OFFICE SUPPLIES-CREDIT      | 16-0061 | 306320  |          |

\* Indicates an E-Payable transaction

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PRINTED WARRANTS

| VENDOR NAME       | ACCOUNT             | AMOUNT | DESCRIPTION     | P.O.    | CHECK # | TOTAL |
|-------------------|---------------------|--------|-----------------|---------|---------|-------|
| OFFICE DEPOT INC. | 0010-801-3210-21300 | 77.64  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3210-21350 | 32.69  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3210-21300 | 757.48 | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-6505-21350 | 380.14 | OFFICE SUPPLIES | 16-0154 | 306320  |       |
|                   | 0010-801-6505-21350 | 4.89   | OFFICE SUPPLIES | 16-0154 | 306320  |       |
|                   | 0010-801-3114-21350 | 315.93 | OFFICE SUPPLIES | 16-0072 | 306320  |       |
|                   | 0010-801-3114-21350 | 347.84 | OFFICE SUPPLIES | 16-0072 | 306320  |       |
|                   | 0010-801-3103-22750 | 59.41  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-1301-22750 | 42.50  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-1301-21250 | 66.17  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-1703-21350 | 5.18   | OFFICE SUPPLIES | 16-0048 | 306320  |       |
|                   | 0010-801-1702-21350 | 61.03  | OFFICE SUPPLIES | 16-0048 | 306320  |       |
|                   | 0010-801-6502-39250 | 28.03  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-6502-39250 | 124.25 | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-6502-39250 | 131.45 | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-6502-39250 | 46.66  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-6502-39250 | 14.78  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-6502-39250 | 108.96 | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0010-801-3201-21300 | 38.83  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3201-21350 | 64.22  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3201-21350 | 19.91  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3210-21300 | 35.62  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3210-21350 | 209.78 | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0010-801-3210-21350 | 14.90  | OFFICE SUPPLIES | 16-0061 | 306320  |       |
|                   | 0043-801-4212-21250 | 7.35   | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0043-801-4212-21250 | 7.29   | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0043-801-4212-21250 | 11.90  | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0043-801-4212-21250 | 163.46 | OFFICE SUPPLIES |         | 306320  |       |
|                   | 0043-801-4212-21250 | 7.05   | OFFICE SUPPLIES |         | 306320  |       |

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| VENDOR NAME               | ACCOUNT             | AMOUNT     | DESCRIPTION                   | P.O.    | CHECK # | TOTAL     |
|---------------------------|---------------------|------------|-------------------------------|---------|---------|-----------|
| OFFICE DEPOT INC.         | 0043-801-4212-21250 | 32.53      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0043-801-4212-21250 | 13.40      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-6001-21350 | 64.60      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-6001-22150 | 27.86      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-6001-21350 | 30.78      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-6001-21350 | 30.51-     | OFFICE SUPPLIES-CREDIT        |         | 306320  |           |
|                           | 0142-801-6005-21350 | 19.17      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0142-801-6005-21350 | 101.52     | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0142-801-6005-21350 | 42.00      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-1801-21250 | 15.03      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-1801-21250 | 20.91      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-1801-21350 | 30.94      | OFFICE SUPPLIES               |         | 306320  |           |
|                           | 0010-801-1801-21350 | 13.17      | OFFICE SUPPLIES               |         | 306320  |           |
|                           |                     |            |                               |         |         | 4,482.86  |
| OFFICE SOLUTIONS          | 0010-801-1403-21350 | 332.21     | OFFICE SUPPLIES               | 16-0238 | 43 *    |           |
|                           | 0010-801-1403-21350 | 145.90-    | OFFICE SUPPLIES-CREDIT        | 16-0238 | 43 *    |           |
|                           | 0010-801-1403-21350 | 246.98     | OFFICE SUPPLIES               | 16-0238 | 43 *    |           |
|                           | 0010-801-1403-21350 | 58.83-     | OFFICE SUPPLIES-CREDIT        | 16-0238 | 43 *    |           |
|                           | 0010-801-1702-21350 | 13.72      | OFFICE SUPPLIES               | 16-0046 | 43 *    |           |
|                           |                     |            |                               |         |         | 388.18    |
| OPENGOV, INC              | 0010-801-1403-31950 | 8,500.00   | INFORMATION SERVICES SOFTWARE | 16-0318 | 306321  |           |
|                           |                     |            |                               |         |         | 8,500.00  |
| PARKHOUSE TIRE, INC.      | 0060-801-4211-23500 | 557.41     | FLEET TIRES-UNIT 882          | 16-0212 | 306322  |           |
|                           | 0060-801-4211-23500 | 1,202.41   | FLEET TIRES-UNIT 059 & 854    | 16-0212 | 306322  |           |
|                           | 0060-801-4211-23500 | 674.21     | FLEET TIRES-UNIT 026          | 16-0212 | 306322  |           |
|                           |                     |            |                               |         |         | 2,434.03  |
| PARSAM CONSTRUCTION, INC. | 0010-850-5004-91525 | 62,000.00  | CASCADES WALKWAY REPAIRS      | 9C630   | 306323  |           |
|                           |                     |            |                               |         |         | 62,000.00 |
| PAVEMENT COATINGS CO      | 0421-801-5003-91917 | 100,000.00 | SLURRY SEAL                   | 16-0164 | 306324  |           |

\* Indicates an E-Payable transaction

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| VENDOR NAME                   | ACCOUNT             | AMOUNT     | DESCRIPTION                    | P.O.    | CHECK # | TOTAL      |
|-------------------------------|---------------------|------------|--------------------------------|---------|---------|------------|
| PAVEMENT COATINGS CO          | 0110-801-5003-91917 | 250,000.00 | SLURRY SEAL                    | 16-0164 | 306324  | 536,957.70 |
|                               | 0092-801-5003-91914 | 11,537.19  | SLURRY SEAL                    | 16-0164 | 306324  |            |
|                               | 0110-801-5001-91917 | 175,420.51 | SLURRY SEAL                    | 16-0164 | 306324  |            |
| PBS ENGINEERS, INC.           | 0010-701-0010-06100 | 612.50     | PLAN CHECK                     | 16-0002 | 306325  | 3,094.50   |
|                               | 0010-701-0010-06100 | 802.00     | PLAN CHECK                     | 16-0002 | 306325  |            |
|                               | 0010-701-0010-06100 | 1,680.00   | PLAN CHECK                     | 16-0002 | 306325  |            |
| PREFERRED ALLIANCE INC        | 0010-801-1801-31900 | 154.15     | DRIVER TESTING                 |         | 306326  | 247.30     |
|                               | 0010-801-1801-31900 | 93.15      | DRIVER TESTING                 |         | 306326  |            |
| PREMIER TRAILER LEASING, INC. | 0010-801-5004-99726 | 700.00     | TRAILER-990 MONTEREY PASS      |         | 306327  | 1,465.00   |
|                               | 0010-801-5004-99726 | 765.00     | TRAILER-990 MONTEREY PASS      |         | 306327  |            |
| PRINT SPOT                    | 0075-450-0075-08420 | 119.90     | POLICE GOLF FLYERS (TRUST)     |         | 306328  | 324.82     |
|                               | 0075-450-0075-08420 | 109.00     | EXPLORER BROCHURE (TRUST)      |         | 306328  |            |
|                               | 0075-450-0075-08420 | 95.92      | GOLF TOURNAMENT FLIERS (TRUST) |         | 306328  |            |
| PRUDENTIAL OVERALL SUPPLY     | 0060-801-4211-22150 | 22.26      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0010-801-3210-22150 | 13.76      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0060-801-4211-22150 | 22.26      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0010-801-3210-22150 | 13.76      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0060-801-4211-22150 | 22.26      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0010-801-3210-22150 | 13.76      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0060-801-4211-22150 | 22.26      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0010-801-3210-22150 | 13.76      | SHOP RAGS                      |         | 44 *    |            |
|                               | 0060-801-4211-22300 | 25.32      | UNIFORMS                       |         | 44 *    |            |
|                               | 0060-801-4211-22300 | 25.32      | UNIFORMS                       |         | 44 *    |            |
|                               | 0060-801-4211-22300 | 25.32      | UNIFORMS                       |         | 44 *    |            |
|                               |                     |            |                                |         |         |            |

\* Indicates an E-Payable transaction



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| VENDOR NAME                         | ACCOUNT             | AMOUNT    | DESCRIPTION                | P.O.    | CHECK # | TOTAL     |
|-------------------------------------|---------------------|-----------|----------------------------|---------|---------|-----------|
| PRUDENTIAL OVERALL SUPPLY           | 0060-801-4211-22300 | 25.32     | UNIFORMS                   |         | 44 *    | 245.36    |
| PUBLIC SECTOR EXCELLENCE            | 0010-801-1801-33200 | 590.00    | TRAINING-REGISTRATION      |         | 306329  | 590.00    |
| PUN & MCGEADY LLP                   | 0010-850-1403-31800 | 10,000.00 | AUDIT SERVICES             |         | 306330  | 10,000.00 |
| PYRO-COMM SYSTEMS, INC              | 0010-801-6001-38400 | 862.27    | LIBRARY FIRE ALARM         |         | 306331  |           |
|                                     | 0010-801-6001-38400 | 135.00    | LIBRARY FIRE ALARM         |         | 306331  | 997.27    |
| MICHAEL ANDREW QUAN                 | 0160-801-3101-39400 | 716.30    | POLICE TRAINING            |         | 306332  | 716.30    |
| QUILL CORPORATION                   | 0010-801-3205-21350 | 22.05     | OFFICE SUPPLIES            |         | 306333  |           |
|                                     | 0010-801-3205-21350 | 54.60     | OFFICE SUPPLIES            |         | 306333  |           |
|                                     | 0010-801-3205-21350 | 13.07     | OFFICE SUPPLIES            |         | 306333  | 89.72     |
| R. M. BODY SHOP                     | 0060-801-4211-38450 | 244.44    | FLEET REPAIR-UNIT 877      | 16-0013 | 306334  | 244.44    |
| MARGARET RAMIREZ                    | 0010-801-1301-22670 | 25.00     | COUNCIL PRESENTATION PHOTO | 16-0124 | 306335  |           |
|                                     | 0010-801-1301-22670 | 25.00     | COUNCIL PRESENTATION PHOTO | 16-0124 | 306335  | 50.00     |
| REDWASH EXPRESS INC (DBA) GOOMBERWA | 0060-801-4211-38400 | 552.00    | CAR WASHES                 | 16-0141 | 306336  | 552.00    |
| EVERARDO ROMO                       | 0335-801-3102-33100 | 129.63    | POLICE TRAINING            |         | 306337  |           |
|                                     | 0335-801-3102-33100 | 404.10    | POLICE TRAINING            |         | 306337  | 533.73    |
| S C FUELS (DBA)                     | 0060-801-4211-22250 | 20,206.17 | FUEL                       | 16-0165 | 306338  |           |
|                                     | 0060-801-4211-22250 | 9,138.10  | FUEL                       | 16-0165 | 306338  | 29,344.27 |

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| VENDOR NAME                         | ACCOUNT             | AMOUNT   | DESCRIPTION            | P.O.    | CHECK # | TOTAL    |
|-------------------------------------|---------------------|----------|------------------------|---------|---------|----------|
| SAFETY KLEEN SYSTEM, INC.           | 0060-801-4211-38400 | 52.32    | FLEET WASTE DISPOSAL   |         | 306339  | 52.32    |
| JEFFREY SANCHEZ                     | 0335-801-3102-33100 | 181.38   | POLICE TRAINING        |         | 306340  |          |
|                                     | 0335-801-3102-33100 | 222.98   | POLICE TRAINING        |         | 306340  |          |
|                                     | 0335-801-3102-33100 | 110.60   | POLICE TRAINING        |         | 306340  | 514.96   |
| SANDE EQUIPMENT COMPANY, INC.       | 0060-801-4211-23500 | 259.14   | FLEET PARTS-UNIT CT09  |         | 306341  | 259.14   |
| SCAN/ NATOA                         | 0010-801-6509-39350 | 80.00    | RECREATION MEMBERSHIP  |         | 306342  | 80.00    |
| SHRED-IT LOS ANGELES                | 0010-801-3114-38400 | 194.12   | DESTRUCTION SERVICES   |         | 306343  | 194.12   |
| SIGMANET, INC                       | 0063-850-5004-99055 | 4,745.55 | SOFTWARE UPGRADE       |         | 306344  | 4,745.55 |
| JAY SILVERMAN                       | 0335-801-3102-33100 | 45.00    | POLICE TRAINING        |         | 306345  | 45.00    |
| SMART & FINAL #321                  | 0010-801-3210-22150 | 228.73   | FIRE CLEANING SUPPLIES |         | 306346  | 228.73   |
| SMS INC                             | 0010-801-3115-38400 | 682.00   | SERVER MAINTENANCE     | 16-0148 | 45 *    | 682.00   |
| SNAP-ON INDUSTRIAL, A DIVISION OF 1 | 0060-801-4211-38400 | 176.82   | FLEET TOOLS/SUPPLIES   | 16-0037 | 46 *    |          |
|                                     | 0060-801-4211-38400 | 238.94   | FLEET TOOLS/SUPPLIES   | 16-0037 | 46 *    | 415.76   |
| SONSRAY MACHINERY LLC               | 0060-801-4211-23500 | 110.44   | FLEET PARTS-UNIT 099   |         | 306347  | 110.44   |
| SOUTH COAST AIR QUALITY             | 0092-801-4222-41100 | 121.44   | AQMD FEES              |         | 306348  |          |
|                                     | 0092-801-4222-41100 | 346.54   | AQMD FEES              |         | 306348  | 467.98   |

\* Indicates an E-Payable transaction

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| VENDOR NAME                         | ACCOUNT             | AMOUNT     | DESCRIPTION                     | P.O.    | CHECK # | TOTAL      |
|-------------------------------------|---------------------|------------|---------------------------------|---------|---------|------------|
| STAPLES BUSINESS ADVANTAGE          | 0010-801-3210-22750 | 32.67      | OFFICE SUPPLIES                 |         | 306349  | 32.67      |
| STAR TROPHIES & AWARDS              | 0075-450-0075-08420 | 2,402.33   | POLICE PLAQUE (TRUST)           |         | 306350  | 2,402.33   |
| STATUS ONE MEDICAL INC              | 0010-801-1802-22750 | 52.48      | FIRST AID SUPPLIES              |         | 306351  |            |
|                                     | 0010-801-1802-22750 | 56.35      | FIRST AID SUPPLIES              |         | 306351  | 108.83     |
| STEPHEN DORECK EQUIPMENT RENTALS IN | 0092-801-4224-82246 | 224,384.32 | WATER MAIN REPLACEMENT          | 16-0270 | 306352  | 224,384.32 |
| STETSON ENGINEERS, INC,             | 0092-801-4225-82253 | 1,647.60   | UWMP REPORT                     |         | 306353  |            |
|                                     | 0092-801-4224-82253 | 3,390.77   | CONSUMER CONF REPORT            |         | 306353  | 5,038.37   |
| SUPERIOR DOCUMENT SERVICE, INC      | 0062-801-5101-35650 | 130.80     | CLAIM SERVICES-J KITAHARA       |         | 306354  |            |
|                                     | 0062-801-5101-35650 | 262.78     | CLAIM SERVICES-J KITAHARA       |         | 306354  | 393.58     |
| SUPREME TROPHIES & GIFTS CO.        | 0010-801-1301-22750 | 16.35      | NAME BADGES                     |         | 306355  | 16.35      |
| TANK SPECIALISTS OF CALIFORNIA      | 0060-801-4211-22250 | 125.00     | DESIGNATED OP. SVC.             | 16-0139 | 306356  |            |
|                                     | 0060-801-4211-22250 | 125.00     | DESIGNATED OP. SVC.             | 16-0139 | 306356  | 250.00     |
| TATSUMI & PARTNERS, INC             | 0010-701-0010-06250 | 2,500.00   | PLAN CHECK FEES                 |         | 306357  |            |
|                                     | 0010-701-0010-06250 | 213.95     | PLAN CHECK FEES                 |         | 306357  | 2,713.95   |
| TEAK MASTER, INC                    | 0075-450-0075-08550 | 875.00     | LANGLEY-PATIO FURNITURE (TRUST) |         | 306358  | 875.00     |
| THE PUN GROUP, LLP                  | 0010-801-1403-31800 | 5,000.00   | AUDIT SERVICES                  | 16-0257 | 306359  |            |
|                                     | 0092-801-1403-31800 | 5,000.00   | AUDIT SERVICES                  | 16-0257 | 306359  | 10,000.00  |

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|-------------------------------|---------------------|--------|-----------------------------|---------|---------|----------|
| THOMSON REUTERS (LEGAL) INC.  | 0010-801-3104-39100 | 258.77 | POLICE INFORMATION SERVICES | 16-0129 | 306360  | 258.77   |
| TIRE CENTERS, LLC             | 0060-801-3210-38400 | 935.53 | FIRE ENGINE TIRES-E63       |         | 47 *    | 935.53   |
| TOM'S CLOTHING & UNIFORMS INC | 0010-801-6001-22150 | 327.00 | UNIFORMS-LIBRARY JANITORS   |         | 48 *    |          |
|                               | 0010-801-3210-22320 | 9.81   | UNIFORMS-J BAILEY           | 16-0057 | 48 *    |          |
|                               | 0010-801-3210-22310 | 141.70 | UNIFORMS-J CARTER           | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 422.92 | UNIFORMS-J CHANG            | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 92.65  | UNIFORMS-J CHAPMAN          | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 152.60 | UNIFORMS-J CHANG            | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 92.65  | UNIFORMS-J KHAIL            | 16-0056 | 48 *    |          |
|                               | 0010-801-3101-22320 | 200.00 | UNIFORMS-M QUAN             | 16-0093 | 48 *    |          |
|                               | 0010-801-3103-22310 | 29.43  | UNIFORMS-B PFLUGHOF         | 16-0093 | 48 *    |          |
|                               | 0010-801-3103-22310 | 60.57  | UNIFORMS-B CEVALLOS         | 16-0093 | 48 *    |          |
|                               | 0010-801-3103-22310 | 53.95  | UNIFORMS-M GUILLERMO        | 16-0093 | 48 *    |          |
|                               | 0010-801-3103-22310 | 168.73 | UNIFORMS-B PFLUGHOF         | 16-0093 | 48 *    |          |
|                               | 0010-801-3103-22310 | 206.00 | UNIFORMS-E ROMO             | 16-0093 | 48 *    |          |
|                               | 0010-801-3104-22310 | 566.04 | UNIFORMS-J FRESCAS          | 16-0093 | 48 *    |          |
|                               | 0010-801-3104-22310 | 486.09 | UNIFORMS-R MARTINEZ         | 16-0093 | 48 *    |          |
|                               | 0010-801-3104-22310 | 201.11 | UNIFORMS-G JIMENEZ          | 16-0093 | 48 *    |          |
|                               | 0010-801-3210-22310 | 341.17 | UNIFORMS-S KELLY            | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 130.80 | UNIFORMS-M SILVESTRO        | 16-0056 | 48 *    |          |
|                               | 0010-801-3210-22310 | 79.57  | UNIFORMS-B REYES            | 16-0056 | 48 *    | 3,762.79 |
| TRI-MOUNTAIN                  | 0010-801-1703-22310 | 208.57 | UNIFORM-BUILDING            |         | 306361  |          |
|                               | 0010-801-1702-22300 | 191.84 | UNIFORM-CODE ENFORCEMENT    |         | 306361  | 400.41   |
| TRINITY DIVERSIFIED INC.      | 0060-801-4211-23500 | 57.23  | FLEET PARTS-UNIT 041        |         | 306362  | 57.23    |

\* Indicates an E-Payable transaction

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PRINTED WARRANTS

| VENDOR NAME                         | ACCOUNT             | AMOUNT    | DESCRIPTION               | P.O.    | CHECK # | TOTAL  |
|-------------------------------------|---------------------|-----------|---------------------------|---------|---------|--------|
| TURNOUT MAINTENANCE COMPANY LLC     | 0010-801-3210-22300 | 134.40    | FIRE UNIFORM CLEAN/REPAIR |         | 306363  |        |
|                                     | 0010-801-3210-22300 | 339.25    | FIRE UNIFORM CLEAN/REPAIR |         | 306363  | 473.65 |
| MARICELA VASQUEZ                    | 0010-801-6506-22750 | 200.00    | DAY CARE SUPPLIES         |         | 306364  | 200.00 |
| LYNN VITOORAKORN                    | 0159-701-0159-07020 | 68.00     | REFUND RECREATION CLASS   |         | 306365  | 68.00  |
| VOYAGER FLEET SYSTEMS INC.          | 0060-801-4211-22250 | 66.12     | CNG FUEL                  |         | 306366  | 66.12  |
| WARREN DISTRIBUTING, INC.           | 0060-801-4211-23500 | 168.99    | FLEET PARTS               | 16-0240 | 49 *    |        |
|                                     | 0060-801-4211-23500 | 20.23     | FLEET PARTS               | 16-0240 | 49 *    |        |
|                                     | 0060-801-4211-23500 | 43.12     | FLEET PARTS-UNIT 090, 092 | 16-0240 | 49 *    |        |
|                                     | 0060-801-4211-23500 | 41.23     | FLEET PARTS-UNIT 020      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 14.45     | FLEET PARTS-UNIT 898      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 65.90     | FLEET PARTS-UNIT 929      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 28.32     | FLEET PARTS-UNIT 891      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 322.36    | FLEET PARTS-UNIT 906      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 7.41      | FLEET PARTS-UNIT 978      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 107.45    | FLEET PARTS-UNIT 948      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 107.45    | FLEET PARTS-UNIT 948      |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 61.52-    | FLEET PARTS-CREDIT        |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 65.40-    | FLEET PARTS-CREDIT        |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 21.80-    | FLEET PARTS-CREDIT        |         | 49 *    |        |
|                                     | 0060-801-4211-23500 | 21.80-    | FLEET PARTS-CREDIT        |         | 49 *    | 756.39 |
| WELLS FARGO FINANCIAL LEASING       | 0092-801-4212-37500 | 811.99    | COPIER RENTAL             | 16-0244 | 306367  | 811.99 |
| WELLS FARGO INSURANCE SERVICES USA, | 0010-850-1801-31950 | 30,000.00 | HRA/PERS CONSULTING       | 90812   | 306368  |        |

\* Indicates an E-Payable transaction

09/30/2015 4:36:23 PM

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PRINTED WARRANTS

| VENDOR NAME                    | ACCOUNT             | AMOUNT   | DESCRIPTION               | P.O.    | CHECK # | TOTAL     |
|--------------------------------|---------------------|----------|---------------------------|---------|---------|-----------|
|                                |                     |          |                           |         |         | 30,000.00 |
| WEST COAST ARBORISTS, INC.     | 0448-801-5004-91732 | 279.40   | TREE MAINTENANCE SERVICES |         | 306369  |           |
|                                | 0448-801-5004-91732 | 558.80   | TREE MAINTENANCE SERVICES |         | 306369  |           |
|                                |                     |          |                           |         |         | 838.20    |
| WESTERN WATER WORKS SUPPLY CO. | 0092-801-4223-23300 | 398.94   | WATER SUPPLIES            | 16-0155 | 306370  |           |
|                                | 0092-801-4222-23700 | 518.84   | WATER SUPPLIES            | 16-0155 | 306370  |           |
|                                | 0092-801-4223-23300 | 1,007.40 | WATER SUPPLIES            | 16-0155 | 306370  |           |
|                                |                     |          |                           |         |         | 1,925.18  |
| WILLDAN FINANCIAL SERVICES     | 0010-850-1403-31800 | 1,575.00 | COST ALLOCATION PLAN      | 90662   | 306371  |           |
|                                |                     |          |                           |         |         | 1,575.00  |
| WILLIES TIRES AND ALIGNMENT    | 0060-801-4211-38400 | 50.00    | FLEET TIRES-UNIT 929      | 16-0015 | 306372  |           |
|                                | 0060-801-4211-38400 | 50.00    | FLEET TIRES-UNIT 045      | 16-0015 | 306372  |           |
|                                |                     |          |                           |         |         | 100.00    |
| WITTMAN ENTERPRISES            | 0010-801-3220-31400 | 6,164.00 | AMBULANCE BILLING SVC.    | 16-0063 | 306373  |           |
|                                | 0010-801-3220-31400 | 6,670.00 | AMBULANCE BILLING SVC.    | 16-0063 | 306373  |           |
|                                |                     |          |                           |         |         | 12,834.00 |
| WOLFE & WYMAN, LLP             | 0010-801-1601-31600 | 2,029.40 | LEGAL SERVICES-A OROZCO   |         | 306374  |           |
|                                | 0010-801-1601-31600 | 674.06   | LEGAL SERVICES-HAGEDORN   |         | 306374  |           |
|                                | 0010-801-1601-31600 | 1,136.68 | LEGAL SERVICES-F ZUNIGA   |         | 306374  |           |
|                                | 0010-801-1601-31600 | 855.00   | LEGAL SERVICES-P THOMPSON |         | 306374  |           |
|                                | 0010-801-1601-31600 | 393.87   | LEGAL SERVICES-STATE FARM |         | 306374  |           |
|                                | 0010-801-1601-31600 | 466.75   | LEGAL SERVICES-C BALLON   |         | 306374  |           |
|                                | 0010-801-1601-31600 | 511.75   | LEGAL SERVICES-O PAEZ     |         | 306374  |           |
|                                | 0010-801-1601-31600 | 465.00   | LEGAL SERVICES-X DONG     |         | 306374  |           |
|                                |                     |          |                           |         |         | 6,532.51  |
| SWAIN WUKELICH                 | 0136-801-3101-33250 | 54.00    | POST TRAINING             |         | 306375  |           |
|                                |                     |          |                           |         |         | 54.00     |
| XEROX CORPORATION              | 0092-801-1408-38400 | 404.90   | COPIER RENTAL             | 16-0095 | 306376  |           |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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PRINTED WARRANTS

| VENDOR NAME                | ACCOUNT             | AMOUNT       | DESCRIPTION           | P.O.    | CHECK # | TOTAL        |
|----------------------------|---------------------|--------------|-----------------------|---------|---------|--------------|
| XEROX CORPORATION          | 0092-801-1408-38400 | 2,169.69     | COPIER RENTAL         | 16-0094 | 306376  |              |
|                            | 0092-801-1408-38400 | 1,179.23     | COPIER RENTAL         | 16-0094 | 306376  |              |
|                            |                     |              |                       |         |         | 3,753.82     |
| ZOLL MEDICAL CORPORATION   | 0010-801-3220-24200 | 2,286.28     | FIRE MEDICAL SUPPLIES | 16-0113 | 306377  |              |
|                            | 0010-801-3220-24200 | 2,183.00     | FIRE MEDICAL SUPPLIES | 16-0113 | 306377  |              |
|                            | 0010-801-3220-38400 | 6,600.00     | FIRE MEDICAL SUPPLIES | 16-0113 | 306377  |              |
|                            |                     |              |                       |         |         | 11,069.28    |
| TOTAL FOR REGULAR WARRANTS |                     |              |                       |         |         | 1,853,791.22 |
|                            | PRINTED             | 1,796,793.41 |                       |         |         |              |
|                            | E-PAYABLE           | 56,997.81    |                       |         |         |              |



CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015

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|                              |              |
|------------------------------|--------------|
| TOTAL FOR PREPAID WARRANTS   | 158,446.99   |
| TOTAL FOR PREPAID E-PAYABLES | 0.00         |
| TOTAL FOR PRINTED WARRANTS   | 1,796,793.41 |
| TOTAL FOR PRINTED E-PAYABLES | 56,997.81    |
| TOTAL WARRANTS               | 2,012,238.21 |
| TOTAL VOID CHECKS            | 2            |
| TOTAL PREPAID CHECKS         | 72           |
| TOTAL PREPAID E-PAYABLES     | 0            |
| TOTAL CHECKS PRINTED         | 190          |
| TOTAL E-PAYABLES PRINTED     | 23           |
| TOTAL CHECKS ISSUED          | 285          |

CITY OF MONTEREY PARK  
FINAL WARRANT REGISTER  
COUNCIL MEETING DATE 10/07/2015  
FUND SUMMARY

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| FUND | DESCRIPTION                    | PREPAID   | PRINTED    | TOTAL      |
|------|--------------------------------|-----------|------------|------------|
| 0010 | GENERAL FUND                   | 99,106.39 | 379,150.09 | 478,256.48 |
| 0022 | STATE GAS TAX FUND             | 3,515.20  | 0.00       | 3,515.20   |
| 0042 | SEWER FUND                     | 1,433.34  | 0.00       | 1,433.34   |
| 0043 | REFUSE FUND                    | 16,498.33 | 409,907.93 | 426,406.26 |
| 0060 | CITY SHOP FUND                 | 2,477.74  | 52,287.78  | 54,765.52  |
| 0062 | GENERAL LIABILITY FUND         | 0.00      | 5,001.51   | 5,001.51   |
| 0063 | TECHNOLOGY INTERNAL SERV FUND  | 0.00      | 4,745.55   | 4,745.55   |
| 0065 | PAYROLL CLEARING ACCOUNT       | 1,239.80  | 0.00       | 1,239.80   |
| 0071 | PUBLIC SAFETY IMPACT FEE FUND  | 0.00      | 913.33     | 913.33     |
| 0075 | SPECIAL DEPOSITS FUND          | 8,641.75  | 17,540.68  | 26,182.43  |
| 0080 | WORKERS COMP FUND              | 0.00      | 11,400.00  | 11,400.00  |
| 0092 | WATER FUND                     | 13,826.67 | 376,950.05 | 390,776.72 |
| 0109 | OPA PROPOSITION A              | 68.95     | 29,166.30  | 29,235.25  |
| 0110 | MEASURE R FUND                 | 0.00      | 425,420.51 | 425,420.51 |
| 0131 | LIBRARY TAX FUND               | 317.97    | 5,294.26   | 5,612.23   |
| 0136 | POST                           | 1,981.05  | 3,021.91   | 5,002.96   |
| 0142 | EL CIVIC EDUCATION GRANT       | 90.00     | 229.86     | 319.86     |
| 0159 | RECREATION FUND                | 71.00     | 264.00     | 335.00     |
| 0160 | ASSET FORFEITURE               | 375.00    | 20,854.31  | 21,229.31  |
| 0163 | CAL LIBRARY LITERACY SVC GRANT | 0.00      | 40.00      | 40.00      |
| 0165 | AIR QUALITY IMPROVEMENT FUND   | 0.00      | 3,744.50   | 3,744.50   |
| 0169 | CDBG FUND                      | 281.77    | 0.00       | 281.77     |
| 0175 | ISTEA                          | 2,707.50  | 0.00       | 2,707.50   |
| 0335 | SELECTIVE TRAFFIC ENFORCEMENT  | 0.00      | 3,128.80   | 3,128.80   |
| 0344 | MAINTENANCE GRANT (075)        | 2,635.22  | 0.00       | 2,635.22   |
| 0349 | ELAC INSTRUCTIONAL SERV PROG   | 3,179.31  | 147.15     | 3,326.46   |
| 0421 | ASPHALT/CONCRETE INCENTIVE     | 0.00      | 100,000.00 | 100,000.00 |
| 0444 | CNG FUELING SYSTEM GRANT       | 0.00      | 3,744.50   | 3,744.50   |

CITY OF MONTEREY PARK  
 FINAL WARRANT REGISTER  
 COUNCIL MEETING DATE 10/07/2015  
 FUND SUMMARY

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| FUND | DESCRIPTION                | PREPAID    | PRINTED      | TOTAL        |
|------|----------------------------|------------|--------------|--------------|
| 0448 | TREE PLANTING COUNTY GRANT | 0.00       | 838.20       | 838.20       |
|      | TOTAL                      | 158,446.99 | 1,853,791.22 | 2,012,238.21 |



# City Council Staff Report

**DATE:** October 7, 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 September 2, 2015.
- (2) Take such additional, related, action that may be desirable.

**EXECUTIVE SUMMARY:**

None.

**BACKGROUND:**

None.

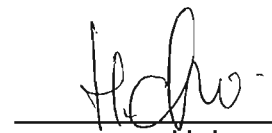
**FISCAL IMPACT:**

None.

Respectfully submitted,

Prepared by:

  
\_\_\_\_\_  
Vincent D. Chang C. Tranter  
City Clerk

  
\_\_\_\_\_  
Helena Cho  
Secretary

Approved By:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager

**Attachments:** (Regular) September 2, 2015, (Special) September 2, 2015

**MINUTES  
MONTEREY PARK CITY COUNCIL  
SUCCESSOR AGENCY (SA)  
SPECIAL MEETING  
SEPTEMBER 2, 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, September 2, 2015 at 6:00 p.m.

**CALL TO ORDER:**

Mayor Chan called the meeting to order at 6:00 p.m.

**ROLL CALL:**

City Manager Paul Talbot called the roll:

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

Council Members Absent: None

Also Present: City Manager Paul Talbot, City Attorney Mark Hensley, Human Resources Director Tom Cody

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

None.

**ORAL & WRITTEN COMMUNICATIONS**

None.

**CLOSED SESSION**- The City Council adjourned to Closed Session at 6:00 p.m.

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

Kenneth Thai v. Cities of Alhambra and Monterey Park (May 14, 2014)  
LASC Case No.: BC565253

Mary Chan, et al v. Villa Garfield, City of Monterey Park, et al,  
LASC Case No.: GC047033

**2. CONFERENCE WITH REAL PROPERTY NEGOTIATORS - GOVERNMENT  
CODE § 54956.8 One Item**

Property: 2300 Greenwood Ave Monterey Park CA 91755  
APN 5275-003-016

City Negotiators: Paul Talbot, City Manager; Mark Hensley, City Attorney

Negotiating Parties: Monterey Park Retail Partners, LLC (Market Place Project)

Under Negotiation: Price and terms of payment

**3. CONFERENCE LEGAL COUNSEL, POTENTIAL LITIGATION - Significant exposure to litigation pursuant to Government Code § 54956.9 (b) - 1 Matter, Facts and Circumstances:**

Claim filed October 28, 2014 by Pacific Bell Telephone Company DBA ATT/California (Claim No. 1956-CL)

Copies of all claims are available in the City Clerk's Office.

**RECONVENE & ADJOURNMENT**

The City Council reconvened from Closed Session with all Council Members present at 6:55 p.m. and The City Attorney reported out of closed session that Council Member Ing had declared a potential conflict of interest for Closed Session Item No. 2, Market Place Project, recused himself and left the room during the discussion, as his wife is currently employed by Southern California Edison (SCE). The meeting was adjourned at 6:55 p.m.

**Action Taken:** No reportable action taken during Closed Session.

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Vincent D. Chang  
City Clerk

**MINUTES  
MONTEREY PARK CITY COUNCIL  
SUCCESSOR AGENCY (SA)  
REGULAR MEETING  
SEPTEMBER 2, 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, September 2, 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 7:05 p.m.

**FLAG SALUTE:**

The Monterey Park Fire 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:** City Manager Paul Talbot, City Attorney Mark Hensley, City Treasurer Joseph Leon, Public Works Director/Assistant City Manager Ron Bow, Fire Chief Scott Haberle, Police Chief Jim Smith, Recreation and Community Services Director Dan Costley, Human Resources Director Tom Cody, Management Services Director Chu Thai, City Librarian Norma Arvizu, Controller Annie Yaung, Assistant City Engineer Rey Alfonso, Building Official Tim Tran

**AGENDA ADDITIONS, DELETIONS, CHANGES AND ADOPTIONS**

**Discussion:** City Manager Talbot announced that representatives from Sing Tao Daily Newspaper were not able to attend the meeting. As a result, Item No. 6H Proposed New Year's Eve Countdown Event will be continued to a later date.

**1. PRESENTATION:** None.

**ORAL AND WRITTEN COMMUNICATIONS**

- Joseph Leon, the City's representative of the San Gabriel Valley Mosquito & Vector Control District, shared that recently, a deadly citrus tree disease called Huanglongbing (HLB) was found in San Gabriel. Residents who have questions or concerns with about HLB can call the California Department of Food and Agriculture hotline at 800-491-1899.

**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



- Tammy Louie announced and invited the community to the 2nd Annual Geranium Festival on Saturday, October 3, 2015 from 11:00 a.m. - 4:00 p.m. at Barnes Park. This year it is "Going to the Dogs" in which there will be a contest for dogs, games, raffles, Home Depot Kids Workshops, a dunk tank, Fire and Police demonstrations and activities for the entire family.

- Nancy Arcuri, requested that a staff report be presented with more information regarding the upcoming Fire Fighters Exchange Program in Hong Kong.

**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 SEPTEMBER 2, 2015**

*See Successor Agency Minutes*

**2B. SUCCESSOR AGENCY MINUTES**

*See Successor Agency Minutes*

**2C. RESOLUTION ADOPTING THE RECOGNIZED OBLIGATION PAYMENT SCHEDULE AND ADMINISTRATIVE BUDGET FOR JANUARY - JUNE 2016**

*See Successor Agency Minutes*

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

**3. CITY OF MONTEREY PARK CONSENT CALENDAR**

None.

**4. PUBLIC HEARING**

None.

**5. UNFINISHED BUSINESS**

None.

**6. NEW BUSINESS**

**6A. WARRANT REGISTER FOR THE CITY OF MONTEREY PARK OF SEPTEMBER 2, 2015**

It is required that the City Council approve all disbursements. Disbursements will be made from the funds referenced in the attached Resolution in Warrants numbered 305753-305926 and e-Payables numbered 000001-000015.

**Action Taken:** The City Council approved payment of warrants and adopted Resolution No. 11786 allowing certain claims and demands per Warrant Register dated September 2, 2015 totaling \$1,517,933.91 and specifying the funds out of which the same are to be paid.

**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

**Resolution No. 11786, entitled:**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK, CALIFORNIA ALLOWING CERTAIN CLAIMS AND DEMANDS PER WARRANT REGISTER DATED 2ND DAY OF SEPTEMBER 2015 TOTALING \$1,517,933.91 AND SPECIFYING THE FUNDS OUT OF WHICH THE SAME ARE TO BE PAID

**6B. CITY COUNCIL MINUTES**

Approval of the minutes from regular and special meetings of August 5, 2015 and the special Mayoral Installation meeting of August 18, 2015.

**Action Taken:** The City Council approved the minutes from the regular meeting and special meeting of August 5, 2015 and the minutes from the special Mayor Installation meeting of August 18, 2015, as amended to the minutes of the regular meeting on August 5, 2015 on Item 4A, Action Taken, number (2) to replace the word "for" with "or the."

**Motion:** Moved by Mayor 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

**6C. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK DECLARING THE MONTH OF SEPTEMBER AS CHILDHOOD CANCER AWARENESS MONTH**

Childhood Cancer Awareness Month is observed in September to bring attention to the families, caregivers, charities and research groups across the United States where approximately 16,000 children under the age of 21 are diagnosed with cancer every year; about 114 of them will not survive.

**Action Taken:** The City Council adopted Resolution No. 11787 declaring the month of September as Childhood Cancer Awareness Month.

**Motion:** Moved by Council Member 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

**Resolution No. 11787, entitled:**

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF MONTEREY PARK  
DECLARING THE MONTH OF SEPTEMBER AS CHILDHOOD CANCER  
AWARENESS MONTH

**6D. DE LA FUENTE STREET WATER MAIN REPLACEMENT - APPROVAL OF  
CHANGE ORDER FOR STREET RECONSTRUCTION**

Due to the poor pavement conditions on De La Fuente Street, a full street reconstruction, instead of an asphalt overlay, is required to restore the street pavement to current standards. As part of the water main construction project, an additional allocation of \$85,000 is needed to repair the street pavement.

**Action Taken:** Council Member Liang declared a potential conflict of interest; recused himself and left the Council Chambers as his residence is on De La Fuente Street. The City Council authorized the appropriation of an additional \$85,000 in Water Operation Funds to pay for additional street construction costs on this project.

**Motion:** Moved by Council Member Real Sebastian, and seconded by Mayor Pro Tem Ing motion carried by the following vote:

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

**6E. AWARD OF CONTRACT FOR PROFESSIONAL TRAFFIC ENGINEERING  
SERVICES FOR ATLANTIC BOULEVARD CORRIDOR TRAFFIC SIGNAL  
SYNCHRONIZATION PROJECT**

City staff released a request for proposals/qualifications (RFP) on July 22, 2015 for professional traffic engineering services for the Atlantic Boulevard Corridor Traffic Signal Synchronization Project and two firms submitted a proposal. Staff is recommending award of contract to KOA Corporation of Monterey Park.

**Action Taken:** The City Council (1) awarded a contract to KOA Corporation of Monterey Park, in the amount of \$57,497.50; (2) authorized the Director of Public Works to approve construction change orders up to \$5,749.55 (up to ten percent of

construction contract amount) for this project; and (3) authorized the City Manager, or designee, to execute a contract, in a form approved by the City Attorney, with KOA Corporation.

**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

**6F. 2014-2015 SLURRY SEAL/CAPE SEAL - AUTHORIZATION TO AWARD ADDITIONAL WORK**

Staff is requesting the City Council's authorization to award additional work to Pavement Coatings Company in the amount up to \$200,000 for slurry seal and cape seal work budgeted in the 2015-2016 Capital Improvement Program (CIP).

**Action Taken:** Mayor Pro Tem Ing declared a potential conflict of interest, recused himself and left the dais, as his residents is in the area scheduled to be slurry sealed in 2015-2016. The City Council (1) authorized the Public Works Director to identify additional streets to be slurry sealed and/or cape sealed by the contractor in an amount not to exceed \$200,000 (Up to full budgeted amount in the 2015-16 CIP) for this project; and (2) authorized the City Manager to execute an amendment, in a form approved by the City Attorney, to the contract with Pavement Coating Company on behalf of the City to add such additional work.

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

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

**6G. UPGRADE OF NETWORK EQUIPMENT TO PUBLIC WORKS YARD AND LANGLEY SENIOR CENTER**

With a current network bandwidth of 1.5 megabits per second using a dedicated T-1 line, the Public Works Yard and Langley Senior Center do not have adequate network connection to City Hall and outside sources. Staff recommends increasing the bandwidth to 60 megabits per second with Charter Spectrum internet services, and installing appropriate virtual private network (VPN) equipments at the two facilities and City Hall.

The increased bandwidth and VPN will allow Public Works and Senior Center staff to work more effectively, and properly connect to the two facilities to the City's data

network. The VPN option is flexible in case the Public Works Yard is relocate at a later date.

**Action Taken:** The City Council (1) appropriated \$31,500 from 0063-Technology Internal Service Fund for Network Equipment Upgrades; and (2) waived bidding requirements pursuant to Monterey Park Municipal Code ("MPMC") § 3.20.050(4) and authorize the City Manager or designee, to execute an agreement, in a form approved by the City Attorney, with SIGMAnet for the purchase of network equipment.

**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

#### **6H. PROPOSED NEW YEAR'S EVE COUNTDOWN EVENT**

On December 31, 2014 Sing Tao Newspapers Los Angeles Ltd. ("Sing Tao") conducted the first International New Year's Eve Countdown event on Garvey Avenue, featuring entertainment, food, merchandise and activities for children, with approximately 10,000 people attending the event. Sing Tao is proposing to conduct this event again with a change of location - on Garvey Avenue, between Garfield and Ynez. The event would again begin at 6 p.m. and conclude at approximately 12:30 a.m. on New year's Day. Sing Tao is again asking the City to co-sponsor this event.

In the proposal, Sing Tao Daily is offering to take on all of the direct expenses for the entertainment, food, clean-up and vendor booths, as well as event insurance and advertising, while asking the City to be responsible for the traffic control and street barricades; Police and Fire services for safety and security during the event; and Public Works services to provide dumpsters, trash boxes and street sweeping, the City would also assist with the promotion of the event.

Last year the event cost the City \$10,639, which was covered by over \$16,000 worth of sponsorships from Athens, Transtech, and the Olson Homes. The proposed event this year would cost the City approximately \$15,000 (including a contingency amount) in in-kind services, according to the estimates provided by the department heads. The City Council has the option to charge Sing Tao Newspaper for these services, or waive the fees. If the Council chooses to charge the fees, a New Year's Eve Committee would be established with the hope to secure the necessary sponsorships to offset the cost of City services.

The term of the proposed agreement would be three years.

**Recommendations:** The City Council (1) authorized the City Manager to execute an agreement, in a form approved by the City Attorney, with Sing Tao Newspapers Los Angeles Ltd, to co-host a New Year's Eve Countdown event on Garvey Avenue between Garfield and Ynez; and (2) Either: a) Charge Sing Tao Newspapers Los

Angeles Ltd. up to \$15,000 for all City services necessary to conduct the event (street closures, building and fire inspections, event security provided by the Police Department, site emergency management by the Fire Department, etc. OR b) waive all fees for necessary services.

**This item was continued to a future City Council Meeting, date to be determined.**

**7. COUNCIL COMMUNICATIONS AND MAYOR/COUNCIL AND AGENCY MATTERS**

Council Member Liang attended the 70th Anniversary of the Ending of the Second World War, at the Taiwan Economic & Cultural Office, the San Gabriel Valley Boys Scouts Mission Amigos district fundraiser, and the Quanzhou Association banquet in Rowland Heights. Council Member Lam reported that the Fundraiser for American Legion Post 397 raised a total of a little over \$21,000 towards replacing the leaking roof at their headquarter and thanked Mayor Chan, City Manager Talbot, Council Member Liang and Fire Chief Haberle for their donations and support. Council Member Lam appointed K.C. Lang to the Community Participation Commission. Council Member Real Sebastian reported that she attended the Southern California Association of Governments (SCAG) Transportation meeting and the event with Mobility 21. She also attended the Monterey Park Centennial Committee meeting and announced that they have the final logo created. She reminded the community about the upcoming Centennial Meeting on September 9, 2015 at 6:00 p.m. Mayor Pro Tem Ing had nothing to report. Mayor Chan reported that he attended the Neighborhood Watch Meeting alongside the City of Monterey Park Code Enforcement, Fire and Police Department.

**8. CLOSED SESSION**

None.

**ADJOURNMENT**

There being no further business for consideration, the meeting was adjourned at 8:30 p.m.

---

Vincent D. Chang  
City Clerk





## City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-C.**

**TO:** The Honorable Mayor and City Council  
**FROM:** Chu Thai, Management Services Director  
Ron Bow, Assistant City Manager/Public Works Director  
**SUBJECT:** Siemens Energy Efficiency Phase I Summary and Authorization to Proceed with Phase II.

### **RECOMMENDATION:**

It is recommended that the City Council:

1. Receive and file this report, summarizing Phase I of the Siemens Energy Efficiency upgrades;
2. Authorize the City Manager and City Attorney to finalize a purchase agreement related to the purchase of streetlights with Southern California Edison;
3. Direct staff to conduct financing options for the acquisition and conversion to LED streetlights; and
4. Take such additional, related, action that may be desirable.

### **EXECUTIVE SUMMARY:**

On September 17, 2014, the City Council authorized Siemens Industry Inc. (Siemens) to install various energy efficiencies to the city's assets and infrastructure. Throughout the past twelve months, Siemens has worked with City staff to complete all tasks within the \$10.5 million project.

The next step, referred to as Phase II, is a \$3.6 million project to purchase available streetlights and poles from Southern California Edison (SCE) and convert existing incandescent lamp heads to more energy efficient light-emitting diode (LED) lamp heads. Streetlights converted to LED lamps will cut electricity consumption by 1.15 million kWh per year. Considering current financing options, Phase II will pay for itself within 15 years, and save the City \$84,000 annually.

Monterey Park is part of the San Gabriel Valley Energy Wise Partnership (SGVEWP), managed by SGVCOG. It is the goal of Monterey Park to obtain SCE Silver Level designation with the completion of Phase I improvements and retrofits. The next challenge would be to achieve Gold Level, only possible by converting Monterey Park streetlights to LED.

### **BACKGROUND:**

In September 2014, the City contracted with Siemens to perform various energy efficiency improvements for the City. The scope of service includes the following:



- Interior Lighting Upgrades - LED (light emitting diodes) lights are more energy efficient than the existing fluorescent lighting throughout city facilities. LED light bulbs also last longer, and are dimmable. Occupancy sensors will be installed throughout.
- Exterior lighting retrofits - Exterior metal halide or high pressure sodium lighting will be retrofitted to use LED bulbs which uses 40-70% less energy while maintaining existing lighting levels. LED bulbs also have triple the lifespan of existing bulbs. There is exterior lighting at City Hall, the Library, Langley Senior Center and various city parks.
- HVAC and Controller Replacement - There are a total of 43 HVAC (heating ventilation air condition) units at City Hall, Langley Senior Center and Sierra Vista facilities. It is recommended that the City upgrade to more energy efficient HVAC units and smart controllers that can be customized to reduce wasted energy.
- Water Meter Replacement and AMR - The existing 10,745 water meters throughout the City are recommended for replacement to more accurate meters. Through an engineering study, it was determined that existing meters is not reading all water consumption flowing through the meter. Replacing the meters will provide more accurate reading and billing. On behalf of the City, Siemens negotiated extending the warranty of the new meters to 15 years. The use of automated meter reading (AMR) allows City staff to conduct "drive-by" reading of water consumptions, saving much time compared to the "manual" reading that is currently happening.

By the end of October 2015, all four of the tasks above will be completed, and a performance audit will be presented to the City Council one year later. The performance audit will determine if the energy efficiency measures have perform as projected.

For over a year, staff has met with SCE representatives to evaluate the purchase of streetlights and LED conversions. Similar cities, such as Lancaster, Huntington Beach, and an Inland Empire consortium of cities, are working with SCE to do the same. The City of Lancaster is farthest along with signed agreements to purchase its streetlights at approximately \$680 per pole.

On March 18, 2014, the City of Monterey Park submitted the \$10,000 initial deposit to SCE, required to begin the assessment of streetlight purchases. On October 6, 2014, City staff, Siemens and SCE held a kick-off meeting at City hall, where SCE representatives explained the evaluation process. On October 22, 2014, SCE, City and Siemens representatives conducted a field audit physically inspecting 100 light poles. On April 16, 2015, SCE presented the financial results for the City's evaluation. The streetlight pole valuation was conducted under SCE's standard model:

- Streetlights and required systems will be valued under SCE's Replacement Cost New Less Depreciation (RCNLD) model with an allowance to be included for the initial capital contribution made by developers when the streetlights were initially installed.
- Because of safety and access concerns, SCE is only open to the sale of stand-alone, loop-fed streetlights, as opposed to any streetlights that are mounted on distribution poles shared with electric circuitry.

The City of Monterey Park received a proposal to purchase 2,177 streetlights from SCE, at the price of \$376 per pole. The City already owns an additional 545 poles, and SCE will continue to own and maintain 1,157 poles. Converting all 3,879 streetlights to LED would cost an estimated \$2.8 million, making the Phase II budget approximately \$3.6 million. The conversion cost of SCE owned poles is \$809,900 and will be prepaid by SCE. The remaining \$2,800,654 in costs associated to Phase II will be the responsibility of the City.

## Phase 2 Fiscal Impact (15 Years)

| Acquisition and Conversion (One-Time) | A - Purchase (2,177 Poles) | B - SCE Owned (1,157 poles) | C - City Owned (545 poles) | Grand Total (3,879 poles) |
|---------------------------------------|----------------------------|-----------------------------|----------------------------|---------------------------|
| SCE Pole Buyback                      | \$819,654                  | -                           | -                          | \$819,654                 |
| LED Conversion Cost                   | \$1,500,000                | \$809,900                   | \$481,000                  | 2,790,900                 |
| <b>TOTAL</b>                          | <b>\$2,319,654</b>         | <b>\$809,900</b>            | <b>\$481,000</b>           | <b>\$3,610,554</b>        |

| Operations and Maintenance (Annual)                                                   | A - Purchase (2,177 Poles) | B - SCE Owned (1,157 poles) | C - City Owned (545 poles) | Grand Total (3,879 poles) |
|---------------------------------------------------------------------------------------|----------------------------|-----------------------------|----------------------------|---------------------------|
| Average Utility Bill Savings<br>- includes rebates, incentives (& additional tariffs) | \$355,793                  | (\$16,660)                  | \$24,200                   | \$363,333                 |
| - Tariff Rate                                                                         | LS-2                       | LS-1                        | LS-2                       | LS-1&LS-2                 |
| - Average Debt Payment                                                                | (\$186,675)                | -                           | (\$62,225)                 | (\$248,900)               |
| - Yearly Maintenance                                                                  | (\$30,000)                 | -                           | No Change                  | (\$30,000)                |
| <b>Annual Savings (Cost)</b>                                                          | <b>\$139,118</b>           | <b>(\$16,660)</b>           | <b>(\$38,025)</b>          | <b>\$84,443</b>           |

Utility savings after LED conversion is approximately \$363,333 per year. The SCE owned poles show a higher utility cost as the initial LED bulb conversion cost will be burdened by SCE and recuperated through a higher tariff rate. The estimated cost to finance the purchase and LED conversion of non-SCE poles is approximately \$248,900

per year. In addition, there is a \$30,000 annual expense associated with maintaining the City purchased poles.

It is recommended that the City Council direct staff to finalize the purchasing agreement with SCE. If authorized, the City could file the transaction with the California Public Utilities Commission in January 2016, seek final City Council approval in February 2016, and begin construction in June 2016.

To fund the \$3.6 million Phase II, staff would like to explore financing options. One alternative is to conduct a financing request for proposal, comparing interest rates from banks and other lending institutions. The City was able to secure a favorable 2.8% interest rate for \$10.5 million on Phase I. Phase II is more unique because debt payment will come from savings in current energy costs. Staff needs to work with financial advisors and bond counsel to determine the appropriate securitization of funds to repay any loans.

Respectfully submitted by:



Chu Thai  
Director of Management Services



Ron Bow  
Assistant City Manager/  
Public Works Director

Approved by:



Paul L. Talbot  
City Manager

Reviewed by:



Karl H. Berger  
Assistant City Attorney

**ATTACHMENTS:**

1. Presentation

# **ATTACHMENT 1**

## Presentation



**SIEMENS**

# City of Monterey Park

## Project Update: Status and Next Steps October 2015

**Ernest Kim** - *Business Development Manager*

[Ernest.kim@siemens.com](mailto:Ernest.kim@siemens.com)

(714) 425-7140

**Sirisha Nerella** - *Energy Engineer*

[Sirisha.nerella@siemens.com](mailto:Sirisha.nerella@siemens.com)

(714) 437-8437



# Agenda



## City of Monterey Park:

- What's been done so far?
  - LED Lights – 100 % complete
  - HVAC – 100% Complete
  - Smart water meters – 100% complete
  - Energy Management System – Oct 2015
- Very Bright Future
  - LED Street Lights

# **LED Lighting – City Facilities & Parks**



## **Installation 100% Complete**

- Save Energy
- Better Visibility
- Safer Parks and Trails
- Less Eye Strain for City Staff
- Longer Life and Less Maintenance



# Smart Water Meters



## Installation 100% Complete

- Automated Meter Readings
- Accuracy went from 85% to 100%
- Tool for water conservation
  - Drought restrictions
  - Customer service
- Target – Completed

# Heating and Air Conditioning



## Installation 100% Complete

- Install in progress
- Energy Efficient Models
- Target – Completed





# Energy Management System

**SIEMENS**

Energy & Environmental Solutions



## Installation following HVAC

- Intelligent System
- Create custom reports, perform analytics
- Proactive Energy Management
- Target – Oct 2015

# Street Light Conversion Project

**SIEMENS**

Energy & Environmental Solutions



- SCE/MPK 3<sup>rd</sup> party audit complete
  - \$819,347 SCE acquisition cost
  - \$376 per pole
- Saves \$4.5 million over 20yrs
  - \$228,000 per year
- **Target – June 2016**

# Phase 2 Fiscal Impact (15 Years)

| Acquisition and Conversion (One-Time) | A - Purchase<br>(2,177 Poles) | B - SCE Owned<br>(1,157poles) | C - City Owned<br>(545 poles) | Grand Total<br>(3,879 poles) |
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| LED Conversion Cost                   | \$1,500,000                   | \$809,900                     | \$481,000                     | 2,790,900                    |
| <b>TOTAL</b>                          | <b>\$2,319,654</b>            | <b>\$809,900</b>              | <b>\$481,000</b>              | <b>\$3,610,554</b>           |

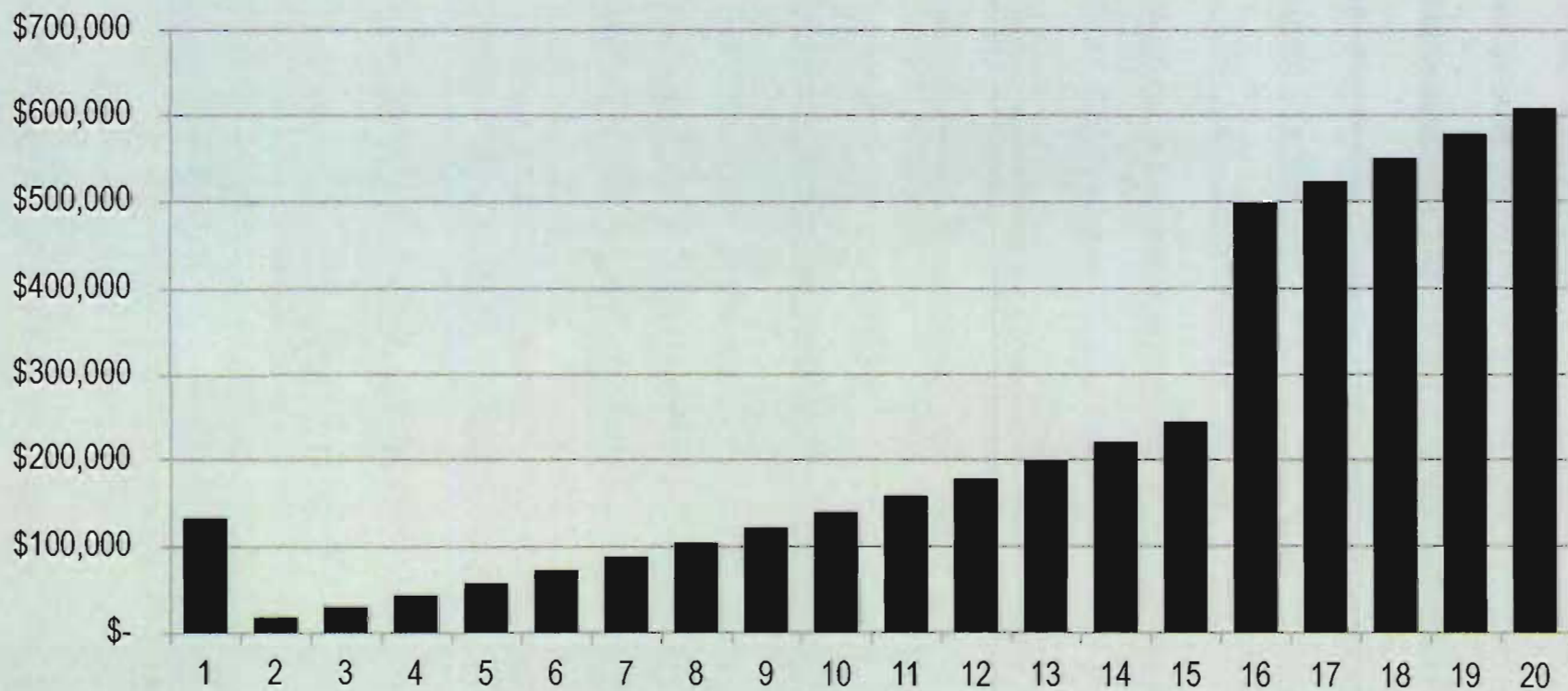
| Operations and Maintenance (Annual)                                                      | A - Purchase<br>(2,177 Poles) | B - SCE Owned<br>(1,157 poles) | C - City Owned<br>(545 poles) | Grand Total<br>(3,879 poles) |
|------------------------------------------------------------------------------------------|-------------------------------|--------------------------------|-------------------------------|------------------------------|
| Average Utility Bill Savings<br>- includes rebates, incentives<br>(& additional tariffs) | \$355,793                     | (\$16,660)                     | \$24,200                      | \$363,333                    |
| - Tariff Rate                                                                            | LS-2                          | LS-1                           | LS-2                          | LS-1&LS-2                    |
| - Average Debt Payment                                                                   | (\$186,675)                   | -                              | (\$62,225)                    | (\$248,900)                  |
| - Yearly Maintenance                                                                     | (\$30,000)                    | -                              | No Change                     | (\$30,000)                   |
| <b>Annual Savings (Cost)</b>                                                             | <b>\$139,118</b>              | <b>(\$16,660)</b>              | <b>(\$38,025)</b>             | <b>\$84,443</b>              |



# Savings (20 Years)

**SIEMENS**

Energy & Environmental Solutions



Average Positive Cash Flow \$228,000

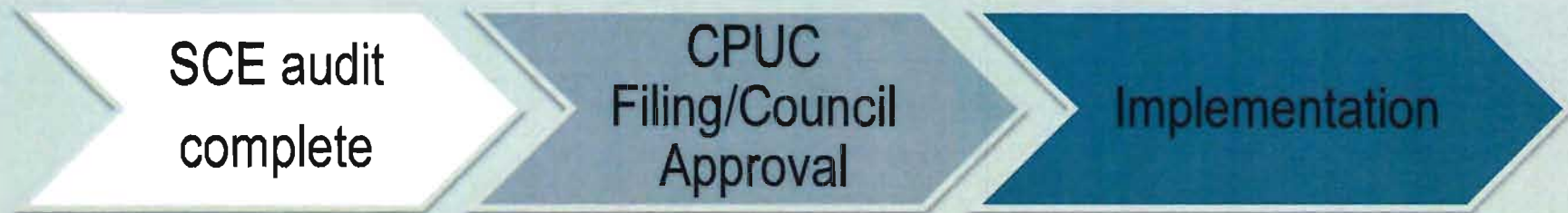
Total \$4.5 million positive cash flow

**\$228,000 Per Year**

# Timeline

**SIEMENS**

Energy & Environmental Solutions



- Jan 2016 CPUC filing
- Feb 2016 Council approval to move forward
- June 2016 Begin construction



# MPK Timeline

**SIEMENS**

Energy & Environmental Solutions



# Monterey Park's Siemens Team

**SIEMENS**

Energy & Environmental Solutions

## Local Resources – 200 professionals

- Andy, P.E. – Manager
- Sirisha – Engineer
- Sharon – Measure and Verification
- Steve – Project Manager
- Ernest – Business Development

## Global Resources – 360,000 professionals

- 165 yrs of Innovation
- Centers of Excellence



# Questions?

**SIEMENS**

Energy & Environmental Solutions



## Monterey Park Benefits

Reduce Energy  
Consumption

Increase Safety  
and Visibility

Less Harmful  
Waste

Better for the  
Environment

Sustainability





## City Council Staff Report

DATE: OCTOBER 7, 2015

AGENDA ITEM NO: **New Business**  
**Agenda Item 6-D.**

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 should be replaced to fully 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 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 for Honeywell.

**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.

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 its 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 with new, 2013 NIOSH/NFPA compliant breathing apparatus masks (Attachment 2).

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 3). 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.

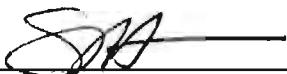
Remaining in current industry compliance helps ensure firefighter safety and survivability and aids with interoperability in the region, as intended by the original grant purchase of SCBA. This is a unique opportunity for the City and could result in a financial savings of more than \$300,000.00 versus a standard purchasing process of masks and breathing units.

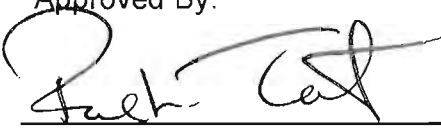
Should the City Council agree to accept Honeywell's offer, the City Council must first declare the out-dated equipment as surplus by Resolution (Attachment 1) and then award the bid to L.N. Curtis & Sons.

**FISCAL IMPACT:**

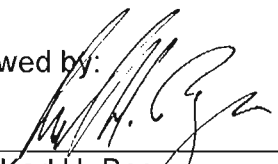
Funds are budgeted in Fiscal Year 2015-2016 adopted budget in the amount of \$77,000, Account No. 0071-801-5004-88560.

Respectfully submitted by:

  
\_\_\_\_\_  
Scott Haberle  
Fire Chief

Approved By:  
  
\_\_\_\_\_  
Paul Talbot  
City Manager

Reviewed by:

  
\_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney

**ATTACHMENT:**

1. Resolution declaring personal property as surplus
2. SCBA Honeywell Breathing Apparatus Modifications;
3. 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 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

# MONTEREY PARK FIRE DEPARTMENT WARRIOR SCBA MASTER INVENTORY LIST 2012

| UASI # | ASSINGMENT | BACKPACK  | FIRST STAGE | SECOND STAGE |
|--------|------------|-----------|-------------|--------------|
| 3601   | E61CAPT    | 808120112 | 809290119   | 809300742    |
| 3602   | E61 ENG    | 808120088 | 809190162   | 809300780    |
| 3603   | E61 FF1    | 808261128 | 809190195   | 809240528    |
| 3604   | E61 FF2    | 808261127 | 809190190   | 809240517    |
| 3605   | T61 CAPT   | 808120172 | 809290115   | 809300779    |
| 3606   | T61 ENG    | 808120118 | 809190161   | 809240494    |
| 3607   | T61 FF1    | 808120173 | 809190176   | 809300734    |
| 3608   | T61 FF2    | 808261278 | 809190152   | 809240519    |
| 3609   | T61 TILLER | 808120101 | 809190192   | 809240524    |
| 3610   | RA61 FF1   | 808120095 | 809190177   | 809300753    |
| 3611   | RA61 FF2   | 808261265 | 809190148   | 809240510    |
| 3612   | BC61       | 808120104 | 809190183   | 809240502    |
| 3613   | BC62       | 808120120 | 809190163   | 809300740    |
| 3614   | E62 CAPT   | 808120109 | 809190189   | 806160085    |
| 3615   | E62 ENG    | 808120098 | 809190191   | 809240525    |
| 3616   | E62 FF1    | 808120097 | 809190187   | 809240320    |
| 3617   | E62 FF2    | 808261293 | 809190102   | 809240499    |
| 3618   | RA62 FF1   | 808120122 | 809190171   | 809300776    |
| 3619   | RA62 FF2   | 808261221 | 809190100   | 809170553    |
| 3620   | E63 CAPT   | 808261254 | 809190149   | 809240514    |
| 3621   | E63 ENG    | 808261300 | 809190147   | 809240527    |
| 3622   | E63 FF1    | 808261279 | 809130139   | 809240530    |
| 3623   | E63 FF2    | 808120113 | 809190198   | 809240520    |
| 3624   | PREV 6     | 808120100 | 809190200   | 809240507    |
| 3625   | RA63 FF1   | 808261144 | 809120162   | 809300781    |
| 3626   | RA63 FF2   | 808120102 | 809190182   | 809240419    |



**ATTACHMENT 2**  
**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 3**  
**LETTER FROM HONEYWELL SAFETY PRODUCTS REGARDING**  
**L.N. CURTIS & SONS BEING SOLE DISTRIBUTOR**

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**Honeywell**

**Honeywell Safety Products**  
3001 S. Susan Street  
Santa Ana, CA 92704  
Tel: 714 545-0410 – Fax: 800 201-4407  
[www.honeywellsafety.com](http://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



# City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-E.**

**TO:** The Honorable Mayor and City Council

**FROM:** Tom Cody, Director of Human Resources and Risk Management

**SUBJECT:** Approve the Memoranda of Understanding between the City and the City of Monterey Park's Service Employees' International Union, the Monterey Park Mid-Management Association, and the Monterey Park Confidential Employees Association fixing the rate of compensation and other terms and conditions of employment for represented employees for the term July 1, 2015 to June 30, 2017.

## **RECOMMENDATION:**

It is recommended that the City Council consider:

1. Adopting Resolutions approving the three (3) Memoranda of Understanding between the City of Monterey Park and the Monterey Park Service Employees' International Union (SEIU), the Monterey Park Mid-Management Association (MMA), and the Monterey Park Confidential Employees Association (CEA); and
2. Authorize the expenditure of \$366,272 for the 2015-2016 fiscal year, and amend the 2015-2016 Budget accordingly; and
3. Take such additional, related, action that may be desirable.

## **EXECUTIVE SUMMARY:**

Representatives of the City of Monterey Park have met on numerous occasions with representatives of the Monterey Park Service Employees' International Union (SEIU), the Monterey Park Mid-Management Association (MMA), and the Monterey Park Confidential Employees Association (CEA) regarding wages; medical and dental benefits; annual personal leave cash out provisions; educational incentive allowances; longevity; increased vacation accruals; a revised retired medical program; and other terms and conditions of employment. The results of these negotiations are incorporated into the Memoranda of Understandings (MOUs) that are being presented to the City Council for approval and adoption of implementing Resolutions.

While there are slight differences between each association based on historical and current negotiating positions, all three MOUs contain similar proposals:

- 3% cash payment for fiscal year 2015-2016, based on the classification salary table, with Council approval of the MOU.

- By December 2016, if the identified “Economic Development Threshold” is achieved and the “Fiscal Safety Net” is not exceeded, employee will receive a six (6)-month 3% retroactive cash payment to July 1, 2015 and a 3% salary increase will be granted as of the first payroll cycle in January 2017.
- Increase medical and dental contributions.
- Educational Incentive pay.
- Increase Accrued Leave pay-outs at current compensation level.
- Longevity compensation in the 26<sup>th</sup> year of employment with the City of Monterey Park.
- City commitment towards retiree medical compensation for employees hired after January 1, 2016 is reduced to the CalPERS PEMHCA minimum (2016 = \$125mo).

### **BACKGROUND:**

The 2012 – 2015 MOUs with all three (3) general employee units expired on June 30, 2015. The provisions of those MOUs continue until a successor MOU is approved.

The City has endured fiscal difficulties and challenges for the past four (4) years due to the gripping economic recession the nation has suffered which hit especially hard in California. The impact here in Monterey Park resulted in a 17% layoff for miscellaneous employees; a ten percent (10%) furlough for general employees for 4 ½ yrs; temporary salary reductions for some safety groups; 9% PERS employee pick-up for safety employees; and no salary schedule increases or cost of living adjustments for employees during this time period.

While the City’s financial condition slightly improved as the California economy has slowly recovered, the change has been insubstantial. The City has encouraging proposed land developments which, when completed, should provide additional General Fund revenue to the City through hotel transient occupancy tax (TOT) and sales and property tax revenue.

Therefore, the first year of the proposed two year MOUs contain a 3% cash payment with no salary increase for any of the three labor associations. The second year includes a proposed salary increase tied to a defined economic development/fiscal safety net formula. Economic Development is defined as a minimum of \$700,000 in building permit and impact fees paid by December 15, 2016 for any combination of the developments identified as the AG Hotel, Double Tree Hotel, Marriott Hotel, Monterey Market Place and the Monterey Park Towne Centre; these are addendums to MOUs. The Fiscal Safety Net formula is defined as the 2015-2016 fiscal year CAFR’s report delivered approximately December 15, 2016, which would indicate no more of a negative fluctuation of expected revenues verse expenditure exceeding \$450,000 verse forecasted and budgeted revenues and expenses in the 2015-2016 fiscal year budget. The two year proposals also include reducing City retiree medical contributions for new employees hired after January 1, 2016. These MOUs also show negotiated increases

for City contributions towards employee medical and dental plans, as well as increases in educational incentive and a nominal longevity pay upon the completion of 25 years of employment with the City of Monterey Park.

These negotiation results represent direction given to staff during the negotiation process.

**FISCAL IMPACT:**

These negotiated changes to the three (3) respective general employee MOUs represent a total first year cost (fiscal year 2015-2016) of approximately \$691,000. A total of \$325,000 was already budgeted and assumed in the approved 2015-2016 fiscal budget, leaving a balance of \$366,000 to be allocated among the General Fund reserves and various City fund reserves. The second year cost (fiscal year 2016-2017) will be approximately \$817,000.

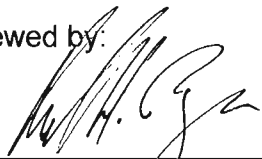
Respectfully submitted by:

  
\_\_\_\_\_  
Tom Cody  
Director of Human Resources  
and Risk Management

Approved by:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager

Reviewed by:

  
\_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney

**ATTACHMENTS:**

1. Spreadsheet Summaries of MOU Changes
2. Monterey Park Service Employees' International Union MOU and Resolution
3. Monterey Park Mid-Management Association MOU and Resolution
4. Monterey Park Confidential Employees' Association MOU and Resolution

**ATTACHMENT 1**  
Spreadsheet Summaries of MOU Changes

## Summary of SEIU MOU changes

Term - 2 years ending June 30, 2017

| Item                           | Current                                            | 2015/2016                                                                               | 2016/2017                                                                                                                                                            |
|--------------------------------|----------------------------------------------------|-----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Compensation</b>            |                                                    |                                                                                         |                                                                                                                                                                      |
| Pay                            |                                                    | 3% cash payment based on annual salary scale                                            | <b>Conditional</b> 3% cash payment for the first 6 months. 3% pay increase for second 6 months* (*pay increase if economic threshold is met, 3% cash payment if not) |
| <b>Benefits</b>                |                                                    |                                                                                         |                                                                                                                                                                      |
| Increased Medical Contribution | \$875mo                                            | \$950mo                                                                                 | \$1,000mo                                                                                                                                                            |
| Increased Dental Contribution  | \$60mo                                             | \$65mo                                                                                  | \$70mo                                                                                                                                                               |
| Longevity Pay                  | n/a                                                | \$200 mo after 25 years of continuous service with the City of MP                       | \$200 mo after 25 years of continuous service with the City of MP                                                                                                    |
| Medical Insurance Opt-out      | \$170mo                                            | \$300mo                                                                                 | \$300mo                                                                                                                                                              |
| Retire Medical Health Benefits | \$340mo/\$420mo(20+years)                          | Reduced to PEMHCA minimum                                                               | Reduced to PEMHCA minimum                                                                                                                                            |
| <b>Other</b>                   |                                                    |                                                                                         |                                                                                                                                                                      |
| Wellness Program               | n/a                                                | \$240 annual                                                                            | \$240 annual                                                                                                                                                         |
| Bilingual Pay                  | \$50mo verbal \$50mo written                       | \$50mo verbal \$50mo written \$150mo combined                                           | \$50mo verbal \$50mo written \$150mo combined                                                                                                                        |
| Educational Incentive          | n/a                                                | \$25mo max for an AA, BA or a Masters degree from an accredited educational institution | \$25mo Max for an AA, BA or a Masters degree from an accredited educational institution                                                                              |
| School Book Reimbursement      | \$25 for 6 units or less \$50 for 7 units and more | \$75 for 6 units or less \$200 for 7 units and more                                     | \$75 for 6 units or less \$200 for 7 units and more                                                                                                                  |
| Public Notary Services         | n/a                                                | \$75mo (Max 3 authorized employees)                                                     | \$75mo (Max 3 authorized employees)                                                                                                                                  |
| Training Pay - Jailer          | n/a                                                | \$50 per 2 week payroll cycle for 3 or more shifts (Max 4 pay cycles)                   | \$50 per 2 week payroll cycle for 3 or more shifts (Max 4 pay cycles)                                                                                                |
| Training Pay - Police Clerk    | n/a                                                | \$50 per 2 week payroll cycle for 3 or more shifts (Max 4 pay cycles)                   | \$50 per 2 week payroll cycle for 3 or more shifts (Max 4 pay cycles)                                                                                                |
| Field Pay                      | n/a                                                | \$30 per incident (Max 3 per mo)                                                        | \$30 per incident (Max 3 per mo)                                                                                                                                     |
| Annual Cash-out Personal Leave | 60 hours annual                                    | 80 hours annual                                                                         | 80 hours annual                                                                                                                                                      |
| Vacation                       | 300 hours annual                                   | 400 hours annual                                                                        | 400 hours annual                                                                                                                                                     |

## Summary of Mid Management MOU changes

Term - 2 years ending June 30, 2017

| Item                           | Current                                            | 2015/2016                                                                                                                                                                                                                                                                                      | 2016/2017                                                                                                                                                                                                                                                                                      |
|--------------------------------|----------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b><u>Compensation</u></b>     |                                                    |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                |
| Pay                            |                                                    | 3% cash payment based on annual salary scale                                                                                                                                                                                                                                                   | <b>Conditional</b> 3% cash payment for the first 6 months. 3% pay increase for second 6 months* (*pay increase if economic threshold is met, 3% cash payment if not)                                                                                                                           |
| <b><u>Benefits</u></b>         |                                                    |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                |
| Increased Medical Contribution | \$875mo                                            | \$950mo                                                                                                                                                                                                                                                                                        | \$1,000mo                                                                                                                                                                                                                                                                                      |
| Increased Dental Contribution  | \$60mo                                             | \$65mo                                                                                                                                                                                                                                                                                         | \$70mo                                                                                                                                                                                                                                                                                         |
| Longevity Pay                  | n/a                                                | \$200 mo after 25 years of continuous service with the City of MP                                                                                                                                                                                                                              | \$200 mo after 25 years of continuous service with the City of MP                                                                                                                                                                                                                              |
| Medical Insurance Opt-out      | \$170mo                                            | \$300mo                                                                                                                                                                                                                                                                                        | \$300mo                                                                                                                                                                                                                                                                                        |
| Retire Medical Health Benefits | \$340mo/\$420mo(20+years)                          | Reduced to PEMHCA minimum                                                                                                                                                                                                                                                                      | Reduced to PEMHCA minimum                                                                                                                                                                                                                                                                      |
| <b><u>Other</u></b>            |                                                    |                                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                |
| Wellness Program               | n/a                                                | \$240 annual                                                                                                                                                                                                                                                                                   | \$240 annual                                                                                                                                                                                                                                                                                   |
| Bilingual Pay                  | n/a                                                | n/a                                                                                                                                                                                                                                                                                            | n/a                                                                                                                                                                                                                                                                                            |
| Educational Incentive          | n/a                                                | \$30mo for an AA; \$60mo for a BA; \$120mo for a Masters; \$50 Certified Municipal Clerk Cert; \$50 PW Cert; \$40 ASE Auto/Light Truck Cert; \$120 License for Agriculture Pest Control Advisor; \$120 ASE "Master Automotive; \$60 Water DHS Certification; \$50 Arborist License/Certificate | \$30mo for an AA; \$60mo for a BA; \$120mo for a Masters; \$50 Certified Municipal Clerk Cert; \$50 PW Cert; \$40 ASE Auto/Light Truck Cert; \$120 License for Agriculture Pest Control Advisor; \$120 ASE "Master Automotive; \$60 Water DHS Certification; \$50 Arborist License/Certificate |
| School Book Reimbursement      | \$25 for 6 units or less \$50 for 7 units and more | \$75 for 6 units or less \$200 for 7 units and more                                                                                                                                                                                                                                            | \$75 for 6 units or less \$200 for 7 units and more                                                                                                                                                                                                                                            |
| Public Notary Service          | n/a                                                | n/a                                                                                                                                                                                                                                                                                            | n/a                                                                                                                                                                                                                                                                                            |
| Annual Cash-Out Personal Leave | 80 hours annual                                    | 120 hours annual                                                                                                                                                                                                                                                                               | 120 hours annual                                                                                                                                                                                                                                                                               |
| Vacation                       | 300 hours annual                                   | 500 hours annual                                                                                                                                                                                                                                                                               | 500 hours annual                                                                                                                                                                                                                                                                               |



## Summary of Confidential MOU changes

Term - 2 years ending June 30, 2017

| Item                           | Current                                            | 2015/2016                                                                              | 2016/2017                                                                                                                                                            |
|--------------------------------|----------------------------------------------------|----------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Compensation</b>            |                                                    |                                                                                        |                                                                                                                                                                      |
| Pay                            |                                                    | 3% cash payment based on annual salary scale                                           | <b>Conditional</b> 3% cash payment for the first 6 months. 3% pay increase for second 6 months* (*pay increase if economic threshold is met, 3% cash payment if not) |
| <b>Benefits</b>                |                                                    |                                                                                        |                                                                                                                                                                      |
| Increased Medical Contribution | \$875mo                                            | \$950mo                                                                                | \$1,000mo                                                                                                                                                            |
| Increased Dental Contribution  | \$60mo                                             | \$65mo                                                                                 | \$70mo                                                                                                                                                               |
| Longevity Pay                  | n/a                                                | \$200 mo after 25 years of continuous service with the City of MP                      | \$200 mo after 25 years of continuous service with the City of MP                                                                                                    |
| Medical Insurance Opt-out      | \$170mo                                            | \$300mo                                                                                | \$300mo                                                                                                                                                              |
| Retire Medical Health Benefits | \$340mo/\$420mo(20+years)                          | Reduced to PEMHCA minimum                                                              | Reduced to PEMHCA minimum                                                                                                                                            |
| <b>Other</b>                   |                                                    |                                                                                        |                                                                                                                                                                      |
| Wellness Program               | n/a                                                | \$240 annual                                                                           | \$240 annual                                                                                                                                                         |
| Bilingual Pay                  | n/a                                                | n/a                                                                                    | n/a                                                                                                                                                                  |
| Educational Incentive          | n/a                                                | \$40mo for an AA; \$75mo for a BA or higher from an accredited educational institution | \$40mo for an AA; \$75mo for a BA or higher from an accredited educational institution                                                                               |
| School Book Reimbursement      | \$25 for 6 units or less \$50 for 7 units and more | \$75 for 6 units or less \$200 for 7 units and more                                    | \$75 for 6 units or less \$200 for 7 units and more                                                                                                                  |
| Educational Reimbursement      | \$2,000 annual Educational Reimbursement           | \$2,500 annual Educational Reimbursement                                               | \$2,500 annual Educational Reimbursement                                                                                                                             |
| Public Notary Services         | \$50mo (Max 3 authorized employees)                | \$100mo (Max 3 authorized employees)                                                   | \$100mo (Max 3 authorized employees)                                                                                                                                 |
| Public Notary Services         | \$50mo (Max 3 authorized employees)                | \$100mo (Max 3 authorized employees)                                                   | \$100mo (Max 3 authorized employees)                                                                                                                                 |
| Uniform Allowance              | n/a                                                | \$300 annual                                                                           | \$300 annual                                                                                                                                                         |
| Annual Cash-out Personal Leave | 80 hours annual                                    | 120 hours annual                                                                       | 120 hours annual                                                                                                                                                     |
| Vacation                       | 300 hours annual                                   | 500 hours annual                                                                       | 500 hours annual                                                                                                                                                     |

**ATTACHMENT 2**  
Monterey Park Service Employees' International  
Union MOU and Resolution

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING FOR CONTRACT YEAR 2015-2017 BETWEEN THE CITY OF MONTEREY PARK AND THE MONTEREY PARK SERVICE EMPLOYEES' INTERNATIONAL UNION.**

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

**SECTION 1:** The City, acting by and through its City Council appointed negotiation team, and representatives of the Monterey Park Service Employees Association (SEIU), a duly recognized employee organization representing the City of Monterey Parks Service Employees' International Union members, met and conferred in good faith and fully communicated and exchanged information concerning wages, retirement funding, hours, and the terms and conditions of employment for contract year 2015-2017.

**SECTION 2:** The appointed representatives of the parties agreed on certain matters as stated in the attached Memorandum of Understanding ("MOU") and recommended that the City and the Union implement those agreements.

**SECTION 3:** SEIU informed the City it accepted the attached MOU.

**SECTION 4:** The City Council approves the MOU for Contract Year 2015-2017 between the City and SEIU attached as Exhibit "A," and incorporated by reference.

**SECTION 5:** The City Manager is authorized to execute the MOU on the City's behalf in a form approved by the City Attorney.

**SECTION 6:** This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

**SECTION 7:** The City Clerk will certify to the passage and adoption of this Resolution; will enter the same in the book of original Resolutions of said City; and will make a minute of the passage and adoption thereof in the record of proceedings of the City Council of said City, in the minutes of the meeting at which the same is passed and adopted.

PASSED, AND ADOPTED this 7th day of October 2015.

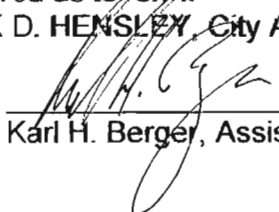
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Peter Chan  
Mayor, City of Monterey Park

ATTEST:

\_\_\_\_\_  
Vincent Chang, City Clerk

*Approved as to form:*  
MARK D. HENSLEY, City Attorney

By: \_\_\_\_\_  
Karl H. Berger, Assistant City Attorney



**MEMORANDUM OF UNDERSTANDING**

**BETWEEN**

**THE CITY OF MONTEREY PARK, CALIFORNIA**

**AND**

**SERVICE EMPLOYEES' INTERNATIONAL UNION, LOCAL 721**

**July 1, 2015 – June 30, 2017**

MEMORANDUM OF UNDERSTANDING  
between  
THE CITY OF MONTEREY PARK, CALIFORNIA  
and  
SERVICE EMPLOYEES' INTERNATIONAL UNION, LOCAL 721

July 1, 2015 – June 30, 2017

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**MEMORANDUM OF UNDERSTANDING**  
**between**  
**THE CITY OF MONTEREY PARK, CALIFORNIA**  
**and**  
**SERVICE EMPLOYEES' INTERNATIONAL UNION, LOCAL 721**

July 1, 2015 – June 30, 2017

**PREAMBLE**

This Memorandum has been prepared in accordance with the California Government Code (Section 3500 *et seq.*). The City of Monterey Park, California, hereinafter referred to as the "City", and the Service Employees International Union, Local 721, hereinafter referred to as the "Union," have reached this Memorandum of Understanding pursuant to meeting and conferring in good faith.

**ARTICLE 1 - SCOPE OF MEMORANDUM OF UNDERSTANDING**

It is the intent and purpose of this Memorandum to assure sound and mutually beneficial working and economic relations between the parties hereto to provide an orderly and peaceful means of resolving any misunderstandings or differences which may arise, and to set forth herein the basic and full agreement between the parties concerning wages, hours of employment, and other conditions of employment.

**ARTICLE 2 - RECOGNITION**

- A. The City hereby acknowledges the Service Employees' International Union, Local 721, as the representative for General Government employees of the City of Monterey Park, California, for the purpose of meeting and conferring in good faith regarding wages, hours, and other terms and conditions of employment.
- B. This Memorandum shall cover all General Government employees as outlined in Attachment A.
- C. The City exclusively recognizes the Union as the Recognized Employee Organization for the term of the contract.

**ARTICLE 3 - CITY RESPONSIBILITIES AND RIGHTS**

- A. To ensure that the City is able to carry out its statutory functions and responsibilities, the following matters will not be subject to the terms of this Memorandum but shall be within the exclusive discretion of the City: to select and determine the number and types of employees required; to assign work to employees in accordance with the requirements determined by the City; to establish and change work schedules and assignments; to hire,

transfer, and to promote or to lay off employees for lack of work and for all other legitimate reasons; to suspend, discipline, or discharge for just cause; to expand or diminish services; to subcontract for any work or operations; to determine and change methods of operations; to determine and change at its sole discretion the number of locations, relocations and types of operations and the processes and materials to be employed; to make, publish and enforce rules and regulations.

- B. Except in emergencies, or where the City is required to make changes in its operations because of the requirements of law, whenever the exercise of management's rights shall impact on employees of the bargaining unit, the City agrees to meet and confer with representatives of the Union, upon request by the Union, regarding the impact of the exercise of such rights, unless the matter of the exercise of such rights is provided for in this Memorandum of Understanding, Personnel Rules and Regulations or Salary Resolutions.

#### **ARTICLE 4 - EMPLOYEE AND/OR EMPLOYEE REPRESENTATIVES**

- A. During the life of this Memorandum, all employees, as described above in Article 2, Section B, shall have the right to join the Union, or to refuse or refrain from joining said organization.
- B. Members of the Union may, by any reasonable method, select four (4) employee members to meet and confer with the City Representative Committee or other management officials on subjects within the scope of representation during the regular duty or work hours, without loss of time, provided:
  - 1. That no employee representative shall leave duty or workstation or assignment without specific approval by an authorized departmental management official.
  - 2. That any such meeting is subject to scheduling by an authorized departmental management official so as to avoid interference with, or interruption of, assigned work schedules or work performance.
- C. Representatives of the Union, after permission by the Department Director or his/her delegated representatives (if, however, said parties are not available, then permission must be obtained from the City Manager or his delegated representative) may enter City properties for the sole purpose of transacting business of the Union; provided, however, that such business does not interfere with the work or training of the employees or City operations.
- D. Such individuals, after being excused from their regular assigned duties by the Department Director or her/his delegated representatives, will be permitted to take reasonable time to discuss terms and conditions of employment.

- E. Said employee or employees, if on duty, shall be paid for such reasonable time by the City at the employee's regular rate of pay. However, no overtime will be paid by the City for time spent as set forth above.
- F. A written list of the officers of the Union and the Union Stewards shall be furnished to the City immediately after their designation and the Union shall notify the City promptly in writing of any changes of such Officers or Representatives.

#### **ARTICLE 5 - AGENCY FEES**

- A. Any member of the unit who is a member of the Union, or who has applied for membership, may sign and deliver to the City an authorization for deduction of membership dues for the Union. Such authorization shall, unless sooner revoked, continue in effect for the duration of this Agreement.
- B. Any unit member who is not a member of the Union or who does not make application for membership within thirty (30) days of the implementation date of this Agreement, or within thirty (30) days from the date of commencement of assigned duties within the unit following the implementation date of this Agreement, shall either become a member of the Union or pay to the Union a representation fee.

The amount of the representation fee shall be determined by the Union subject to applicable law. In no event may the amount exceed the normal periodic membership dues applicable to Union members.

The representation fee is payable to the Union in one lump sum cash payment or through payroll deduction for such fee in the same manner as provided in Paragraph A.

- C. The Union represents that the collection, administration and use of representation fee funds shall be in conformance with the law. The Union shall comply with applicable law regarding disclosure and allocation of its expenses, notice to employees of their right to object, provision for agency fee payers to challenge the Union's determinations of amounts chargeable to the objecting nonmembers, and appropriate escrow provisions to hold contested amounts while the challenges are underway.

Each nonmember who is required to pay an agency fee shall annually receive written notification from the Union of the amount of the deduction and the procedure, which he/she must follow to receive a rebate for non-representation activities during the year, and the procedure for appealing all or any part of the agency fee.

- D. With respect to all sums deducted by the City, whether for membership dues or agency fee, the City agrees to remit such monies within thirty (30) calendar days of the close of the pay period to the Union accompanied by a list indicating any changes in personnel from what had been provided in a list at the beginning of the year.

- E. Any unit member, who is a member of a religious body whose traditional tenets or teachings include objections to joining or financially supporting employee organizations, shall not be required to join or financially support the Union. Such unit member shall pay, in lieu of a service fee, a sum equal to the agency fee (proportionate share of the Union's cost of legally authorized representational services), to a non-religious, non-labor, charitable organization exempt from taxation under Section 501 (c) (3) of Title 26 of the Internal Revenue Code agreed to in writing by the unit member and the Union. Such payment shall be made on or before December 1 of each fiscal year or the unit member shall authorize payroll deduction in the same manner as provided in Paragraph A of this Section.

Proof of payment and a written statement of objection along with verifiable evidence of membership in a religious body whose traditional tenets or teachings object to joining or financially supporting employee organizations, pursuant to this Section, shall be made on an annual basis to the Union and the City as a condition of continued exemption from the agency fee provisions. Proof of payment shall be in the form of receipts, authorized payroll deductions, or canceled checks, indicating the amount paid, date of payment, and to whom payment in lieu of the service fee has been made. Such proof shall be presented on or about December 1 of each fiscal year.

- F. The Union agrees to furnish any information needed by the City to fulfill the provisions of this Section.
- G. The Union agrees to fully indemnify, defend and hold harmless, the City, and its officers, employees and agents, against any claim, action, liability, judgments or settlements regarding the legality of the provisions or impacts of this Section or any action taken by or on behalf of the City in implementing this Section. The Union shall have the right to determine whether any such action or proceeding referred to above, shall or shall not be compromised, resisted, tried or appealed, provided however, that the City may retain its own attorney and shall have the right to be consulted before any of the foregoing decisions are made.

- H. Committee On Political Empowerment (COPE)

Union members may voluntarily authorize in writing a political action committee deduction from their salary. Employees wishing to participate shall provide written authorization on a form furnished by the Union indicating the amount to be deducted. The parties agree that the employee may revoke any such deduction at any time. The parties further agree that neither the Union nor the City will bestow any special benefit or cause any detriment as a result of an employee's voluntary choice to make, decline to make, or revoke a contribution.

## **ARTICLE 6 - COMMUNICATIONS**

Space shall be provided on City bulletin boards for the posting of the following notices of immediate concern to the Union members including, but not limited to, the following:

- A. Notices of Union meetings.
- B. Notices of Union elections and their results.
- C. Notices of recreational and social events.
- D. Notices of official Union business.
- E. Any written material, which has received prior approval of the Director of Human Resources /Risk Management or Department Director.

#### **ARTICLE 7 - CONTINUED PERFORMANCE OF CITY SERVICES AND OPERATIONS**

- A. The Union hereby agrees that during the term of this Memorandum, the employees of the City, as set forth in Article 2, Section B, the officers and /or agents of the Union, shall not engage in, encourage, sanction, support, authorize, or suggest any work stoppages, strikes, boycotts, slowdowns, mass resignations, mass absenteeism, picketing, or any other intentional interference of work of the City.
- B. In the event any employee, or employees, participates in any such activities as set forth above, the Union shall notify such employee, or employees so engaged, to cease and desist from such activities and shall instruct said person, or persons, to return to their normal work assignment and duties.
- C. The employee, or employees, participating in such activities as set forth in Section A above shall be subject to disciplinary action by the City, including suspension or discharge, in accordance with the City's Personnel Rules and Regulations.
- D. However, informational pickets, following an impasse in the meet and confer process, are excluded from this Article and are therefore allowed as long as the picketing is not violent, does not block ingress or egress, and/or does not interfere with the public health, safety or order.

#### **ARTICLE 8 - GRIEVANCE AND DISCIPLINARY APPEAL PROCEDURE**

The presentation and hearing of all employee appeals of discipline and grievances shall be governed by the following:

- A. Definitions
  - 1. Disciplinary Appeal – A Disciplinary Appeal shall be defined as a formal written objection or challenge to any disciplinary action as defined by the Personnel Rules and Regulations. Imposition and appeals of disciplinary action shall be conducted in accordance with the provisions of Personnel Rule XV, Disciplinary Proceedings, Sections 1-5. The provision of Personnel Rule XV is attached hereto as Attachment B.

Although a "written reprimand" is not "discipline" as defined by Rule XV of the Personnel Rules and therefore not subject to appeal, the Department Director will meet with an employee prior to the issuance of a written reprimand to allow the employee an opportunity to present any information which they believe pertinent and which shall be considered before the Department Director makes or authorizes any formal action to be taken. The meeting with the Department Director shall not be a formal evidentiary hearing but an informal discussion to review the circumstances prior to a decision to take any formal action. The employee may request the presence of his/her union representative. The Department Director and/or the employee may request that the Director of Human Resources participate in any scheduled meeting.

2. **Grievance:** A grievance, defined as an alleged violation of a specific provision of this Memorandum of Understanding, the City Personnel Rules and Regulations or of the Rules and Regulations validly propagated by any department within the City, shall be processed in accordance with provisions of Section 6, Grievances, of Personnel Rule XV. The grievance procedure shall not be utilized by an employee to contest the content of a performance evaluation, verbal or written reprimands or other documentation regarding the employee's work performance which is not defined as "disciplinary action" by Rule XV of the City Personnel Rules and Regulations.

Disputes regarding jurisdiction (grievability of an issue) shall not be subject to resolution by the grievance procedure and instead, are subject to resolution by the courts.

#### B. Procedure

When a Unit employee feels that he/she has been unfairly treated or does not agree with his/her supervisor on matters that fall within the definition of a grievance, he/she may initiate formal action to secure review of the grievance by top management. Such action should be used, however, only when informal appeal through discussion with the immediate supervisor has been unsuccessful in resolving the issue. It is the spirit and intent of this procedure that all grievances be settled quickly and fairly, without any subsequent discrimination against employees who may seek to adjust a grievance, real or imagined.

#### Informal Process

- Step 1. The first step of the grievance procedure shall be an informal meeting with the grievant's immediate supervisor in an effort to resolve the grievance. The employee who is initiating the grievance shall notify his/her immediate supervisor within fifteen (15) calendar days of becoming aware or in the exercise of reasonable diligence should have become aware, of a grievable situation. The informal grievance meeting shall be scheduled at a mutually agreeable time within ten (10) calendar days of the employee's

request for an informal grievance meeting. The supervisor shall respond to the issues raised in the informal meeting within five (5) calendar days. Time limits between the steps of the grievance procedure may be extended by mutual agreement of the parties.

The grievant may be represented by a representative of his or her choice at all levels of the grievance procedure, including the informal level.

Any city employee who is called as a witness at any level of the grievance process or disciplinary appeal will be granted paid release time if they are called during their regular duty hours.

### Formal Process

Step 2. All grievances shall be filed in writing with the immediate supervisor of the person aggrieved and with the Human Resources Director, or her/his designee, within five (5) calendar days after the employee receives a response from the informal discussion with the supervisor described in Step 1 above.

Written notice of disposition of the grievance shall be provided to the grievant and next higher administrative authority by the supervisor with whom the grievance is originally filed. Such notice shall be filed within fifteen (15) calendar days of the original filing of the formal grievance as set forth in Step 1 above.

Step 3. If the employee does not obtain satisfactory redress from the immediate supervisor, the grievance may be appealed in writing through the normal administrative organization. That is, first to the Division Manager; second, the Department Director and third, the City Manager. In each case, the grievance must be submitted within seven (7) calendar days to the subsequent hearing level and a written notice of disposition must be forwarded to the grievant within fifteen (15) calendar days of receipt at any hearing level.

The City Manager shall be the final authority in all cases except those in which a violation of the Personnel Ordinance or Rules is alleged. The City Manager shall forward notice of disposition of such grievances to the grievant within fifteen (15) calendar days of receipt.

Step 4. In the case of those grievances in which a violation of the Personnel Ordinance or Rules is alleged, an employee may appeal to the Personnel Board after the procedures set forth above have been exhausted.

Such appeals will be filed in writing with the Director of Human Resources/Risk Management who will cause them to be brought to the attention of the Board. The Board will review such appeals and determine whether an investigation and/or hearing should be held. This preliminary consideration of an appeal will not constitute a hearing by the Board. Within ten (10) calendar days after concluding a hearing, pursuant to this Section, the Personnel Board shall certify its findings and decision in writing to the City Council,



to the City Manager, and to any other official from whose action the appeal is taken, and to the affected employee.

Recommendations by the Board for redress of grievances will be addressed to the City Manager and shall be advisory in nature.

## **ARTICLE 9 - OVERTIME**

Except as modified herein, overtime shall be governed by Personnel Rule V. Compensation, Sec. 3 Overtime, Sec. A - General Government Employees which is outlined as follows:

- A. Work Week Defined - Work performed in excess of forty (40) hours during the regularly scheduled workweek shall be classified as overtime. A workweek is a regular recurring period of one hundred sixty-eight (168) hours in the form of seven (7) consecutive 24-hour periods.
1. The workweek for employees working a regular 5/40, Monday through Friday, schedule begins on Saturday at 0001 hours and terminates at the end of the following Friday at midnight. Work performed during the workweek includes vacation, sick leave, holiday, and compensatory time off, provided that they do not fall within a workday when work is actually performed. A workday is a regular recurring period of eight (8) hours within a 24-hour period.
  2. The workweek for employees working a "9/80" work schedule shall be defined in such a manner as to comply with FLSA work period requirements. The "9/80" schedule provides eighty (80) scheduled hours in a 14-day (two week) cycle where (1) one week the employee works four 9-hour workdays and one 8-hour workday, and (2) the subsequent week consists of four 9-hour work-days with one day off. The "workweek" for FLSA overtime purposes shall be established as four hours into the shift of the eight-hour day and in such a manner that no consecutive seven-day (168 hour) period shall exceed 40 hours. Management shall maintain the right to schedule employees' workdays, start and end times, and establish FLSA "work weeks."
  3. The workweek for employees working a "4/40" (commonly referred to as 4/10) work schedule shall be defined in such a manner as to comply with FLSA work period requirements. The "4/40" schedule provides forty (40) scheduled hours in a 7-day period. The "workweek" for FLSA overtime purposes shall be established in such a manner that no consecutive seven-day (168 hour) period shall exceed 40 hours. Management shall maintain the right to schedule employees' workdays, start and end times, and establish FLSA "work weeks."
- B. Overtime/Compensatory Time - Overtime worked shall be compensated by either compensatory time off, as requested by the employee in an amount not to exceed the accrual limitations stated herein, or by cash payment of one and one-half (1½) times the employee's regular hourly rate.

- C. Emergency Call Back - Emergency Call Back is defined as unforeseen work performed by an employee at a time other than the employee's regular working hours and which commences after conclusion of the regularly scheduled work shift, and which deals with a situation calling for immediate action, in response to a call for such work by a Department Director or any other person so authorized by the City Manager. An employee who is subject to an emergency call back shall be guaranteed two (2) hours minimum compensation under only one of the two following provisions.
1. Employees performing emergency work on a non-holiday shall be paid double time at the employee's regular rate for the first hour of work ("work" commences upon arrival at the designated work site), and time and one-half for all time worked in excess of one hour at the employee's regular hourly rate. Subject to the employee requesting emergency call back compensation in the form of compensatory time off, the employee may receive two (2) hours compensatory time off for the first hour worked and time and one-half hours off for work in excess of one hour.
  2. Employees who are required to work on a holiday as a result of emergency call back, and who are not scheduled to work that holiday shall be paid double time at the employee's regular rate for the first two (2) hours of work ("work" commences upon arrival at the designated work site), and time and one-half for all time worked in excess of two hours at the employee's regular hourly rate. Subject to the employee requesting emergency call back compensation in the form of compensatory time off, the employee may receive four (4) hours compensatory time off for the first two hours worked and time and one-half hours off for work in excess of two hours. In addition, the employee will accrue holiday time at the regular hourly rate for each hour worked, up to a maximum of nine (9) hours. This does not apply to employees who are scheduled to work a holiday.
- D. Compensatory Time Accruals - Compensatory time may be accumulated by an individual employee subject to the approval of the Department Director. However, accumulated compensatory time off in excess of forty (40) hours will be paid off in cash on a straight-time rate on the first payroll date following December 1st of each year.
- E. Overtime Distribution - It shall be the policy of the departments to which unit members are assigned to distribute overtime opportunities in a fair and equitable manner which allows for as broad a number of eligible employees as possible to receive the overtime opportunity. However, the supervisor authorizing overtime shall make the final assignment determination based upon the needs of the City, the availability of employees to work the overtime, and the ability of an employee to most efficiently meet those needs.
- F. First Responder Standby - Qualified employees of the Public Works Department or Parks Division of the Recreation & Parks Department may be assigned, at the discretion of the City, as First Responder Standby for after-hours emergency response. In addition to any additional reporting procedures established by the City, the following provisions shall apply to any individual assigned to First Responder Standby status:

1. First Responder Standby duty shall be assigned to no more than three individuals (one of which shall be fully qualified to respond to water distribution incidents and one to water production incidents) for a period of seven (7) calendar days. The First Responder Standby schedule shall be determined at the sole discretion of the City.
2. An individual so assigned shall be compensated at the rate of \$25.00 per weekday (0001 hrs. Monday through 2400 hrs. Thursday) and \$45.00 per weekend day (0001 hrs. Friday through 2400 Sunday).
3. Should an employee be assigned First Responder Standby status on a City designated holiday (defined as the actual date of holiday), compensation shall be at the rate of \$50.00.
4. While on First Responder Standby status, the assigned employee shall: carry a City provided pager, cell phone and lap-top computer (if applicable); respond via telephone within five (5) minutes to any page; and report fit-for-duty to the incident site within 25 minutes (no later than 45 minutes) following receipt of call-out information (or, if applicable, correct problem via computer). Failure to abide by the provisions of this Subsection 4 will result in forfeiture of stand-by compensation for that 24-hour period and may result in removal from standby assignment and/or disciplinary action.
5. To be eligible for First Responder Standby assignment an individual must: be certified by the Public Works Maintenance Manager, Water Utility Manager and Parks Superintendent as:
  - a. Having adequate knowledge of: traffic control protocols; sewer, water and irrigation systems; and operation of designated equipment to effectively perform as a First Responder to after-hours emergency situations; and,
  - b. Residing in a geographic location that allows for a response time as designated in Sub-Section 4. above.
6. The parties mutually agree that this program shall be formally evaluated annually. Said evaluation will include evaluation of the effectiveness of the program and such measurements as: a review of number of call-outs, response time, type of calls, ability of first responder to clear call without additional support, time to clear call, number of calls for additional support, response time for support personnel and any other measurements determined appropriate by the City.
7. The Union specifically acknowledges that the City maintains the sole and exclusive right to assign personnel to First Responder Standby and to determine the need for such assignment. Nothing contained in this Article 9, Section F shall create a duty upon the City to assign individuals to First Responder Standby nor

shall any individual have a right to be so assigned. The City agrees to meet and consult with the Union prior to any modification or termination of the First Responder Standby program.

#### **ARTICLE 10 - VACATION**

Probationary employees shall be authorized to utilize accrued vacation time prior to conclusion of the probationary test period.

Effective upon Council approval of this MOU, the maximum vacation accrual shall be 400 hours.

It is the intent and purpose of this vacation policy that all unit members avail themselves of accrued vacation time in order to promote a safe and productive working environment. However, the parties do recognize that personal circumstances and/or the staffing requirements of any given department may periodically impact the ability of a unit member to utilize any or all of his/her annual vacation accrual.

Therefore, it is the policy of the City that no unit member may accrue greater than 400 vacation hours. Only in exceptional circumstances shall an employee be allowed to exceed the maximum vacation accrual. Any approval to accrue in excess of the accrual cap requires a written request from the Department Director to the City Manager stating that the employee will not be authorized to utilize vacation prior to reaching the accrual cap because of Department staffing requirements.

In the event one or more municipal holidays fall within an annual vacation leave, said holidays shall not be charged as vacation leave.

The times during the calendar year at which an employee may take his/her vacation shall be determined by the Department Director with due regard for the wishes of the employee, the employee's accumulated vacation credits, and with particular regard for the needs of the service.

Basic Plan - Upon appointment, vacation leave with pay shall be granted each regular employee at the rate of 80 hours each year (initial accrual commences the first of the month following the month of appointment).

Additional Vacation - Additional vacation leave with pay shall be granted each regular employee at the rate of 8 hours each year, beginning with the commencement of the employee's sixth (6th) anniversary.

Maximum vacation per year (basic plan plus additional vacation days) is 200 hours.

## **ARTICLE 11 - HOLIDAYS**

Except as modified herein, holidays shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 7, Holidays of the Personnel Rules and Regulations of the City of Monterey Park which is outlined as follows:

Municipal offices and the Library with exception of the Delta Plant and the Police and Fire Department facilities, shall be closed on the following legal and local holidays. All designated holidays are nine (9) hours in duration and employees will receive nine hours credit in the employee's holiday bank, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours as described in the following paragraph.

Effective April 1, 2014, members shall be afforded thirteen (13) holidays. One floating holiday will be eliminated in exchange for the City implementing holidays capped at nine hours credit. Any employees working a shift in excess of nine hours will use their vacation or holiday leave balance to account for their full shift for a holiday.

|                                                    |                  |                        |
|----------------------------------------------------|------------------|------------------------|
| New Year's Day                                     | Labor Day        | Day after Thanksgiving |
| Washington's Birthday<br>Third Monday in February  | Veteran's Day    | Christmas Eve Day      |
| Martin Luther King, Jr.<br>Third Monday in January | Independence Day | Christmas Day          |
| Memorial Day<br>Last Monday in May                 | Thanksgiving Day | New Year's Eve Day     |

Effective October 1, 2012 Employees shall receive one floating holiday.—Holiday hours shall be accrued during the pay period in which the holiday occurs. Effective July 11, 1998, employees in the classifications of Communications Supervisor, Communications Dispatcher, Police Records Supervisor, Police Clerk, and Jailer are not eligible for floating holidays.

Holiday hours may be accumulated to a maximum accumulation of eighty (80) hours. If the Holiday Bank should equal eighty (80) hours, then no holiday hours or cash equivalency shall be earned by said employee until the balance in their Bank is less than eighty (80) hours.

Consistent with the previous MOU's, holiday usage may be deducted from either of the employee's two holiday banks that may exist.

Only in exceptional circumstances shall an employee be allowed to exceed the maximum holiday accrual. In no case shall an employee's request to accrue holiday in excess of the accrual cap be granted if the employee has not, within the fiscal year, taken advantage of the cash-out provisions of Article 12 of this MOU. Any approval to accrue in excess of the accrual cap requires a written request from the Department Director to the City Manager stating that the employee will not be authorized to utilize holiday accrual prior to reaching the accrual cap because of Department staffing requirements.

Only those employees who hold probationary or regular appointments shall receive compensation for legal holidays. However, employees holding probationary or regular appointments must be in a paid status on both the work day prior to, and the work day following the holiday, in order to receive compensation for the holiday. An employee on vacation, sick, comp or other paid leave of absence is considered to be in a paid status and therefore, would receive compensation for the holiday.

Employees who are regularly scheduled to work on a holiday or who are assigned to work on a holiday because of a foreseeable City need for their services, shall receive time and one-half payment for the holiday worked and accrue nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours (i.e., Special Event requirements, parades, etc.). Refer to Article 9, Section C above for employees who are required to work Emergency Call Back.

Should a holiday fall on an employee's regularly scheduled day off, that employee shall receive nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours subject to the maximum accrual provisions of this Article.

#### **ARTICLE 12 - CASH OUT OF ACCRUED LEAVE**

Effective July 1, 2015, represented members may elect to annually, during any fiscal year, cash out up to a total of eighty (80) hours accrued but unused vacation, and/or holiday time. Any cash-out of vacation accrual shall not cause the individual's accrual account to fall below a forty (40) hour minimum balance. Cash-out of accrued time shall be at the employee's option. Requests for cash-out are to be submitted in a manner prescribed by the City.

#### **ARTICLE 13 - SICK LEAVE**

Sick Leave shall be governed by Personnel Rule XI. Attendance and Leaves, Sec. 2, Sick Leave, which is outlined as follows:

Sick leave shall not be considered as a privilege which an employee may use at his discretion, but shall be allowed only in the case of necessity and actual sickness or disability incurred on or off the job.

Sick leave shall be accumulated at the rate of eighty-eight (88) hours per year; 7.33 hours for each full month of service. There shall be no limitation on the number of sick leave days which an employee may accumulate during his tenure of employment.

In order to receive compensation while absent on sick leave, the employee shall notify his/her immediate supervisor, prior to the time set for the beginning of his/her daily duties or as specified by the head of his/her department. A supervisor may require an employee to submit a health care provider's statement of illness or other satisfactory verification of illness after three days absence for illness. Following three days of absence a supervisor may require of the

employee that they submit a health care provider's certificate indicating that they are capable of returning to duty.

The City Manager may, at any time in order to receive further information with respect to the competency of the employee to perform his/her job duties, request such employee to submit to a medical examination, either physical or mental, at the expense of the City.

Refusal of an employee to submit to such medical examination will constitute insubordination and grounds for disciplinary action.

#### Sick Leave Reimbursement Plan

The City shall continue the plan for reimbursement of the unused balance of accrued sick leave as follows:

- A. Upon service retirement or the disability retirement of an employee, the City will pay to the employee the individual employee's accumulated sick leave accrual as of October 1, 2011 according to the following schedule:

|                       |               |
|-----------------------|---------------|
| 0 – 5 years service   | No Cash-Out   |
| 6 – 10 years service  | 50% cash-out  |
| 11 – 15 years service | 75% cash-out  |
| 16 – 19 years service | 90% cash-out  |
| 19+ years service     | 100% cash-out |

On October 1, 2011, any existing sick leave balance in any employee's account shall be placed in a separate leave bank. The hours in the bank shall be subject to the reimbursement provisions described above. For purposes of clarification, the above provisions will be referenced as Sick Leave Bank A.

Commencing on October 1, 2011, sick leave earned by bargaining unit members shall be capped at a maximum of 800 hours and Sick Leave Bank B will be created. Employees, who retire from the city with more than 10 total years of city service, beginning from the date of implementation of Sick Leave Bank B, shall be eligible to cash out sick leave from Sick Leave Bank B at the rate of 10 hours for each one full year (12 months) of city service. City service, for the purposes of determining hours eligible for cash out, shall be calculated beginning October 1, 2011.

- B. In addition, the City contracts with CalPERS for the Credit for Unused Sick Leave option (Government Code Section 20965). Any amount of sick leave accrual not taken as cash payment will be reported to CalPERS for calculation as additional service credit.
- C. Upon death of an employee prior to retirement, the City will pay to the employee's designated beneficiary the employee's accumulated sick leave accrual in an amount consistent with the schedule in paragraph A and B above.



Sick Leave Cash-Out Provision - Annual cash out of sick leave shall be discontinued effective October 1, 2011.

Catastrophic Leave Bank - Effective July 1, 2005, all regular employees covered by this Agreement will be enrolled in the Catastrophic Leave Bank as described in Administrative Policy 30-10. The City will annually contribute eight hours sick leave on behalf of each eligible employee. Probationary employees are not eligible for participation in the Catastrophic Leave Bank program but will be enrolled upon completion of probation.

#### **ARTICLE 14 - BEREAVEMENT LEAVE**

Each employee covered by this agreement may be granted bereavement leave at the discretion of the employee's Department Director whenever death occurs to a member of the employee's immediate family.

Bereavement leave may not exceed three (3) working days per calendar year, however, if travel outside the State of California, or within the State of California, but extending beyond a distance of 300 miles from Monterey Park is necessary, bereavement leave may be extended to a total of five (5) working days per calendar year. Bereavement leave will be charged to a separate, paid leave account.

Immediate family for the purpose of bereavement leave shall include: spouse, father, father-in-law, mother, mother-in-law, child, stepchild, grandparents, grandchildren, brother, brother-in-law, sister, or sister-in-law of the employee.

#### **ARTICLE 15 - EMERGENCY AND FAMILY SICK LEAVE**

- A. An employee with regular status may be granted emergency sick leave or family sick leave whenever serious or other illness occurs to a member of the employee's immediate family.
- B. Emergency and family sick leave will be charged to sick leave rather than vacation.
- C. Immediate family, for the purpose of emergency or family sick leave, shall include: spouse, father, father-in-law, mother, mother-in-law, child, stepchild, grandparents, grandchildren, brother or sister of the employee.
- D. Serious illness, for the purpose of emergency sick leave, shall be defined as an emergency situation, in that the family member -- injured or ill -- requires hospitalization and/or immediate medical attention and treatment by a physician. The employee is expected to make suitable arrangements for the care of the injured or ill family member as soon as practicable following the actual emergency.

- E. Family illness shall be defined as a situation that requires an employee to take care of a family member who is ill or has a scheduled appointment with a health care professional.
- F. Should the need for family leave under the terms of this Article exceed six (6) working days per occurrence, the employee shall make application for leave under authority of the Family and Medical Leave Act (FMLA) and any continued approval for leave shall be governed by provisions contained therein.
- G. Except in an emergency situation, the employee shall notify her/his immediate supervisor prior to, or within two (2) hours after, the time set for the beginning of his/her daily duties in order to receive compensation while absent on family or emergency sick leave. In an emergency, the employee shall report to the supervisor as soon as the emergency situation reasonably allows.

#### **ARTICLE 16 - MILITARY LEAVE**

Military Leave of Absence shall be granted in accordance with provisions of the City of Monterey Park's Personnel System Rules and Regulations, Administrative Policy 30-14 and as defined in Section 395 et. seq. of the Military and Veteran's Code of the State of California.

An employee who is granted either a temporary military leave or other military leave while serving a probationary period must complete the remainder of the probationary period upon his/her reinstatement. The leave period will not reduce the length of the probationary period or offset any portion of the probationary period.

#### **ARTICLE 17 - JURY DUTY**

Except as modified herein, Jury Duty shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 1a, Jury Leave of the Personnel Rules and Regulations of the City of Monterey Park.

An employee of the City who is required to participate as a juror, required to participate in the jury selection process, or required to appear in court as a witness except as the litigant in the case, shall be paid up to and including ten (10) days of salary and benefits during each fiscal year while engaged in such activities. Compensation shall extend beyond ten (10) days only upon provision to the City of a certified court document showing that trial counsel and/or the court estimated the trial for which an employee has been selected as a juror, was to have been ten (10) days or less in duration.

Under such circumstances, the employee shall receive his/her regular salary while on such leave, provided that the employee remits to the City any payments or fees received as a juror or witness. The employee shall be allowed leave with pay during the period of such service. Where the employee is receiving his/her salary, any court or State jury fees, exclusive of mileage reimbursement, shall be remitted to the City by the employee.

The employee shall advise the Department Director or designee upon receiving a court order to appear for the initial examination as a prospective juror or subsequently to serve as a juror. The granting of such leave with pay shall be subject to the approval of the Department Director.

Jury duty service leave shall be governed pursuant to the guidelines contained in the attached Attachment C, Jury Duty Service Guidelines.

#### **ARTICLE 18 - LEAVE OF ABSENCE WITHOUT PAY**

Except as modified herein, Leave of Absence shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 4, Leave of Absence of the Personnel Rules and Regulations of the City of Monterey Park, which is outlined as follows:

Subject to concurrence from the Director of Human Resources/Risk Management, the Department Director may grant an employee leave of absence without pay for a period not to exceed ten (10) working days. The City Manager may grant a regular employee leave of absence without pay for a period not to exceed ninety (90) calendar days. However, no such leave shall be granted unless the employee's Department Director recommends and the City Manager has approved said leave prior to its commencement date. Upon a showing of good and reasonable cause, the City Manager has authority to retroactively define an unauthorized non-paid leave of absence as being approved and sanctioned.

No such leave shall be effective except upon written request of the employee following exhaustion by the employee of all accrued paid leaves of absence (except sick leave - see below), including but not limited to vacation, holiday and compensatory time off. If the non-paid leave of absence is solely attributable to a medical condition which would allow the employee to utilize accumulated sick leave, then said sick leave shall be exhausted prior to the granting of any leave without pay status. However, those employees taking a non-paid leave of absence pursuant to the FMLA/CFRA are not required to use accrued compensatory time earned in lieu of overtime. Additionally, any such employee on a non-paid leave of absence pursuant to FMLA/CFRA, shall be required to use sick leave concurrently with said leave only if the leave is for employee's own serious health condition.

Except as otherwise provided for under the City's FMLA/CFRA policy, the City Council may authorize a regular employee to utilize leave of absence without pay for a period not to exceed the accumulated total of one hundred and eighty (180) calendar days during the entire term of the employee's service on behalf of the City. For example, if during an employee's length of service with the City, said employee has been granted an accumulated total of one hundred and eighty (180) calendar days of leave without pay, then said employee shall not be eligible for any additional leave without pay status for any duration of time.

The granting of a leave of absence without pay consistent with this policy shall be documented in writing by the City Manager and a copy of said documentation shall be filed with the Director of Human Resources/Risk Management.

In any instance where an employee is utilizing an approved leave of absence without pay for a period of time greater than fifty percent (50%) of a pay period, said employee shall accrue no leave benefits or seniority for the duration of time while in said status.

All requests for approval of leave without pay shall be initiated by the subject employee making said request in writing.

Maintenance of Insurance Benefits While on Non-Paid Leave of Absence - It shall be the policy of the City that when an employee maintains employment status but is in a non-paid leave of absence for a period greater than 30 days, then the City shall make no premium or other contributions necessary to maintain in force and effect, any or all insurance coverage for which an employee would be otherwise eligible. If such an employee desires to maintain any or all insurance benefits otherwise available to an employee during a non-paid leave of absence, then said employee shall be required to deposit any and all insurance premium payments with the Director of Management Services on the date that the City is otherwise required to remit insurance premium payments to the carrier. Each employee shall be advised in writing of this City policy at the commencement of the leave of absence without pay. There shall be no additional notices of said obligation provided to the employee.

#### **ARTICLE 19 - INDUSTRIAL INJURY AND ILLNESS LEAVE**

All full time employees shall be allowed for each injury or illness, normal salary for the first day of absence to, and including, the last day of absence for a period not to exceed 120 calendar days that occur within a 36 month period. Employees on IOD (Temporarily Totally Disabled (TTD) status in excess of two weeks will be considered to be on a regular Monday through Friday 40-hour work schedule. Upon return to work, the employee will be returned to her/his regular schedule, subject to the provisions of Article 35.

If the employee is still receiving temporary disability payments after entitlement to industrial injury or illness leave is exhausted, the employee shall be placed on regular sick leave, vacation leave, or accumulative compensatory time off. While TTD, the employee shall be entitled to use only so much of such other leave benefits (i.e. sick, vacation, comp., etc.), which when added to temporary disability payments, provide for a normal full day's wage or salary.

However, regardless of an employee being in receipt of benefits pursuant to Labor Code Section 4650 et. seq., the City shall be authorized to make application for said employee's disability retirement in those instances where the employee is either permanent, stationary and incapacitated for the performance of his or her duties, or in the alternative, where there is not a reasonable medical certainty that the employee, although not permanent and stationary, will recover to the extent necessary to perform the essential duties of his/her position regardless of whether or not any form of paid leave remains in the employee's various paid leave accounts.

During the time frame that an employee is on full paid leave, the employee shall continue to accrue all fringe benefits with the exception of holidays.

The granting of Industrial Injury and Illness Leave may be withheld until the City has accepted the injury or illness as being an industrial accident or a compensable injury.

## **ARTICLE 20 – HEALTH INSURANCE**

### **A. Medical Insurance:**

1. Effective November 1, 2012, the City agrees to increase the medical monthly premium contribution from \$775 to \$825 and effective July 1, 2013 the City agrees to increase the monthly premium contribution from \$825 to \$875 for each eligible employee, spouse and all eligible dependents. Should the amount of the premium for the minimum available employee only premium for an offered HMO plan exceed the City Contribution, then the City agrees to pay the full amount of the eligible employee's monthly premium (employee only coverage). The employee shall pay the amount of the total insurance premium that exceeds the medical insurance contribution of the City.

2015-2016: Beginning the first eligible month after this MOU is approved by City Council, the City shall contribute an additional \$75.00 per month for the medical monthly premium contribution, i.e. from \$875 to \$950 per month.

2016-2017: Beginning July 1, 2016, the City shall contribute an additional \$50.00 per month for the medical monthly premium contribution, i.e. from \$950 to \$1000 per month.

Effective January 1, 2016, employees will receive insurance coverage through CalPERS under the California Public Employees Medical and Hospital Care Act (PEMCHA). The City's contribution toward medical insurance under PEMCHA will be the minimum employer contributions (MEC) required by PEMCHA (in 2016 the MEC is \$125/mo.). In addition to the MEC amount, the City will also ensure employees are allowed to use the monetary difference between the City contribution amounts set forth above and the MEC amount towards their health insurance premiums.

2. For bargaining unit members hired prior to January 1, 2012, the City agrees to pay \$340.00 toward the monthly premium of each eligible retired employee who has retired under the Public Employees' Retirement System or the Massachusetts Mutual Retirement Plan. The City also agrees to pay the full cost up to \$340.00 per month of a retired employee's premium for the plan which supplements and coordinates with Medicare. Should the amount of the premium for the minimum available single party premium (with Medicare Parts A and B if age 65+) for an offered HMO exceed \$340.00, then the City agrees to pay the full amount of the eligible retiree's monthly premium (single party only coverage).
  - a. Subject to the provisions of #2 above, effective January 2007, the maximum monthly City contribution for retirees who retired with twenty (20) or more

years City service will be \$420.00. If the amount of the premium for single party only coverage (with Medicare Parts A and B if age 65 or older) for a retiree on a City-offered HMO plan exceeds \$420 per month, the City will pay the full amount of the eligible retiree's monthly premium (single party only coverage).

- b. Retirees must pay for any premium cost that exceeds the City's contribution if they choose a more expensive plan or enroll dependents.
3. Employees hired on or after January 1, 2008, must have a minimum of 5 years City service prior to retirement to be eligible for any City contribution toward medical coverage under this Article 20.
4. Retiree Medical Benefits Beginning January 1, 2016
  - a. Employees who are hired into City service on or after January 1, 2016 will not be eligible for the City contribution set forth in Section A.2 (a & b) above. Instead these individuals will be eligible for medical insurance provided by PEMCHA and receive a City contribution equal to the MEC provided under PEMCHA.
  - b. Those individuals who hired on or before December 31, 2015 will be eligible for medical insurance provided by PEMCHA and receive a City contribution equal to the MEC under PEMCHA. The City shall also make a monthly contribution to a retiree Health Reimbursement Account (HRA) for the difference between the MEC and the contribution amount set forth Section A.2(a & b) above. In the event the HRA system is not implemented, retirees will still be eligible to receive the difference between the MEC and the contribution amount set forth in Section A.2 (a & b).
5. The City shall provide a \$300.00 payment per month for an employee who waives City-paid medical coverage and can provide proof that they are enrolled as a dependent on a non-City employee's health insurance plan. Enrollment onto, and withdrawal from, City-paid medical is subject to the medical provider's policies.

B. Dental Insurance

Beginning the first eligible month after this MOU is approved by City Council,, the City shall pay a maximum total monthly amount up to \$65.00 toward the premium for dental insurance for each eligible employee and all eligible dependents. The employee shall pay the amount of the total insurance premium that exceeds \$65.00 per month.

Effective July 1, 2016, the City shall pay a maximum total monthly amount up to \$70.00 toward the premium for dental insurance for each eligible employee and all eligible

dependents. The employee shall pay the amount of the total insurance premium that exceeds \$70.00 per month.

C. Long Term Disability Insurance

The City shall provide each employee covered by this agreement a long-term disability insurance policy as in effect on January 1, 2007.

D. Life Insurance

1. The City shall provide each employee covered by this Agreement a term life insurance policy in the amount of \$50,000.
2. Additional insurance may be purchased by each employee. Any premium costs for the additional life insurance shall be paid solely by the employee. The City shall provide a program offered to employees which allow purchase of supplemental life insurance amounts in \$10,000 increments up to the lesser of \$300,000 or 3 times the employee's gross salary.

E. Vision Coverage

1. Effective January 1, 2001, unit members will be eligible for the City's Vision insurance plan. Coverage shall be for the employee only and the City shall pay the full cost of the premium. The plan design will be: examination every 12 months, frame & lenses every 24 months. Deductible will be \$10.00/exam, \$20.00/frame and lenses.
  - a. Effective January 1, 2008, vision coverage as described above will be extended to include dependent coverage. The City will contribute up to \$10.00 per month toward the vision coverage premium. Should an employee elect to enroll dependents, all eligible dependents (defined as all dependents covered under the employee's medical or dental coverage) are to be enrolled.
  - b. Effective January 1, 2011, the City's contribution toward vision coverage will be \$16.00 per month.

**ARTICLE 21 - EMPLOYEE ASSISTANCE PROGRAM**

The City agrees to continue the Employee Assistance Program. Nothing herein shall obligate the City to continue the plan. The Union recognizes that the City has the sole right to determine the scope of the plan, the plan carrier/delivery organization, the funding of the plan, eligibility for the plan, voluntary employee contributions toward the plan, and the duration of the plan. The City agrees to meet and consult with the Union prior to implementing any change in the current Employee Assistance Program.



## **ARTICLE 22 - EDUCATIONAL ENROLLMENT COST REIMBURSEMENT**

Effective July 1, 2015 educational costs shall be limited to two thousand five hundred dollars (\$2,500) annually per unit member for eligible reimbursement expenses as defined within this Article. Enrollment cost reimbursement is subject to approval by both the Department Director and Director of Human Resources/Risk Management. In rendering a reimbursement determination, the Department Director and Director of Human Resources /Risk Management shall consider whether or not the course(s) for which reimbursement is sought is related to the employee's then existing principal duties or may lead to enhancing promotional opportunities and the availability of funds for reimbursement purposes. No employee shall be entitled to reimbursement unless pre-course enrollment written authorization for reimbursement is received from the Department Director and Director of Human Resources/Risk Management. The reimbursement eligibility determinations described herein are not subject to any administrative or judicial appeal procedure and the decision of the Department Director and Director of Human Resources/Risk Management shall be final.

- A. An employee must have completed their initial probationary period to be eligible for Educational Cost Reimbursement under this Article.
- B. Educational Enrollment Cost Reimbursement is established at a maximum level equivalent to California State University, Los Angeles tuition rates.
- C. An employee will be reimbursed up to seventy-five dollars (\$75.00) for books each semester or equivalent if he/she is enrolled in six (6) or less units; an employee will be reimbursed up to two hundred dollars (\$200.00) for books each semester or equivalent, providing he/she is enrolled in seven (7) or more units. Reimbursement shall only be for books required for the course. All requests for reimbursement shall be accompanied by valid receipts.
- D. An employee who has received benefit under this Provision and who resigns from their employment with the City, shall reimburse the City for any educational enrollment cost reimbursement received in the twelve month period immediately preceding their date of resignation.

## **ARTICLE 23 - DEFERRED COMPENSATION PLAN**

A deferred compensation plan will be made available to all members of the Union.

## **ARTICLE 24 - RETIREMENT BENEFITS**

- A. Retirement benefits will be provided by a combination plan through the Public Employees' Retirement System (PERS) and the Massachusetts Mutual Life Insurance Company. Effective January 1, 2013, the City shall provide to newly hired employees, the PERS retirement formula known as 2% @ 62 with the average of the three (3) highest

consecutive years of compensation. The current retirement formula for classic employees is known as the "2.7% at Age 55 Plan."

Retirement benefits for service on and after April 3, 1976, will be provided by the Public Employees' Retirement System, except for employees who were age 55 or over on April 3, 1976.

Retirement benefits for service prior to April 3, 1976, will be provided by the Massachusetts Mutual Life Insurance Company. All employees who were age 55 or over on April 3, 1976, will be excluded from enrollment into the Public Employees' Retirement System and will receive retirement benefits for all approved service through Massachusetts Mutual Life Insurance Company.

- B. The 1959 Survivor's Benefit - Effective October 7, 2000, the City shall provide Level 4 Survivor's Benefit. Any resultant CalPERS cost increase designated as constituting "employee" costs for this benefit shall be borne by the employee.
- C. Credit for Unused Sick Leave (Government Code Section 20965).
- D. One (1) year final compensation (Government Code Section 20042) for employees hired prior to January 1, 2013 and average of the three (3) consecutive highest years for employees hired after said date.
- E. Effective November 1, 2003, Military Service Credit as Public Service (Government Code Section 21024).

#### **ARTICLE 25 - PERS CONTRIBUTION**

All bargaining unit members shall pay 100% of the employee's 8% share for the PERS retirement contribution.

#### **ARTICLE 26 - SALARIES**

- A. Salaries of represented employees shall be adjusted according to the following manner:
  - 1. Effective April 1, 2014, City Hall shall re-open Fridays as a workday, implement a 9/80 work schedule and a 40 hour weekly work schedule will be restored.
  - 2. Current salary ranges for represented employees are reflected in Attachment A, and are incorporated herein by this reference.
  - 3. 2015-2016: There shall be no salary adjustment in the first year of the MOU. However, each unit member shall receive one lump sum payment equal to 3% of his/her current annual salary on the first pay period following City Council approval of the MOU.

4. 2016-2017: If the below described economic threshold/fiscal safety net formula is achieved on December 15, 2016, as determined by the issued CAFR's Report, unit members shall receive a 3% retroactive cash payment for the months of July 2016 through December 2016 and a 3% salary adjustment forward beginning with the first pay period after January 1, 2017.

If the economic threshold is not achieved, a 3% cash payment will be effective the first pay period after January 1, 2017 for the second year of the contract or the 12 months of July 2106 through June 2017.

B. Economic Threshold/Fiscal Safety Net Formula

1. Conditions

A. Permit & Impact Fee Condition

The City must receive \$700,000.00 or more in building permit and impact fees from any combination of five major projects that are identified in Addendum B and which are described as the AG Hotel, the Marriott Hotel, the Double Tree Hotel, the Market Place-Home Depot and the Towne Center. Fees from any other "New" or "Major" development will count towards the \$700,000 goal. ("New" development will be defined as a project submitted for entitlement after the City Council's approval of the proposed 2015-2017 MOU; "Major" development will be defined as any annual tax generating commercial project(s) of greater than 10,000 square feet that is projected to generate a net increase of \$100,000 annually for the City). The City must receive \$700,000.00 or more in building permit and impact fees from any combination of these five major projects or other "New" or "Major" developments as defined above on or before December 15, 2016.

The projected building permit and impact fees that the City is expected to receive for each of the five projects is set forth in Addendum B and shall be referred to as the "Base Building Permit and Impact Fee" for each respective project. In the event the City Council approves a reduction of the "Base Building Permit and Impact Fee" for any of the five major projects, the City will calculate the percentage by which the "Base Building Permit and Impact Fee" was reduced. The single greatest percentage reduction, if any, for any of the five major projects shall then be applied to the \$700,000.00 "trigger." For example, if the City Council approves a reduction of the "Base Building Permit and Impact Fee" for four of the projects by 5% and approves a reduction of the "Base Building Permit and Impact Fee" of the fifth project by 10%, a 10% reduction will be applied to the \$700,000.00 permit fee trigger, thus reducing the permit fee trigger to \$630,000.00.

B. Safety Net Condition

The combined negative variance (revenues are less than budget projections and/or

expenditures exceed budget authorization) to the General Fund shall not exceed \$450,000.00 during fiscal year 2015-2016. Revenue measurement shall exclude one-time receivables such as state repayments, residual distributions, and revenues from permit fees. Expenditures shall exclude capital improvements, transfers out, and expenses related to the above Base Building Permit and Impact Fees. All other expenditures, such as a reduction in revenue and/or increase in expenditures due to state or federal action, natural disaster, liabilities, or other expenditures, shall be included in this calculation.

2. Impact of Conditions on Salary Increases

A. Conversion to Cash Payment

The above salary increases are conditional based on the “Base Building Permit and Impact Fee” and “Safety Net” conditions. If the conditions are not met, the respective salary increase will be converted to a lump sum cash payment based on the employee’s annual salary, as described above, unless the City grants a salary increase to other employees within the safety bargaining units.

B. Effect of City Granting Salary Increases

Notwithstanding the conditions set forth above, if the City waives the economic threshold/fiscal safety net for the safety units in December 2015 through June 2016 and awards a 3% raise versus a scheduled lump sum cash payment, the economic threshold/fiscal safety net mechanism for the SEIU as outlined when the CAFR Report is issued in December 2016, the economic threshold/fiscal safety net formula would be removed from consideration and at the 18 month mark of the contract, or January 2017, SEIU members would receive a 3% lump sum cash payment going back to July 1, 2016 and a 3% raise going forward starting the first payroll cycle in January 2017. This applies only to the second year of the contract at or around the first payroll cycle after January 1, 2017. The first year of the contract will reflect only a 3% lump sum cash payment regardless of other circumstances.

10-Step Merit Based Performance System

There shall be approximately two and one-half percent (2.5%) between each step of Steps 1 through 9 and approximately 5% between Steps 9 and 10.

Advancement within the 10-step salary range shall be subject to the terms and conditions as set forth herein:

- I. Except as modified herein, all other existing rules governing salaries, step increases and performance ratings shall remain as provided for in Municipal Code Section 2.36.050 - Step Increase and 2.36.060 - Performance rating system for employees.

2. Municipal Code Section 2.36.050 (6), Step Increase, based upon prior practices, shall be interpreted as follows: Any employee receiving an unsatisfactory rating report under the performance rating system set forth in Section 2.36.060 shall be rated once each calendar month thereafter. The receipt by any employee of three consecutive unsatisfactory performance ratings shall be grounds for disciplinary action up to and including dismissal.
3. Advancement between steps may occur at intervals of no less than one (1) year. No multiple step increases may be granted. No newly appointed person shall be hired at Step 6 without prior approval of the City Manager. No newly appointed person shall be hired above Step 6 without prior approval of the City Council. Under no circumstances shall any newly appointed employee be hired at Step 10.
  - a. Probationary Communications Dispatcher Trainees serving an eighteen-month probation may advance one step upon achieving a “meets job standards” evaluation at completion of 6 months service and one additional step upon achieving a meets job standards evaluation at completion of 12 months satisfactory service.
  - b. Should a Probationary Communications Dispatcher successfully complete training and be certified by the Chief of Police as qualified for advancement to Communications Dispatcher prior to completion of their initial eighteen-month period, they will be so advanced at the appropriate step of the Communications Dispatcher range and will complete the remainder of their probationary period in that classification. Future merit adjustments will be due annually based upon the employee’s anniversary date of appointment to the Communications Dispatcher range.
4. Performance evaluations and consideration of merit adjustments shall be due annually on the employee's anniversary of the probationary appointment to his/her position classification. Any employee on a leave of absence (paid or unpaid) for more than thirty (30) days in a rating period shall have their annual review date adjusted accordingly.
5. Recommendations for step increases or denial of step increases must be accompanied by a performance evaluation to substantiate performance and must be approved by the Department Director prior to the supervisor reviewing the evaluation report with the employee. Any disagreement between the reporting supervisor and the Department Director should be resolved by a conference. If changes are agreed upon, a new report should be prepared. If changes are not agreed upon, the Department Director shall have the authority to prepare a supplemental to the evaluation report and said supplemental shall be attached thereto. The overall rating as approved by the Department Director shall be the determinative factor in any eligibility for merit step increase. Should the employee not agree with the rating granted by the supervisor, or Department Director, he/she may provide a written rebuttal indicating the area(s) of disagreement. Said rebuttal will be attached to the Appraisal and Development Report and become a part thereto. An Employee Appraisal and Development Report shall be completed and

forwarded to the Human Resources Department prior to any department-approved increase being processed for payment. In order for employees to receive increases in a timely manner, the Report must be received by the Human Resources Department by the beginning of the pay period in which the increase is due. Any recommended merit increase will be effective the first of the pay period immediately following the employee's anniversary or annual review date as defined in Article 26(4) above.

6. Advancement from Step 1 through Step 5 shall be contingent upon receiving "meets standards" or better performance evaluations. Advancement above Step 5 and through Step 9 shall be contingent upon the employee receiving "exceeds standards" or better.
7. Advancement to Step 10 is both temporary and conditional upon achieving "outstanding" performance as determined by rules set forth by the City Manager. Sustained placement at Step 10 of the range is not guaranteed, but must be earned on an annual basis. Failure to achieve "outstanding" performance ratings in a succeeding year shall result in the employee's salary being returned to Step 9. Any such reversion shall not constitute disciplinary action or the taking of property and no administrative or judicial appeal of the reversion is provided for.
  - a. Although an employee may not appeal reversion from Step 10 to Step 9, the Department Director will meet with an employee prior to such action to allow the employee an opportunity to provide any comments that they believe pertinent. The meeting with the Department Director shall not be a formal evidentiary hearing but an informal discussion to review the proposed evaluation prior to it being finalized. An employee may request a representative of their choice to assist them during the meeting. The Department Director and/or the employee may request that the Director of Human Resources participate in any scheduled meeting.

Step 10 Change:

The City shall take any necessary steps to implement the following change: Advancement to Step 10 is both temporary and conditional upon achieving "Meets Standards" performance as determined by rules set forth by the City Manager. Sustained placement at Step 10 of the range is not guaranteed, but must be earned on an annual basis. Failure to achieve "Meets Standards" performance ratings in a succeeding year shall result in the employee's salary being returned to Step 9. Any such reversion shall not constitute disciplinary action or the taking of property and no administrative or judicial appeal of the reversion shall be provided.

9. Nothing in this Article shall prevent a supervisor from exercising management rights to suspend, reduce, demote, layoff, or terminate for cause an employee in accordance with City Personnel Rule XIII - Changes in Employment Status, or Rule XIV - Separation from the Service, or Rule XV - Disciplinary Proceedings.



### Additional Pays

- A. Longevity Pay: Effective the first full pay period after July 1, 2015, each unit member who has 25 years or more of continuous service with the City shall receive longevity pay of \$200.00 per month. Longevity Pay shall be included in the first pay period each month.
- B. Physical Well-Being Allowance: Effective the first full pay period after July 1, 2015, the City shall pay each unit member \$20.00 per month as a Physical Well-Being Allowance or reimbursement for the unit member's enrollment, membership or participation in gym memberships, recreational activity classes, weight loss programs, etc. The unit member must provide proof of enrollment, membership or participation in such classes or programs by producing receipts or invoices, which shall be approved by the Department Director and Director of Human Resources and Risk Management before reimbursement will be issued.

One member of SEIU will meet and discuss the final details of the Physical Well-Being Allowance program for future years starting with the 2016/2017 fiscal year. Effective July 1, 2015, a twenty dollar (\$20.00) monthly stipend will be provided each association member. In May 2016 and June of 2016, each member must provide receipts to Human Resources showing payment for items such as gym memberships, recreation activity classes, weight loss programs, etc. in order to qualify for the stipend the next fiscal year.

- C. Educational Incentive Pay: Effective the first full pay period after July 1, 2015, the City shall make a payment to each unit member as Educational Incentive Pay in the following amounts: twenty five dollars (\$25.00) per month for an Associate's degree, Bachelor's degree or Master's degree from an academic institution accredited by the Western Association of Schools and Colleges or an accrediting organization recognized by the Council of Post- Secondary Education in any major.

The Educational Incentive Pay shall not be stacked or compiled such that the unit member is receiving multiple Educational Incentive pays. For example, if a unit member has both a Bachelor's degree and a Master's degree, he/she shall only receive \$25.00 per month as Educational Incentive pay.

### **ARTICLE 27 - UNIFORM ALLOWANCE**

- A. Regular Employees - Employees who are required to wear uniforms and who receive a full clothing allowance pursuant to section B of this Article shall receive a uniform allowance credit of two hundred dollars (\$250) per fiscal year, and the City shall implement a retail/credit account program in said amount with a retail outlet to be determined by the City in lieu of cash payment of the uniform allowance.



Effective July 1, 2005, the uniform allowance credit program will be increased to \$300.00. The uniform allowance shall be used toward the purchase of standard clothing items which include the following:

1. Police Civilian Personnel: shirts, pants, skirts, sweater, field jacket, belts, patches, shoes and other required non-safety clothing or equipment as per the department's uniform policy and as approved by the City Manager.
    - a. Communications Dispatcher & Police Clerk: the initial full clothing allowance as described in #1 above will be provided to the employee following successful completion of their initial training period as determined by the Chief of Police. Prior to the initial issuance of a uniform, Police civilian personnel may elect to obtain uniform items from existing stock maintained by the Department, if any, or may elect to report in appropriate civilian attire.
  2. Public Works Personnel: collared work shirts, work pants, belts, patches and other required non-safety clothing or equipment as per the department's uniform policy and approved by the City Manager. Jeans and T-shirts are not approved as uniform attire.
    - a. Personnel assigned to the Auto Shop and the Water Division, who are required to wear a uniform, shall not receive uniform allowance but, in lieu, uniforms shall be provided and maintained through a Uniform Service vendor. Selection of Uniform Service vendor and uniform articles shall be at the sole discretion of the City.
  3. Parks Personnel: collared work shirts, work pants, belts, patches and other required non-safety clothing or equipment as per the department's uniform policy and as approved by the City Manager. Jeans and T-shirts are not approved as uniform attire.
  4. Fire Prevention Bureau Personnel: shirts, pants/skirts, jacket or sweater, shoes and belt.
- B. Unit employees who are required to wear uniforms or who are provided with a uniform allowance or are required to wear safety gear or equipment must wear the uniform while on duty unless permission to do otherwise has been received from the immediate supervisor. Employees who are on duty and do not comply with uniform requirements shall be subject to disciplinary action.
- C. Probationary Employees - A probationary employee assigned to the Public Works, Parks, Fire or Police Department and who is required to wear a uniform and is eligible for uniform allowance credit, will be provided with the full clothing issue, (5 uniforms and 1 jacket for Public Works and Parks, 3 uniforms for non-sworn Police and Fire) at the time

of his/her appointment. Probationary employees are not otherwise eligible for uniform allowance.

- D. If the employee leaves, either voluntarily or involuntarily during the one-year probationary period, \$300 will be deducted from his/her final paycheck to reimburse the City for the initial clothing issue.
- E. Uniform Replacement - An employee who damages or destroys his/her uniform while performing City services shall be reimbursed for the replacement cost of the uniform. This provision shall not be applicable to normal wear and tear on the uniform, nor shall it be applicable to items of a personal nature (non-uniform clothing, jewelry, wallets, watch, eyeglasses, etc.) An employee shall give the damaged or destroyed uniform to a supervisor prior to being authorized replacement cost.
- F. An employee terminating from City service will retain uniform items. However, the City identification patches shall be removed by the employee and turned in to the appropriate Department Director or Division Manager/Supervisor.
- G. Optional Clothing - Hats are not a required item of the uniform except where the Division or Department requires safety hard hats. However, an employee who is not required to wear a safety helmet may purchase and wear a poplin or wide brimmed (e.g. straw banded outback style) hat of a color to blend with his/her uniform. Any dispute as to the appropriateness of an employee's hat selection will be submitted to the Department Director for her/his determination and such determination shall be final.
- H. Safety Boots - Employees whose position requires safety boots, including Animal Control Supervisor/Officers, per OSHA regulations, will be provided with one pair of safety boots per fiscal year. The City shall select the vendor and the quality of the boots to be provided. Safety boots will be available on August 1st of each fiscal year. The maximum annual allowance for purchase of appropriate safety boots is \$175.00. Effective July 1, 2007, the maximum annual allowance shall be increased to \$200.00 (for Electrician, the maximum annual allowance shall be \$225.00).

In cases where the nature of the employee's duty assignment causes exceptional wear, the Department Director may, in his/her sole discretion, authorize the replacement of one pair of safety boots or one pair of uniform issue shoes. In no case shall an employee receive more than three pairs of safety boots or one additional pair of uniform shoes in any 24-month period.

#### **ARTICLE 28 - SPECIAL ASSIGNMENT PAY**

- A. Bilingual Pay:
  - 1. Unit employees who are assigned to the classification of Communications Dispatcher Trainee or Communications Dispatcher and are bilingual - English/Chinese Speaking (Mandarin and/or Cantonese) English/Spanish

Speaking shall receive one hundred fifty dollars (\$150) per month bilingual skill pay in addition to his/her regular salary. All other Unit employees who are capable of speaking, interpreting and, on an occasional or sporadic basis, providing limited general translation for routine correspondence (i.e. constituent letters, resident suggestions/complaints, newspaper articles, etc.) in a foreign language as deemed useful by the City shall receive fifty dollars (\$50) per month bilingual skill pay in addition to his/her regular salary. The City shall establish qualifying tests to determine bilingual capability.

- a. Employees who become eligible for bilingual pay on or after July 1, 2000, may be required to re-certify their eligibility every 4 years.
  - b. Should an employee fail the qualifying test, they must wait a minimum of 90 days before again applying for certification.
1. Effective upon implementation of this MOU, unit employees who are certified as bilingual pursuant to Section A.1. above and are qualified to perform formal translation of City documents (i.e. forms, brochures, press releases, etc.) and are routinely requested to translate documents utilized in the conduct of City business for City departments, will receive, in addition to Section A.1. above, fifty dollars (\$50) per month bilingual translation skill pay. The number of employees so qualified to translate in any language shall be determined at the sole discretion of the City. Employees may make application for translation certification through the Human Resources Department. The certification process shall consist of such tests as determined by the Human Resources Department. Re-certification will be required on a biennial basis.
  2. Commencing with the City Council's adoption of this MOU, unit employees who are certified as bilingual pursuant to A.1. and are qualified to perform both verbal and formal translation of City documents (i.e. forms, brochures, press releases, etc.) and are routinely requested to translate documents utilized in the conduct of City business for City departments, will receive a combined \$150 for bilingual verbal and written translation in lieu of Section A1 and A2 above. The number of employees so qualified to translate in any language shall be determined at the sole discretion of the City. Employees may make application for translation certification through the Human Resources Department. The certification process shall consist of such tests as determined by the Human Resources Department. Re-certification will be required on a biennial basis.
- B. Matron Pay: Police Clerks and Communications Dispatchers who are required to perform body searches on female prisoners, including pat downs, will receive \$20.00 per incident.
- a. Effective upon implementation of this MOU, the above per incident amount will be increased to \$30.00.

- C. Dispatcher Training Officer Pay: Experienced Communications Dispatchers who are certified by the Police Department to serve as “Dispatcher Training Officer” shall receive \$25.00 when assigned as Dispatcher Training Officer (DTO) for three or more shifts in any pay period. Development of Dispatcher Training Officer criteria and selection of individuals to serve as DTO’s shall be at the sole discretion of the Chief of Police. No probationary employee shall be assigned as a trainer.
- a. Pursuant to the provisions of “C” above, effective upon implementation of this MOU, DTO pay will be increased to \$50.00 for three or more shifts in any pay period.
- D. Lead Communications Dispatcher: A qualified individual in the classification of Communications Dispatcher may, at the sole discretion of the Chief of Police, be assigned as “Lead Communications Dispatcher.” An individual so assigned will receive a premium pay of \$250.00 per month for each month so assigned. Assigned individuals will be assigned duties within the division including, but not limited to, supervision, shift and training scheduling, preparation of performance evaluations, work activity reporting, etc. The Chief of Police shall have sole discretion in determining the selection process for determining appointment as Lead Communications Dispatcher. An individual so assigned shall serve at the discretion of the Chief of Police and may be removed from the Lead assignment with or without cause, with or without notice, and without right of appeal.
- E. Lead Police Records Clerk: A qualified individual in the classification of Police Records Clerk may, at the sole discretion of the Chief of Police, be assigned as “Lead Police Records Clerk.” An individual so assigned will receive a premium pay of \$250.00 per month for each month so assigned. Assigned individuals will be assigned duties within the division including, but not limited to, supervision, shift and training scheduling, preparation of performance evaluations, work activity reporting, etc. The Chief of Police shall have sole discretion in determining the selection process for determining appointment as Lead Police Records Clerk. An individual so assigned shall serve at the discretion of the Chief of Police and may be removed from the Lead assignment with or without cause, with or without notice, and without right of appeal.
- F. Training Pay for Experienced Police Clerk: If an experienced Police Clerk, other than the lead or supervising clerk, is assigned to train a new Police Clerk for the City, they shall receive fifty dollars (\$50.00) for three (3) or more shifts in a pay period up to a maximum of four (4) pay cycles, or when the Police Clerk trainee is determined by the unit supervisor to be self-sufficient and not in need of additional training, whichever occurs first. No probationary employee shall be assigned as a trainer.
- G. Field Pay: Police Clerks who are required to perform bilingual services in the field, which means on property other than the City Hall facility and surrounding City property, shall receive thirty dollars (\$30.00) in compensation as field pay per incident to a maximum of three (3) per month. The Police Clerk must obtain approval of his/her unit supervisor before submitting a request for such field pay. In addition, training and debriefing specific to sensitive tasks in the field will be developed. No probationary employee shall be assigned to go into the field.

- H. Public Notary Services: Effective the first full pay period after July 1, 2015, in recognition of the City's need and use of public notary services, those SEIU unit employees who have such public notary certificates as approved by the Secretary of State for the State of California shall receive seventy-five dollars (\$75.00) per month as bonus pay in addition to his/her base salary. However, there shall be no more than three (3) City employees authorized to receive bonus pay for Public Notary Services at any one time. The determination of who and how many City employees receiving this bonus pay shall be at the sole discretion of the City Manager.
- I. Pesticide/Herbicide Applicator Premium – Employees of the Public Works Department or Parks Division of the Recreation & Parks Department may be assigned, at the sole discretion of the Department Director, to receive a premium pay for performing tasks and duties associated with the application of pesticides and/or herbicides. In addition to any additional selection, training and/or reporting procedures established by the City, the following provisions will apply to any individual assigned to receive a pesticide/herbicide applicator premium:
1. Individuals will be selected at the sole discretion of the Department Director or his/her designee to be trained and assigned pesticide and/or herbicide applicator duties. The number of individuals selected shall be at the discretion of the Department Director but it is agreed that initially there shall be a minimum of nine eligible assignments in the Parks Division of the Recreation & Parks Department and five eligible assignments in the Public Works Department.
  2. Individuals selected to receive pesticide/herbicide applicator premium will receive appropriate training in compliance with State and Federal regulations prior to performing pesticide and/or herbicide applicator duties.
  3. An individual selected for pesticide/herbicide applicator premium shall be compensated at the rate of \$30.00 per month for all months so designated.
  4. Selection for, and removal from, receiving pesticide/herbicide applicator premium will be at the sole discretion of the Department Director. Receipt of premium pay for assignment of duties as Pesticide/Herbicide Applicator shall not create a property interest for continuation of the premium pay. An individual's selection for, and removal from, receiving Pesticide/Herbicide Applicator Premium will be based upon the needs of the City as determined by the Department Director.
  5. Individuals receiving Pesticide/Herbicide Applicator Premium may, at the direction of the City, be assigned to perform duties in either the Public Works Department or Parks Division of the Recreation & Parks Department. For example, an individual who is normally assigned to the Streets Division of the Public Works Department may be assigned to apply herbicide and/or pesticide as part of a work crew in the Parks Division of the Recreation & Parks Department.

6. The Union specifically acknowledges that the City, subject to the provisions of Sub-Section I. above, maintains the sole and exclusive right to assign personnel to receive Pesticide/Herbicide Applicator premium pay and to determine the need for such assignment. Nothing contained in this Article 28, Section F shall create a duty upon the City to assign individuals to Pesticide/Herbicide Applicator nor shall any individual have a right to be so assigned. The City agrees to meet and consult with the Union prior to any modification or termination of the Pesticide/Herbicide Applicator Premium Pay.
- J. Electrician Premium - The City of Monterey Park Water Division has a SCADA (Supervisory Control and Data Acquisition) system. An Electrician who possesses the following knowledge, skills and abilities will be eligible for a monthly premium of \$250.00:
1. Must be able to test, trouble-shoot and program Allen Bradley SLC 500 programmable controllers. Ability to build, install, troubleshoot, analyze and repair the SCADA system and its components. This would include the knowledge to read, decipher and modify the ladder logic programming that is associated with the Allen Bradley Controls for the SCADA system.
  2. Ability to tune PID Loops for the Foxboro Process Controls system. Must be able to test and calibrate PID loops using signal generator. A Foxboro Process Control Technology Certificate from the Foxboro Corporation would be satisfactory evidence of this skill.
  3. Must have the knowledge and experience to design and draw electrical circuitry using CAD Software and utilize this ability to provide electrical schematics that are current or up to date and to update recorded plans.
  4. Knowledge of National Electrical Code and Safety associated practices.
  5. Experience in medium voltage, 2300VAC circuitry. Also must be able to use high voltage test equipment and be familiar with Lockout/Tag out safety procedures.
  6. Extensive experience in AC and DC industrial controls.
  7. Experience in Variable Frequency Drives 480VAC 3 Phase.
  8. Soft start starter experience is desirable.
  9. Must have a working knowledge of hydraulics valves and controllers and their components as it relates to the water industry.
  10. Must be computer literate in Microsoft Excel and Word.
  11. In addition to the above, an Electrician who possesses a Water Treatment Grade 1 (T1) certificate will receive an additional monthly premium of \$125.00.
  12. The Union specifically acknowledges that the City maintains the sole and exclusive right to certify personnel as eligible to receive Electrician Premium and/or Water Treatment Grade 1 premium pay and to determine the need for such assignment. Nothing contained in this Article 28, Section G shall create a duty upon the City to assign individuals to receive this premium nor shall any individual have a right to be so assigned. The City agrees to meet and consult with the Union prior to any modification or termination of the Electrician Premium.



- K. Senior Code Enforcement Officer. A qualified individual in the classification of Code Enforcement Officer may, at the sole discretion of the Development Services Director, be assigned as “Senior Code Enforcement Officer.” An individual so assigned will receive a premium pay of \$500.00 per month for each month so assigned. In addition to normally assigned duties as a Code Enforcement Officer, assigned individuals will serve in a supervisory capacity and be assigned duties within the division including, but not limited to: supervision; shift scheduling; preparation of performance evaluations; work activity reporting; ensuring compliance with Federal, State and local zoning, housing and property maintenance codes; providing direction, guidance, and support to other staff on complex inspections; assuming a leadership role for assigned projects; leading the activities of subordinates; implementing and scheduling training programs for staff; may make presentations to boards, commissions, committees and neighborhood associations and performs related duties as assigned. The Development Services Director shall have sole discretion in determining the selection process for determining appointment as Senior Code Enforcement Officer. An individual so assigned shall serve at the discretion of the Development Services Director and may be removed from the senior assignment with or without cause, with or without notice, and without right of appeal.
- L. Auto Mechanic Certification Pay.
1. Individuals in the classification of Equipment Mechanic will be eligible for certification premium in the amount of \$30.00 per month for each ASE Automotive/Light Truck Certification up to a maximum of 2 such certifications. The maximum certification pay under this Subsection 1. is limited to \$60.00 per month.
  2. Upon receipt of certification as an ASE-Certified “Master Automotive Technician,” in lieu of the premium indicated in Subsection 1. above, the individual so certified shall be eligible for certification premium in the amount of \$100.00 per month.
- M. DHS Certification Pay. Individuals assigned to the Water Division of the Public Works Department shall receive \$60.00 per month certification pay for each current Department of Health Services (DHS) certification, up to a maximum of four certifications.
- N. A qualified individual in the Management Services Department, Finance Division, may, at the sole discretion of the Management Services Director, be assigned additional responsibilities and duties as back up for payroll processing. An individual so assigned will receive a premium pay of \$300.00 per month for each month so assigned. An individual so assigned shall continue in that assignment at the discretion of the Management Services Director and may be removed from the assignment with or without cause, with or without notice, and without right of appeal.
- O. Lead Jailer: A qualified individual in the classification of Jailer may, at the sole discretion of the Chief of Police, be assigned as “Lead Jailer.” An individual so assigned will receive a premium pay of \$250.00 per month for each month so assigned. Assigned individuals will be assigned duties within the division including, but not limited to, supervision, shift and



training scheduling, preparation of performance evaluations, work activity reporting, maintaining jail supplies, etc. The Chief of Police shall have sole discretion in determining the selection process for determining appointment as Lead Jailer. An individual so assigned shall serve at the discretion of the Chief of Police and may be removed from the Lead assignment with or without cause, with or without notice, and without right of appeal.

- P. Training Pay for Experienced Jailer: If an experienced jailer, other than the lead or supervising jailer, is assigned to train a new jailer for the City, they shall receive fifty dollars (\$50.00) for three (3) or more shifts in a pay period up to a maximum of four (4) pay cycles. or when the jailer trainee is determined by the unit supervisor to be self-sufficient and not in need of additional training, whichever occurs first. No probationary employee shall be assigned as a trainer.
- Q. Senior Fire Safety Specialist: A qualified individual in the classification of Fire Safety Specialist may, at the sole discretion of the Fire Chief, be assigned as "Senior Fire Safety Specialist." An individual so assigned will receive a premium pay of \$500.00 per month for each month so assigned. In addition to normally assigned duties as a Fire Safety Specialist, the assigned individual will serve in a supervisory capacity and be assigned duties within the Fire Prevention Division including, but not limited to: supervision, shift scheduling, preparation of performance evaluations, work activity reporting, performing complex fire and life safety inspections of industrial and residential educational licensed health care facilities and of facilities that store and/or handle flammable, combustible, toxic, corrosive and other hazardous materials; ensure compliance of projects and facilities with approved plans and national standards; review plans to ensure compliance with applicable codes; perform limited plan checking; providing direction guidance and support to other staff on complex inspections; assuming a leadership role for assigned projects; leading the activities of subordinates; implementing and coordinating the Fire Departments public education efforts and training programs for staff; may make presentations to boards, commissions, committees and neighborhood associations, and performs related duties as assigned. The Fire Chief will have sole discretion in determining the selection process for determining appointment as Senior Fire Safety Specialist. An individual so assigned shall serve at the discretion of the Fire Chief and may be removed from the senior assignment with or without cause, with or without notice, and without right of appeal.

## **ARTICLE 29 - PERSONNEL RULES AND REGULATIONS**

During the term of this Agreement, both parties agree to meet and confer on the content and implementation of new and/or revised Personnel Rules and Regulations as needed.

## **ARTICLE 30 - UNIT MODIFICATION**

- A. Policy and Standards for Determination of Appropriate Units

The policy objectives in determining the appropriateness of units shall regard the effect of a proposed unit on: (1) efficient operations of the City and its compatibility with the primary responsibility of the City and its employees to effectively and economically serve the public, and on (2) providing employees with effective representation based on recognized community of interest considerations. These policy objectives require that the appropriate unit shall be the broadest feasible grouping of positions that share an identifiable community of interest. Factors to be considered shall be:

1. Similarity of the general kinds of work performed, types of qualifications required, and the general working conditions.
2. History of representation in the City and in similar employment; except however, that no unit shall be deemed to be an appropriate unit solely on the basis of the extent to which employees in the proposed unit have organized.
3. Consistency with the organizational patterns of the City.
4. Number of employees and classifications, and the effect on the administration of employer-employee relations because of the fragmentation of classifications and/or proliferation of units.
5. Effect on the classification structure and impact on the stability of the employer-employee relationship because of dividing a single or related classification among two or more units.

Notwithstanding the foregoing provisions of the Section, managerial, supervisory and confidential responsibilities, as defined in this Section, are determinative factors in establishing appropriate units hereunder. Therefore, such managerial, supervisory and confidential employees may not represent any employee organization which represents other employees and may not be represented by the same.

The Director of Human Resources/Risk Management shall, after notice to and consultation with affected employee organizations, allocate new classifications or positions, delete eliminated classifications or positions, and retain, reallocate or delete modified classifications or positions, from units in accordance with the provisions of this Section.

The following definitions apply to this Section:

- a. "Appropriate Unit" means a unit of employee classes or positions, established pursuant to this Section.
- b. "Management Employee" means any employee having responsibility for formulating, administering or managing the implementation of City policies and programs.
- c. "Supervisory Employee" means any employee having authority, in the interest of the City, to hire, suspend, lay off, recall, promote, discharge, assign, reward, or discipline

other employees, or responsibility to direct them, or to adjust their grievances, or effectively to recommend such action if, in connection with the foregoing, the exercise of such authority is not of a merely routine or clerical nature, but requires the use of independent judgment.

- d. "Confidential Employees" means any employee who assists and acts in a confidential capacity to person(s) who formulate, determine, and effectuate management policies in the field of employee relations and/or who has access in the course and scope of employment to any information that is or may be utilized in formulating such management policies.

B. Procedure for Modification of Established Appropriate Units

1. Requests by employee organizations for modification of established appropriate units shall be considered by the Director of Human Resources/Risk Management. Such requests shall be submitted in the form of a Recognition Petition and, in addition to the requirements set forth in Section 2.32.050, shall contain a complete statement of all relevant facts and citations in support of the proposed modified unit in terms of the policies and standards set forth in (1) hereof. The Director of Human Resources/Risk Management shall process such petition as recognition petitions are processed under this Chapter.
2. The Director of Human Resources/Risk Management may on his/her own motion propose that an established unit be modified. The Director of Human Resources/Risk Management shall give written notice of the proposed modification(s) to any affected employee organization. Any affected employee organization, may, within seven (7) calendar days after service of notice, request a meeting with the Director of Human Resources/Risk Management by which to contest the proposal(s).

Not later than seven (7) calendar days after receipt of such request, the Director of Human Resources/Risk Management shall conduct such meeting at which time all affected employee organizations shall be heard. Thereafter, the Director of Human Resources/Risk Management shall determine the composition of the appropriate unit or units in accordance with Paragraph (1) of this Section, and shall give written notice of such determination by depositing the same in the mail, addressed to the affected employee organizations. The Director of Human Resources/Risk Management's determination may be appealed as provided in paragraph 2 of this Section. However, if a unit is modified pursuant to the motion of the Director of Human Resources/Risk Management, employee organizations may thereafter file Recognition Petitions seeking to become the Exclusively Recognized Employee Organization for such new appropriate unit or units pursuant to Section 2.32.050.

The "meeting" described herein shall be informal and shall consist of the participating employee organization providing verbal and/or written input regarding its position.

C. Appeals

An employee organization aggrieved by an appropriate unit determination of the Director of Human Resources/Risk Management pursuant to this Section may, within ten (10) calendar days of mailing by the Director of Human Resources/Risk Management of notice thereof, appeal such determination to the City Manager for final decision.

Appeals to the City Manager shall be filed in writing with the City Manager's secretary and a copy shall be provided to the Director of Human Resources/Risk Management by the appellant. The written appeal shall be received by the City Manager's secretary no later than ten (10) calendar days after the Director of Human Resources/Risk Management's decision was mailed.

A unit designated by the Director of Human Resources/Risk Management need not be "most appropriate" or "more appropriate," but need only be "appropriate." If "appropriate," then the City Manager shall affirm the Director of Human Resources /Risk Management's decision. If not "appropriate," then the City Manager shall determine which unit is "appropriate."

An employee organization's appeal shall state the complete basis for the appeal and shall be confined to a determination of whether or not the unit resulting from the Director of Human Resources /Risk Management's decision was "appropriate" pursuant to the guidelines of Paragraph 1, above. The City Manager shall conduct the appeal hearing within fifteen (15) calendar days of receipt of the appeal and shall issue his/her written decision within fifteen (15) calendar days after conclusion of the hearing. The City Manager's decision shall be served upon the appellant(s) by depositing the same in the U.S. mail, and shall be administratively final and binding.

- D. To the extent that any element of this Section is inconsistent with any other provision of this Chapter, the provisions of this Section shall prevail to the extent necessary to cause the Section to be operative.

**ARTICLE 31 - ACTING ASSIGNMENTS**

Acting assignments shall be filled in the following manner (to the extent that this Article is inconsistent with the City Personnel Rules, this Article shall prevail):

- A. Need for Acting Assignments. To assure the orderly performance and continuance of municipal services, the City may be required to temporarily upgrade employees on an acting basis to positions of a higher classification. For the purposes of this Article, it is understood that acting assignments may be required in order to temporarily fill position classification vacancies, which may exist for any of the following reasons:
1. A position classification is permanently vacant and is scheduled to be filled by a regular full-time employee and a limited period of time is required in order to proceed with and complete the normal appointment procedure.

2. A position classification is temporarily vacant although, permanently filled, because the regular employee is on an approved paid or unpaid leave of absence.

It is not the intent of the City to circumvent or avoid the normal employment or promotion process and therefore, the City shall make every possible and reasonable effort to fill vacancies in a most expeditious manner and to keep the need for such acting assignments to a minimum.

- B. Selection for Acting Assignments. The selection of an employee for acting assignments shall be at the sole discretion of the Department Director or his or her designee, taking into consideration the requirements of the position to be filled and the qualifications, job performance, and seniority of those employees eligible for the acting assignment. No persons shall be appointed to an acting assignment either when on probation or into a position classification more than one (1) class level above his or her regular class in those instances where such an assignment would result in the acting employee being in a supervisory position in relation to an employee who is regularly the acting employee's supervisor. If a person is appointed to an acting assignment in a position classification more than one (1) class level above his or her regular class and if the acting position is filled, then the acting assignment shall terminate, and the employee restored to his/her regular position.
- C. Pay for Acting Assignments. Acting pay shall be authorized when an employee is acting in a higher-level position commencing with the start of the thirtieth consecutive working day that the employee is acting in the higher-level position. Acting pay shall be retroactive to the first day of the acting assignment. Acting pay shall be authorized at Step 1 of the position classification to which the acting assignment is made, provided that Step 1 is at least 5% higher than the base salary of the employee's regular assignment. If Step 1 is less than 5% greater, the acting appointment will be made at the first step which is greater than 5%, but is less than 10% above the base salary. No changes in employee benefits shall be granted to employees in acting assignments.
- D. Status of Employee in Acting Assignment. Time served in an acting assignment shall not be credited towards completion of a probationary test period in the acting position. Time served in an acting position shall not alter the employee's anniversary date. If the acting employee would have been eligible for a merit increase had the acting appointment not been made, then the employee shall remain eligible for such merit increase with the employee's performance in both the regular and acting positions being considered.
- E. Duration of Acting Assignment. Absent exigent circumstances, a position in the competitive service shall not be filled in an acting capacity for more than six (6) consecutive months. The City shall meet and consult with the Union prior to any extension of an acting appointment beyond six months.

### **ARTICLE 32 - PROBATIONARY PERIOD**

With the exception of Communications Dispatcher Trainee and Communications Dispatcher classifications, all employees who are newly hired or promoted shall serve a probationary period of twelve (12) months. Individuals appointed as Communications Dispatcher Trainee or initial hire Communications Dispatcher shall serve a probationary period of eighteen (18) months.

### **ARTICLE 33 – RE-OPENER**

The parties agree to meet to discuss the specific details of the Wellness Program to clearly define the program upon Council's approval of this MOU.

### **ARTICLE 34 - PERFORMANCE EVALUATIONS**

Except as modified herein, performance evaluations shall be governed by Municipal Code Chapter 2.36, Salaries, and Administrative Policy Number 30-05, issued on January 15, 1992 and as revised on January 19, 1998.

The parties have met and conferred in good faith and reached agreement upon procedures for the development and issuance of performance evaluations. True and correct copies of the agreed upon procedures are contained herein as Article 26, Salaries, 10-Step Merit Based Performance System, Sections 1 through 8. Alleged violations of these procedures shall be grievable in accordance with procedures set forth in Article 8, Grievance and Disciplinary Appeal Procedure of this MOU. This provision shall not, in any way, be construed to allow the content of the performance evaluation to be grieved.

It is the intent of the City that employees shall receive routine performance appraisals. Merit increases are earned for meritorious performance. However, if a unit employee who is due a performance evaluation that includes a possible merit increase, does not receive their performance evaluation within sixty (60) calendar days after the date of their annual evaluation date, the merit increase shall process retroactive to the date of the employee anniversary date for merit increase consideration. The employee is to notify their supervisor and Human Resources at the time that the sixty (60) days has been exceeded. A personnel action form will be completed and the merit increase made retroactive to the anniversary date.

### **ARTICLE 35 - DUTY HOURS/ALTERNATIVE SCHEDULE**

Except as modified herein, Duty Hours shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 5, Hours of Work, of the Personnel Rules and Regulations of the City of Monterey Park.

Effective April 1, 2014, City Hall shall re-open Fridays as an 8 hour work day, implement a 9/80 work schedule, and a 40 hour weekly work schedule will be restored.



1. Actual hours for City Hall operations and off-site facilities are to be determined at the sole discretion of the Department Director as approved by the City Manager.
2. The Department Director, at his/her sole discretion, shall retain the right to maintain an employee on a 5/40 schedule if she/he determines such schedule necessary for customer service.
3. Individual employee's hours will be scheduled at the sole discretion of the Department Director based on the needs of the Department.
4. Scheduling of an individual's "flex day" associated with the 9/80 schedule shall be determined at the sole discretion of the Department Director.
5. Department Directors shall have full latitude and authority to establish and/or change any individual's schedule depending on the needs of the Department.
6. "Holidays" are defined as nine (9) hours in duration or if a holiday lands on a Friday, Saturday, or Sunday the employees holiday bank shall be credited eight (8) hours as described in the following paragraph.

An employee working on an alternative schedule will be required to use accrued time (with the exception of "sick time") to make up any difference between nine (9) hours holiday and the actual number of hours they are regularly scheduled to work that "holiday" day.

7. An employee will be required to utilize the exact number of hours associated with their schedule for any requested work shifts off (i.e., 9 hours for vacation, comp. sick, and/or holiday time).
8. Individual employees may request to maintain a 5/40 schedule (i.e. Monday - Friday). The decision of the Department Director to grant or deny such a request is not subject to appeal or further review.
9. Effective upon implementation of this MOU, in addition to the 5/40 and 9/80 work schedule, other alternative schedules (e.g. 4/40 or 3/12) work schedules may be considered for unit members assigned to the Police Department and who work in divisions that are scheduled on a 24/7 basis. Any such consideration is subject to all the provisions listed above and a showing that such schedule positively impacts scheduling, overtime and productivity. Implementation of any alternative schedule is subject to the approval of the Chief of Police and agreement by the City Manager. The Chief of Police and/or the City Manager shall have full discretion to approve, disapprove, continue or discontinue any alternative schedule (e.g., 9/80, 4/40, 3/12) with or without cause and with or without notice.



### **ARTICLE 36 - ISSUES COMMITTEE**

In the interest of fostering and continuing a spirit and atmosphere of harmonious employer-employee relationships, an Issues Committee shall be formulated for the purpose of meeting with the Director of Human Resources and Risk Management during the term of this MOU to discuss employee relations matters as they relate to the best implementation of this MOU. The recommendations of the Committee shall be advisory only and the Committee and Director of Human Resources/Risk Management shall meet at least semi-annually. Other members of the City's Executive Management team may be invited to attend. Additional meetings may be scheduled at the request of either party.

### **ARTICLE 37 - WRITTEN NOTICES TO RECOGNIZED EMPLOYEE ORGANIZATION**

The City agrees to provide a copy of the agenda of all meetings of the City Council and the Personnel Board. Said notice will be mailed to the office of the Union and forwarded to a designated Union Representative or other member of the Union following publication of the final agenda.

### **ARTICLE 38 - GENERAL PROVISIONS**

- A. This Memorandum shall not in any way interfere with the obligations of the parties hereto to comply with the State and Federal laws, or of any rule, regulation, or order issued by such government authority pertaining to matters covered herein. If any provision, or provisions, of the Memorandum should be affected by State or Federal laws, or if any rule, regulation, or order issued by such governmental authority, or if any provision, or provisions, should be held invalid by a court of record, the remainder of the Memorandum shall not otherwise be affected thereby.
- B. The parties acknowledge that during the meeting and conferring in good faith, which resulted in this Memorandum, each had the unlimited right and opportunity to make demands and proposals with respect to any and all subjects or matters not removed by law from the area of meeting and conferring, and that the understanding and agreement arrived at by the parties after the exercise of that right and opportunity is set forth in this Memorandum.

Therefore, the City and the Union, for the life of this Memorandum, each voluntarily and unqualifiedly waives the right, and each agrees, that the other party shall not be obligated to meet and confer with respect to any subject or matter referred to or covered in this Memorandum, or with respect to any subject or matter not specifically referred to or covered in this Memorandum, even though such subjects or matters may not have been within the knowledge or contemplation of either or both of the parties at the time they met and conferred or signed this Memorandum.

- C. The parties hereto agree to continue their long-standing policies in that there shall be no discrimination against any employee because of membership or non-membership in the Union, or because of race, color, creed, or national origin. The City further agrees that there shall be no discrimination against any employee because of race, age, sex, religious creed, color, physical disability, mental disability, medical condition, marital status, sexual orientation, national origin, ancestry and political/union activity.
- D. The parties hereto agree that this Memorandum cannot be modified, changed, and/or canceled in any way except by mutual consent of said parties in writing, or as set forth in Article 39. However, should the City grant a wage increase or modify benefits for any other Recognized Employee Group not contained in that group's existing memorandum of understanding on or before the end of this Memorandum of Understanding, then the City agrees that said changes will be discussed between the parties hereto.
- E. Subject to the agreements reflected in side letters 1-2 contained in Attachment C, this agreement constitutes the sole and entire existing agreement between the parties and supersedes all prior agreements, commitments, and practices.
- F. In the event, at the end of this contract, a new bargaining unit is formed and recognized by the City Council, then those classifications currently represented by the Union will be represented by the new bargaining unit.

#### **ARTICLE 39 - TERM OF MEMORANDUM OF UNDERSTANDING**

This Memorandum of Understanding shall be in effect for a basic term commencing July 1, 2015 and ending June 30, 2017, and shall continue in effect from year to year thereafter, unless or until terminated. This Memorandum may be terminated as of the end of the initial term or any subsequent contract period by either party giving written notice to the other not less than sixty (60) calendar days prior to the termination date. Any amendment to this Memorandum, in order to be effective at the end of the basic term or any subsequent term, may be proposed by either party in a letter given to the other party at least sixty (60) days prior to the end of the basic term, or subsequent term, and a conference shall be held within thirty (30) days following the receipt of such notice. During such meeting and conferring, the Articles of the Memorandum shall continue in effect.

**ARTICLE 40 - CITY COUNCIL APPROVAL**

It is, however, the mutual understanding of all parties hereto that this Memorandum of Understanding is of no force or effect whatsoever unless or until ratified by the City Council of the City of Monterey Park. "Date of Implementation" shall be defined as the date the City Council ratifies this Memorandum of Understanding.

IN WITNESS HEREOF, the parties hereto have caused this Memorandum of Understanding to be executed this \_\_\_\_\_ day of October, 2015.

SERVICE EMPLOYEES' INTERNATIONAL  
UNION, LOCAL 721.

CITY OF MONTEREY PARK

By: \_\_\_\_\_  
Jesse Hernandez, President  
General Employee's Unit

By: \_\_\_\_\_  
Paul Talbot  
City Manager

By: \_\_\_\_\_  
Michael Lott, Negotiating Team Member  
General Employee's Unit

By: \_\_\_\_\_  
Tom Cody, Director  
Human Resources & Risk Management

By: \_\_\_\_\_  
Donna Ramirez, Negotiating Team Member  
General Employee's Unit

By: \_\_\_\_\_  
Sandra Lee  
Human Resources Analyst

By: \_\_\_\_\_  
Diane Vivona-Saiz, Negotiating Team Member  
General Employee's Unit

**ADDENDUM A****SEIU 2015-2017 SALARY TABLE**

Effective date: 10/01/12

| Job Classification                  | Range | Step 1 | Step 2 | Step 3 | Step 4 | Step 5 | Step 6 | Step 7 | Step 8 | Step 9 | Step 10 |
|-------------------------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| Account Clerk                       | 6     | 3257   | 3338   | 3422   | 3507   | 3595   | 3685   | 3777   | 3872   | 3968   | 4167    |
| Accountant                          | 34    | 4699   | 4816   | 4937   | 5060   | 5187   | 5316   | 5449   | 5585   | 5725   | 6011    |
| Administrative Aide                 | 11    | 4098   | 4201   | 4306   | 4413   | 4524   | 4637   | 4753   | 4871   | 4993   | 5243    |
| Animal Control Officer              | 8     | 3553   | 3642   | 3733   | 3826   | 3922   | 4020   | 4120   | 4223   | 4329   | 4545    |
| Animal Control Supervisor           | 13    | 4566   | 4680   | 4797   | 4917   | 5040   | 5166   | 5295   | 5427   | 5563   | 5841    |
| Assistant Planner                   | 14    | 4838   | 4959   | 5083   | 5210   | 5340   | 5473   | 5610   | 5750   | 5894   | 6189    |
| Assistant Storekeeper               | 7     | 3392   | 3477   | 3564   | 3653   | 3744   | 3838   | 3934   | 4032   | 4133   | 4340    |
| Associate Planner                   | 43    | 5492   | 5629   | 5770   | 5914   | 6062   | 6214   | 6369   | 6528   | 6691   | 7026    |
| Auto Shop Technician                | 22    | 3561   | 3650   | 3741   | 3834   | 3930   | 4029   | 4129   | 4233   | 4338   | 4555    |
| Building Clerk                      | 7     | 3392   | 3477   | 3564   | 3653   | 3744   | 3838   | 3934   | 4032   | 4133   | 4340    |
| Building Codes Technician           | 7     | 3392   | 3477   | 3564   | 3653   | 3744   | 3838   | 3934   | 4032   | 4133   | 4340    |
| Building Inspector                  | 42    | 5411   | 5547   | 5685   | 5828   | 5973   | 6123   | 6276   | 6432   | 6593   | 6923    |
| Building Trades Technician          | 29    | 4218   | 4323   | 4431   | 4542   | 4656   | 4772   | 4891   | 5014   | 5139   | 5396    |
| Cement Finisher                     | 25    | 3828   | 3924   | 4022   | 4122   | 4225   | 4331   | 4439   | 4550   | 4664   | 4897    |
| Child Care Assistant                | 6     | 3257   | 3338   | 3422   | 3507   | 3595   | 3685   | 3777   | 3872   | 3968   | 4167    |
| Child Care Coordinator              | 11    | 4098   | 4201   | 4306   | 4413   | 4524   | 4637   | 4753   | 4871   | 4993   | 5243    |
| Civil Engineering Assistant         | 16    | 5253   | 5385   | 5519   | 5657   | 5799   | 5944   | 6092   | 6245   | 6401   | 6721    |
| Civil Engineering Technician        | 13    | 4566   | 4680   | 4797   | 4917   | 5040   | 5166   | 5295   | 5427   | 5563   | 5841    |
| Code Enforcement Officer            | 12    | 4324   | 4432   | 4543   | 4657   | 4773   | 4892   | 5015   | 5140   | 5269   | 5532    |
| Communication Dispatcher            | 37    | 4464   | 4576   | 4690   | 4807   | 4927   | 5051   | 5177   | 5306   | 5439   | 5711    |
| Communications Dispatcher Trainee   | 33    | 3689   | 3781   | 3876   | 3973   | 4072   | 4174   | 4278   | 4385   | 4495   | 4719    |
| Community Participation Coordinator | 15    | 5127   | 5255   | 5386   | 5521   | 5659   | 5801   | 5946   | 6094   | 6247   | 6559    |
| Community Service Officer           | 45    | 3547   | 3636   | 3727   | 3820   | 3916   | 4013   | 4114   | 4217   | 4322   | 4538    |

|                                         |       |      |      |      |      |      |      |      |      |      |      |
|-----------------------------------------|-------|------|------|------|------|------|------|------|------|------|------|
| Community TV Producer                   | 11    | 4098 | 4201 | 4306 | 4413 | 4524 | 4637 | 4753 | 4871 | 4993 | 5243 |
| Consumer Service Rep.                   | 23    | 3989 | 4089 | 4191 | 4296 | 4403 | 4513 | 4626 | 4742 | 4860 | 5103 |
| Crew Leader                             | 29    | 4218 | 4323 | 4431 | 4542 | 4656 | 4772 | 4891 | 5014 | 5139 | 5396 |
| Cross Connection Control Inspector      | 40    | 4970 | 5094 | 5221 | 5352 | 5486 | 5623 | 5763 | 5908 | 6055 | 6358 |
| Dial-A-Ride Dispatcher                  | 45    | 3547 | 3636 | 3727 | 3820 | 3916 | 4013 | 4114 | 4217 | 4322 | 4538 |
| Dial-A-Ride Driver                      | 17    | 2322 | 2380 | 2440 | 2501 | 2563 | 2627 | 2693 | 2760 | 2829 | 2971 |
| Economic Develop. Specialist            | 16    | 5253 | 5385 | 5519 | 5657 | 5799 | 5944 | 6092 | 6245 | 6401 | 6721 |
| Electrician                             | 13    | 4566 | 4680 | 4797 | 4917 | 5040 | 5166 | 5295 | 5427 | 5563 | 5841 |
| Equip. Serv. Specialist                 | 22    | 3561 | 3650 | 3741 | 3834 | 3930 | 4029 | 4129 | 4233 | 4338 | 4555 |
| Equipment Mechanic                      | 29    | 4218 | 4323 | 4431 | 4542 | 4656 | 4772 | 4891 | 5014 | 5139 | 5396 |
| Evidence Officer                        | 44    | 3830 | 3926 | 4024 | 4124 | 4227 | 4333 | 4441 | 4552 | 4666 | 4900 |
| Financial Services Technician           | 12    | 4324 | 4432 | 4543 | 4657 | 4773 | 4892 | 5015 | 5140 | 5269 | 5532 |
| Fire Prevention Permit Technician I     | 10    | 3897 | 3994 | 4094 | 4197 | 4301 | 4409 | 4519 | 4632 | 4748 | 4985 |
| Fire Prevention Permit Technician II    | 12    | 4324 | 4432 | 4543 | 4657 | 4773 | 4892 | 5015 | 5140 | 5269 | 5532 |
| Fire Safety Specialist                  | 15    | 5127 | 5255 | 5386 | 5521 | 5659 | 5801 | 5946 | 6094 | 6247 | 6559 |
| Irrigation Specialist                   | 22    | 3561 | 3650 | 3741 | 3834 | 3930 | 4029 | 4129 | 4233 | 4338 | 4555 |
| Jailer                                  | 3     | 3749 | 3843 | 3939 | 4038 | 4139 | 4242 | 4348 | 4457 | 4568 | 4797 |
| Librarian                               | 14    | 4838 | 4959 | 5083 | 5210 | 5340 | 5473 | 5610 | 5750 | 5894 | 6189 |
| Library Circulation Services Supervisor | 9     | 3718 | 3811 | 3906 | 4004 | 4104 | 4206 | 4311 | 4419 | 4530 | 4756 |
| Library Clerk                           | 6     | 3257 | 3338 | 3422 | 3507 | 3595 | 3685 | 3777 | 3872 | 3968 | 4167 |
| Library Technician                      | 9     | 3718 | 3811 | 3906 | 4004 | 4104 | 4206 | 4311 | 4419 | 4530 | 4756 |
| Maintenance Worker                      | 20    | 3389 | 3474 | 3561 | 3650 | 3741 | 3835 | 3930 | 4029 | 4129 | 4336 |
| Park Maint. Worker                      | 20    | 3389 | 3474 | 3561 | 3650 | 3741 | 3835 | 3930 | 4029 | 4129 | 4336 |
| Park Maintenance Crew Leader            | 11    | 4098 | 4201 | 4306 | 4413 | 4524 | 4637 | 4753 | 4871 | 4993 | 5243 |
| Park Maintenance Lead Worker            | 26    | 3922 | 4020 | 4120 | 4223 | 4329 | 4437 | 4548 | 4662 | 4778 | 5017 |
| Permit Technician I                     | 10    | 3897 | 3994 | 4094 | 4197 | 4301 | 4409 | 4519 | 4632 | 4748 | 4985 |
| Permit Technician II                    | 12    | 4324 | 4432 | 4543 | 4657 | 4773 | 4892 | 5015 | 5140 | 5269 | 5532 |
| Plan Checker                            | 41    | 5794 | 5938 | 6087 | 6239 | 6395 | 6555 | 6719 | 6887 | 7059 | 7412 |
| Police Clerk                            | 4     | 3292 | 3375 | 3459 | 3546 | 3634 | 3725 | 3818 | 3914 | 4012 | 4212 |
| Police Officer Recruit                  | 1S(1) | 4289 |      |      |      |      |      |      |      |      |      |



|                                      |    |      |      |      |      |      |      |      |      |      |      |
|--------------------------------------|----|------|------|------|------|------|------|------|------|------|------|
| Police Records Management Technician | 12 | 4324 | 4432 | 4543 | 4657 | 4773 | 4892 | 5015 | 5140 | 5269 | 5532 |
| Pool Maint. Worker                   | 20 | 3389 | 3474 | 3561 | 3650 | 3741 | 3835 | 3930 | 4029 | 4129 | 4336 |
| Program Coordinator                  | 11 | 4098 | 4201 | 4306 | 4413 | 4524 | 4637 | 4753 | 4871 | 4993 | 5243 |
| Public Works Inspector               | 35 | 4840 | 4962 | 5086 | 5213 | 5343 | 5477 | 5613 | 5754 | 5898 | 6193 |
| Public Works Technician              | 11 | 4098 | 4201 | 4306 | 4413 | 4524 | 4637 | 4753 | 4871 | 4993 | 5243 |
| Revenue Collection Specialist        | 46 | 2954 | 3027 | 3103 | 3181 | 3260 | 3342 | 3425 | 3511 | 3599 | 3779 |
| Secretary (non-conf)                 | 10 | 3897 | 3994 | 4094 | 4197 | 4301 | 4409 | 4519 | 4632 | 4748 | 4985 |
| Senior Account Clerk (non-conf)      | 10 | 3897 | 3994 | 4094 | 4197 | 4301 | 4409 | 4519 | 4632 | 4748 | 4985 |
| Senior Clerk Typist (non-conf)       | 6  | 3257 | 3338 | 3422 | 3507 | 3595 | 3685 | 3777 | 3872 | 3968 | 4167 |
| Senior Library Clerk                 | 8  | 3553 | 3642 | 3733 | 3826 | 3922 | 4020 | 4120 | 4223 | 4329 | 4545 |
| Senior Maintenance Worker            | 33 | 3689 | 3781 | 3876 | 3973 | 4072 | 4174 | 4278 | 4385 | 4495 | 4719 |
| Sr. Water Production System Operator | 40 | 4970 | 5094 | 5221 | 5352 | 5486 | 5623 | 5763 | 5908 | 6055 | 6358 |
| Storekeeper/Buyer                    | 10 | 3897 | 3994 | 4094 | 4197 | 4301 | 4409 | 4519 | 4632 | 4748 | 4985 |
| Support Services Superv.             | 15 | 5127 | 5255 | 5386 | 5521 | 5659 | 5801 | 5946 | 6094 | 6247 | 6559 |
| Water Distribution Crew Supervisor   | 40 | 4970 | 5094 | 5221 | 5352 | 5486 | 5623 | 5763 | 5908 | 6055 | 6358 |
| Water Distribution Lead Worker       | 27 | 4289 | 4396 | 4506 | 4618 | 4734 | 4852 | 4974 | 5098 | 5225 | 5487 |
| Water Production System Operator     | 27 | 4289 | 4396 | 4506 | 4618 | 4734 | 4852 | 4974 | 5098 | 5225 | 5487 |
| Water Utility Maintenance Worker     | 21 | 3620 | 3711 | 3803 | 3898 | 3996 | 4096 | 4198 | 4303 | 4411 | 4631 |
|                                      |    |      |      |      |      |      |      |      |      |      |      |

PERSONNEL SYSTEM RULES AND REGULATIONS

RULE XV. DISCIPLINARY PROCEEDINGS

Sec. 1 Disciplinary Action:

Disciplinary action may be imposed upon any employee in the competitive service for any of the causes set forth in this Rule. For the purpose of this section, "disciplinary action" (hereafter "action") shall mean suspension without pay for a period not in excess of thirty (30) calendar days, reduction in class or position, or any combination thereof, or dismissal from the service.

Sec. 2 Cause for Disciplinary Action:

Any of the following shall be cause for the imposition of disciplinary action:

- a. Incompetence or inefficiency in the performance of the employee's duties;
- b. Insubordination;
- c. Inattention to or dereliction of duty;
- d. Discourteous, abusive, or threatening treatment of the public or other employees;
- e. Failure to disclose material facts or the making of any false or misleading statement on any application, examination form, or other official document of the city;
- f. Appearing for work under the effects of alcohol or drugs or using alcohol or drugs illegally while on duty;
- g. Negligent or willful conduct by an employee which results in, or causes, damage to public property or waste of public supplies;
- h. Conduct during or outside duty hours which casts discredit on the service or the City or which may reasonably be expected to result in casting such discredit on the service or the City;
- i. Garnishment of earnings for more than one indebtedness;
- j. Absence without leave;
- k. Excessive unexcused absences or tardiness;



- l. Failure to report for physical or mental health examination after due notice;
- m. Dishonesty;
- n. Soliciting, taking or accepting a fee, gift, or other thing of value in the course of the employee's work or in connection with it;
- o. Habitual drunkenness;
- p. Addiction to the use of narcotics;
- q. Final conviction of any criminal offense involving moral turpitude. A plea or verdict of guilty, or a plea of nolo contendere shall be deemed to be a final conviction within the meaning of this Section;
- r. Violation of any lawful or official regulation or order; and
- s. Violation of the provisions of the Municipal Code of these Rules.

Sec. 3 Imposition of Disciplinary Action:

Such action may be imposed upon an employee only as follows:

- a. The Department Head shall give written notice to the employee and the City Manager of the cause or causes for such action, together with a narrative statement of the facts purporting to establish the basis for the action as proposed;
- b. The City Manager shall conduct an informal hearing to allow the Department Head and the employee to present any competent and relevant evidence tending to prove or disprove the facts upon which the action is based, and shall give at least 10 days written notice of such hearing to the employee.
- c. Thereafter, based upon the evidence so presented, if the City Manager finds that there is substantial evidence to support the charges as made, and that based thereon, the disciplinary action proposed is warranted, he shall approve the same; provided that the City Manager may modify the same, based upon the evidence presented, by increasing or decreasing the severity of the action as proposed.

The City Manager shall give the employee, Department Head, and Personnel officer written notice of his decision, which shall be final and conclusive in the absence of an appeal, taken in the time and manner hereinafter provided.

Sec. 4 Appeals:

An employee as to whom disciplinary action has been taken shall have the right to appeal the City Manager's decision to the Personnel Board, in the time and manner

hereinafter set forth. All such appeals shall be in writing and shall be filed with the Personnel Officer on or before 5:00 p.m. of the 10th day following the giving of notice of the City Manager's decision. For the purpose of this Rules, the date of the "giving of notice" shall be either the date of personal service upon the employee, or the date that such notice was placed in the course of transmission of the United States Postal Service. Failure for any reason to file an appeal within the time permitted shall be conclusively deemed to be an acceptance of the City Manager's decision.

Upon receipt of a timely appeal, the Personnel Officer shall set the matter for hearing before the Personnel Board, as expeditiously as is possible and shall give the appealing party and any other person requesting the same, written notice of the time and place of the hearing to be held before the Personnel Board upon such appeal.

Sec. 5 Action of the Board:

At the time set for such hearing, the Board, de novo, shall hear and consider the evidence presented on behalf of the appointing authority which purportedly constitutes the grounds for the disciplinary action taken. The employee shall be given the right of cross-examination of any witness so called. Therefore, the employee shall be given a reasonable opportunity to present any competent and relevant evidence and be heard, personally or through an attorney or other person, employed at such employee's expense, in a representative capacity.

Proceedings before the Board need not be conducted in strict conformity with the rules of evidence as applied in a court of law, but all parties shall observe the substance of the rules of evidence, to the end that the matter may be fully heard and determined upon reliable evidentiary matter.

The City Attorney shall rule on all questions pertaining to procedure, in connection with hearings held before the Board, provided that the Board shall retain the right to overrule the City Attorney on any determination made by him, by a majority vote.

In all such appeal hearings, the burden of proof shall be upon the employee to show that the action taken was arbitrary, unreasonable, capricious, or not in accordance with these Rules and other applicable laws.

The Board, after hearing, shall affirm, reverse or modify the decision appealed from, provided, however, that the Board shall not increase the severity of the penalty imposed by the City Manager. The Secretary of the Board shall give written notice to the employee, the City Manager, and the Department Head of its determination. Such determination shall be final and conclusive.

**City of Monterey Park  
JURY SERVICE GUIDELINES**

Pursuant to Personnel Rule XI, Section 3a, Jury Duty and specific language as contained in various Memoranda of Understanding (MOU) between the City and employee organizations, regular employees of the City of Monterey Park are entitled to up to ten (10) days of salary and benefits during each fiscal year while serving on jury duty.

It is the expectation of the City that the hours an employee is required to be present at court for jury duty be equivalent to the number of hours required for their regularly assigned shift. For example, if an employee regularly works 8:00 a.m. to 5:00 p.m. Wednesday through Sunday and the Court requires them to be present from 8:45 a.m. to 4:30 p.m., the City would not expect the employee to report to work either prior to or following that jury duty service day, as the hours are basically equivalent, particularly when taking commute time into consideration. An employee so scheduled would be required to work their regular shift Saturday and Sunday, assuming court was not in session those days.

If the jury duty hours are not equivalent, such as in the case where an employee, working an 8 - 5 Wednesday - Sunday schedule is required to report to court at 10:00 a.m., then the City would expect the employee to report for duty at 8:00 a.m. Naturally, common sense would dictate that traffic realities and other commute factors be taken into consideration in the department's determination to require the employee to report to work.

In cases where an employee works afternoon or evening hours, such as 12:00 p.m. to 8:30 p.m., the employee may be required to report to work following their jury duty day if the hours spent on jury duty are not equivalent to their regular work shift. The hours the employee would be required to work would not exceed the number of hours required to fulfill a normally scheduled shift.

In determining the number of hours an employee spends on jury duty, actual hours present at court plus commute time should be considered.

An employee's supervisor may require periodic communication in order to determine the employee's status. Documentation may also be required from the employee regarding Court report and release time.

At the Manager's discretion, an employee may be allowed to utilize accrued time (comp, vacation, holiday) in lieu of reporting to work to complete their hours if, in the manager's opinion, that decision is more reasonable than requiring the employee to report to work.

As in many situations such as this, it is difficult to produce a policy that addresses all variations in circumstances. The above is provided as a guideline and each case should be considered individually within these guidelines.

One "bottom-line" remains: the City expects a full day's effort for a full day's pay.



## ADDENDUM D

### Memorandum

DATE: June 4, 2014

TO: Tom Cody, Director of Human Resources and Risk Management

FROM: Michael A. Huntley, Director of Community and Economic Development

RE: Major Project Schedule and Potential Building Permit Revenue

The following information is intended to provide the best estimation of projected Building Permit revenue for the five most significant projects currently being processed by the City. These five projects were selected since they will not only generate Building Permit revenue, but also potential property tax, sales tax and transient occupancy tax revenue to the city. It should be noted that some of the projects may generate one or more of the taxes mentioned above. Attached to this memorandum is a Project Schedule that identifies the projected timing of each project based on the most recently information provided by the applicants.

#### AG HOTEL

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 91,257 Sq. Ft. = \$18,251,400.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,658 Sq. Ft. = \$2,531,600.00  
Apartments-Type 111-BN-B Masonry@ \$130 per Sq. Ft. x 86,982 Sq. Ft. = \$11,307,660.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 1,488 Sq. Ft. = \$267,840.00  
Parking -Type 1-A/1-B @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 178,239 Sq. Ft. = \$623,836.50  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 14,146 Sq. Ft. = \$63,657.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 292,385 Sq. Ft. = \$877,155.00  
**Total Building Valuation: \$41,423,148.50**

**Building Permit Fee: \$456,297.00 (Based on the Building Valuation above)**

Strong Motion Tax: \$8,698.86  
State Green Fee: \$1,657.00  
Records Management Fees: \$41,423.15  
General Plan Revision: \$82,846.30  
Safety Impact: \$446,333.20  
Park Fee: \$192,385.00  
**Total: \$1,229,640.51**

#### MARRIOTT HOTEL

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 180,000 Sq. Ft. = \$36,000,000.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,000 Sq. Ft. = \$2,400,000.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 6,400 Sq. Ft.: \$1,152,000.00  
Parking-Type 1-A/1-B@ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 180,000 Sq. Ft. = \$630,000.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 18,400 Sq. Ft. = \$82,800.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 298,400 Sq. Ft. = \$895,200.00  
**Total Building Valuation: \$48,660,000.00**

**Building Permit Fee: \$583,733.00 (Based on Building Valuation above)**

Strong Motion Tax: \$10,218.60

State Green Fee: \$1,947.00

Records Management Fees: \$48,660.00

General Plan Revision: \$97,320.00

Safety Impact: \$460,288.00

Park Fee: \$198,400.00

**Total: \$1,400,566.60**

**DOUBLE TREE HOTEL**

Hotel- Type 1-A/1-8 @ \$200 per Sq. Ft. x 98,000 Sq. Ft. = \$19,600,000.00

Restaurant- Type 1-A/1-8 @ \$200 per Sq. Ft. x 3,500 Sq. Ft. = \$700,000.00

Retail -Type 1-A/1-8 @ \$180 per Sq. Ft. x 1,500 Sq. Ft. = \$270,000.00

Parking -Type 1-A/1-8 @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00

Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 98,000 Sq. Ft. = \$343,000.00

Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 5,000 Sq. Ft. = \$22,500.00

Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 203,000 Sq. Ft. = \$609,000.00

**Total Building Valuation: \$29,044,500.00**

**Building Permit: \$352,608.00 (Based on Building Valuation above)**

Strong Motion Tax: \$6,099.35

State Green Fee: \$1,162.00

Records Management Fees: \$29,044.50

General Plan Revision: \$58,089.00

Safety Impact: \$238,960.00

Park Fee: \$103,000.00

**Total: \$1,027,922.85**

**Market Place - HOME DEPOT (based on a previous estimate from 2012)**

Retail- Type 1-A/1-8@ \$180 per Sq. Ft. x 107,571 Sq. Ft. = \$19,362,780.00

Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 107,571 Sq. Ft. = \$484,069.50

Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 135,682 Sq. Ft. = \$407,046.00

Garden Center- Type V@ \$130 per Sq. Ft. x 28,111 Sq. Ft. = \$3,654,430.00

**Total Building Valuation: \$21,756,905.50**

**Building Permit Fee: \$320,889.00 (Based on Building Valuation above)**

Strong Motion Tax: \$5,698.45

State Green Fee: \$1,086.00

Records Management Fees: \$27,135.46

General Plan Revision: \$54,270.91

Safety Impact: \$314,712.64

Park Fee: \$135,652.00

**Total: \$859,426.46**

**Note:** The Market Place is an entitled 500,000 square foot regionally commercial shopping center including three development phases and numerous commercial, retail, service and restaurant uses. The Home Depot was selected because it is the major anchor for the new commercial shopping center; is committed to locate at the center; and is the farthest along with conceptual construction plans.

**TOWNE CENTER (based on previously built fees from original time of application)**

***Residential Component:***

Apartments- Type 1-A/1-8@ \$150 per Sq. Ft. x 142,050 Sq. Ft. = \$21,307,500.00  
Residential Air Condition Equipment Valuation @ \$3.50 per Sq. Ft. x 142,050 Sq. Ft. = \$497,175.00  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 142,050 Sq. Ft. = \$426,150.00

Swimming Pools- Residential Pool@ \$70 per Sq. Ft. x 450Sq. Ft. = \$31,500.00

**Total Building Valuation: \$22,262,325.00**

**Building Permit Fee: \$268,406.00**

Strong Motion Tax: \$2,226.23

State Green Fee: \$891.00

Records Management Fees: \$22,262.33

General Plan Revision: \$44,524.65

Safety Impact: \$329,556.00

Park Fee: \$76,300.00

**Total: \$744,166.21**

***Commercial Component:***

Retail-Type I or II F.R. @ \$140 per Sq. Ft. x 78,583 Sq. Ft. = \$11,001,620.00  
Parking- Type I or II F.R. @ \$50 per Sq. Ft. x 249,772 Sq. Ft. = \$12,488,600.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 78,583 Sq. Ft. = \$353,623.50  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 328,355 Sq. Ft. = \$985,065.00

**Total Building Valuation: \$24,828,908.50**

**Building Permit Fee: \$134,585.00**

Strong Motion Tax: \$5,214.07

State Green Fee: N/A

Records Management Fees: \$24,828.91

General Plan Revision: \$49,657.82

Safety Impact: \$173,668.43

Park Fee: \$78,583.00

**Total: \$466,537.23**

**Note:** All of the above fee estimates are only for Building Permit and mandated impact fees. Electrical, Mechanical and Plumbing Permit and Plan Check fees are not included since they are based on a fixture count. All other City plan check/permit fees (e.g., Water Division, Public Works Department, Fire Department etc.), impact fees and outside agency fees are also not included in this estimate because they assess their fees individually as separate departments/agencies based on their review.

| Major Projects Time Line         |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|----------------------------------|------|----------|----------|------|------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|-----|------|--------|--------|-----------|---------|----------|----------|
| Year                             | 2013 | 2014     |          |      |      |        |           |         |          |          |         | 2015     |       |       |     |      |        |        |           |         |          |          |
| Month                            |      | April    | May      | June | July | August | September | October | November | December | January | February | March | April | May | June | July   | August | September | October | November | December |
| <b>AG Hotel</b>                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Entitlement                      |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Approval                         |      |          | Approved |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Construction Drawing Preparation |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Plan Check Submittal/Processing  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Bldg. Permit Issuance            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|                                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      | Jul-15 |        |           |         |          |          |
| <b>Double Tree Hotel</b>         |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Entitlement                      |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Approval                         |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Construction Drawing Preparation |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Plan Check Submittal/Processing  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Bldg. Permit Issuance            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|                                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           | Nov-15  |          |          |
| <b>Marriott Hotel</b>            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Entitlement                      |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Approval                         |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Construction Drawing Preparation |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Plan Check Submittal/Processing  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Bldg. Permit Issuance            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|                                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         | Dec-15   |          |
| <b>Monterey Market Place</b>     |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Entitlement                      |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Approval                         |      | Approved |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Construction Drawing Preparation |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Plan Check Submittal/Processing  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Bldg. Permit Issuance            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|                                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           | Nov-15  |          |          |
| <b>Market Park Towne Centre</b>  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Entitlement                      |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Approval                         |      | Approved |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Construction Drawing Preparation |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Plan Check Submittal/Processing  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
| Bldg. Permit Issuance            |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |        |        |           |         |          |          |
|                                  |      |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      | Jan-15 |        |           |         |          |          |



**ATTACHMENT 3**  
Monterey Park Mid-Management Association  
MOU and Resolution

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING FOR CONTRACT YEAR 2015-2017 BETWEEN THE CITY OF MONTEREY PARK AND THE MONTEREY PARK MID-MANAGEMENT ASSOCIATION.**

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

**SECTION 1:** The City, acting by and through its City Council appointed negotiation team, and representatives of the Monterey Park Mid-Management Association (MMA), a duly recognized employee organization representing the City of Monterey Parks Mid-Management members, met and conferred in good faith and fully communicated and exchanged information concerning wages, retirement funding, hours, and the terms and conditions of employment for contract year 2015-2017.

**SECTION 2:** The appointed representatives of the parties agreed on certain matters as stated in the attached Memorandum of Understanding ("MOU") and recommended that the City and the Union implement those agreements.

**SECTION 3:** MMA informed the City that it accepted the attached MOU.

**SECTION 4:** The City Council approves the MOU for Contract Year 2015-2017 between the City and the MMA attached as Exhibit "A," and incorporated by reference.

**SECTION 5:** The City Manager is authorized to execute the MOU on the City's behalf in a form approved by the City Attorney.

**SECTION 6:** This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

**SECTION 7:** The City Clerk will certify to the passage and adoption of this Resolution; will enter the same in the book of original Resolutions of said City; and will make a minute of the passage and adoption thereof in the record of proceedings of the City Council of said City, in the minutes of the meeting at which the same is passed and adopted.

PASSED, AND ADOPTED this 7th day of October 2015.

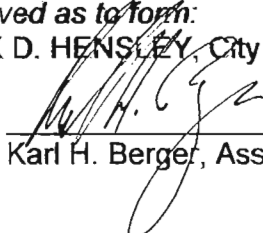
---

Peter Chan  
Mayor, City of Monterey Park

ATTEST:

\_\_\_\_\_  
Vincent Chang, City Clerk

*Approved as to form:*  
MARK D. HENSLEY, City Attorney

By: \_\_\_\_\_  
Karl H. Berger, Assistant City Attorney



**MEMORANDUM OF UNDERSTANDING**  
**between**  
**THE CITY OF MONTEREY PARK, CALIFORNIA**  
**and**  
**THE MONTEREY PARK MID - MANAGEMENT ASSOCIATION**

**July 1, 2015 – June 30, 2017**

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between  
THE CITY OF MONTEREY PARK, CALIFORNIA  
and  
THE MONTEREY PARK MID - MANAGEMENT ASSOCIATION

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**MEMORANDUM OF UNDERSTANDING**  
**between**  
**THE CITY OF MONTEREY PARK, CALIFORNIA**  
**and**  
**THE MONTEREY PARK MID - MANAGEMENT ASSOCIATION**

**July 1, 2015 – June 30, 2017**

**PREAMBLE**

This memorandum has been prepared in accordance with the California Government Code (Section 3500 et seq.). The City of Monterey Park, California, hereinafter referred to as the “City”, and the Monterey Park Mid-Management Association, hereinafter also referred to as the “Association” or “Recognized Employee Organization,” have reached this Memorandum of Understanding pursuant to meeting and conferring in good faith.

**ARTICLE 1: SCOPE OF MEMORANDUM OF UNDERSTANDING**

It is the intent and purpose of this Memorandum to assure sound and mutually beneficial working and economic relations between the parties hereto to provide an orderly and peaceful means of resolving any misunderstandings or differences which may arise, and to set forth herein the basic and full agreement between the parties concerning wages, hours of employment, and other conditions of employment.

**ARTICLE 2: RECOGNITION**

The City hereby acknowledges the Monterey Park Mid-Management Association as the representative for the Mid-Management employees of the City of Monterey Park, California, for the purpose of meeting and conferring in good faith regarding wages, hours, and other terms and conditions of employment.

This Memorandum shall cover all Mid-Management employees as outlined in Addendum A.

**ARTICLE 3: CITY RESPONSIBILITIES AND RIGHTS**

- A. To ensure that the City is able to carry out its statutory functions and responsibilities, the following matters will not be subject to the terms of this Memorandum but shall be within the exclusive discretion of the City: to select and determine the number and types of employees required; to assign work to employees in accordance with the requirements determined by the City; to establish and change work schedules and assignments; to hire, transfer, and to promote or to lay off employees for lack of work and for all other legitimate reasons; to suspend, discipline, or discharge employees for just cause; to expand or diminish services; to subcontract for any work or



operations; to determine and change methods of operations; to determine and change, at its sole discretion, the number of locations, relocations and types of operations and the processes and materials to be employed.

- B. Except in emergencies, or where the City is required to make changes in its operations because of the requirements of law, whenever the exercise of management's rights shall impact on employees of the bargaining unit, the City agrees to meet and confer with representatives of the Association, upon request by the Association, regarding the impact of the exercise of such rights, unless the matter of the exercise of such rights is provided for in this Memorandum of Understanding, Personnel Rules and Regulations or Salary Resolutions.

#### **ARTICLE 4: EMPLOYEE AND/OR EMPLOYEE REPRESENTATIVES**

- A. During the life of this Memorandum, all employees, as described above in Article 2, shall have the right to join the Monterey Park Mid-Management Association, or to refuse or refrain from joining said organization.
- B. Subject to Section F, below, members of the Association may, by any reasonable method, select four (4) employee members to meet and confer with the City Representative Committee or other management officials on subjects within the scope of representation during the regular duty or work hours, without loss of time, provided:
  - 1. That no employee representative shall leave duty, work station or assignment without specific approval by an authorized departmental management official.
  - 2. That any such meeting is subject to scheduling by an authorized departmental management official so as to avoid interference with, or interruption of, assigned work schedules or work performance.
- C. The City will deduct dues and/or initiation fees from those employees who voluntarily sign and have submitted to the City the necessary authorization cards.
- D. Deductions, as authorized in writing by the employee, shall be deducted from earned wages on each payday of each month. The City shall forward to the Monterey Park Mid-Management Association, at each pay period, all dues and/or initiation fees deducted from the employees.
- E. Representatives of the Association, after permission by the Department Director or his/her designated representatives may enter City properties for the sole purpose of transacting business of the Recognized Employee Organization; provided, however, that such business does not interfere with the work or training of the employees or City operations. If, however, said parties are not available, then permission must be obtained from the City Manager or his/her designated representative.

- F. Pursuant to Government Code Section 3505.3, the City shall allow a reasonable number of City employee representatives of the Association reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the City on matters within the scope of representation. Therefore, the parties agree that no more than four (4) Association representatives shall be deemed a reasonable number of representatives that shall be provided reasonable time off to engage in the meet and confer process with representatives of the City. However, the Department Director(s) or his/her designee(s) has authorization to deny use of release time by any Association representative when, in the sole judgment of the Department Director(s), release of the representative(s) may reasonably be expected to cause or contribute to an unreasonable delay in the provision of services on behalf of the Department.
- G. Release of representatives of the Association to participate in non-meet and confer activities of the Association, such as grievance representation and participation in Association meetings during scheduled work hours shall be governed by the release rules and regulations set forth in paragraph F, above. However, City representatives may confine non-meet and confer related release time to less than four (4) Association representatives. The number of employees to be released in such circumstances shall be at the sole discretion of the City representative.
- H. Any Association representative validly participating in Association activities during the employee's scheduled hours of work shall suffer no deduction in compensation as a result of participation in the Association activities. However, participation in Association activities shall not be considered as time worked and shall not entitle any Association representatives to overtime or other compensation in excess of that regularly paid to the employee.
- I. A written list of the Officers of the Association and the Employee Representatives shall be furnished to the Director of Human Resources and Risk Management immediately after their designation and the Association shall notify the Director of Human Resources and Risk Management promptly in writing of any changes of such Officers or Representatives.

## **ARTICLE 5: COMMUNICATIONS**

Space shall be provided on City bulletin boards for the posting of the following notices of immediate concern to the employee organization members including, but not limited to, the following:

- 1. Association recreational and social activities.
- 2. Association election notices and results.
- 3. Association meetings and events.

**ARTICLE 6: CONTINUED PERFORMANCE OF  
CITY SERVICES AND OPERATIONS**

- A. The Association hereby agrees that during the term of this Memorandum, the employees of the City, as set forth in Article 2, Addendum A, the officers and/or agents of the Association shall not engage in, encourage, sanction, support, authorize, or suggest any work stoppages, strikes, boycotts, slowdowns, mass resignations, mass absenteeism, picketing, or any other intentional interference of work of the City.
- B. In the event any employee, or employees, participates in any such activities as set forth above, the Association shall notify such employee, or employees so engaged, to cease and desist from such activities and shall instruct said person, or persons, to return to their normal work assignment and duties.
- C. The employee, or employees, participating in such activities as set forth in Sections A and B above shall be subject to disciplinary action by the City, including suspension or discharge, in accordance with the City's Personnel Rules and Regulations.

**ARTICLE 7: GRIEVANCE PROCEDURE**

Except as modified herein, the Grievance Procedure shall be governed by Personnel Rule XV, Disciplinary Proceedings, Sec. 6, Grievances, which is outlined as follows:

The presentation and hearing of all employee grievances shall be governed by the following rules:

- A. A grievance shall be defined as an alleged violation of a specific provision of this Memorandum of Understanding, the City Personnel Rules and Regulations, or of the Rules and Regulations validly propagated by any department within the City, or State Law governing conditions of employment. The grievance procedure shall not be utilized by an employee to contest the content of a performance evaluation, verbal or written reprimands, or other documentation regarding the employee's work performance, which is not defined as "disciplinary action" by Rule XV of the City Personnel Rules and Regulations.  
  
Discipline shall be imposed in such a manner as to not violate the FLSA as regards "exempt" employees.
- B. All grievances shall be filed in writing with the immediate supervisor of the person aggrieved within fifteen (15) calendar days after the employee knows, or in the exercise of reasonable diligence, would have known, of the occurrence in question.
- C. Written notice of disposition of the grievance shall be filed with the next higher administrative authority by the supervisor with whom the grievance was originally

filed. Such notice shall be filed within fifteen (15) calendar days of the original filing of the grievance.

- D. If satisfactory redress is not obtained by the employee from the immediate supervisor, the grievance may be appealed in writing through the normal administrative organization: that is, first to the Division Chief; second, the Department Director and third, the City Manager. In each case, a written notice of disposition must be forwarded to the grievant and to the next higher authority within fifteen (15) calendar days of receipt of the employee's written grievance.
- E. The City Manager shall be the final authority in all cases except those in which a violation of the Personnel Ordinance or Rules is alleged. The City Manager shall forward notice of disposition of such grievance to the grievant within fifteen (15) calendar days of receipt of the employee's written grievance.
- F. In the case of those grievances in which a violation of the Personnel Ordinance or Rules is alleged, an employee may appeal to the Personnel Board after the procedures set forth above have been exhausted.

Such appeals will be filed in writing with the Director of Human Resources and Risk Management who will cause them to be brought to the attention of the Board. The Board will review such appeals and determine whether an investigation and/or hearing should be held. This preliminary consideration of an appeal will not constitute a hearing by the Board. Within ten (10) calendar days after concluding a hearing pursuant to this section, the Personnel Board shall certify its findings and decision in writing to the City Council, to the City Manager, and to any other official from whose action the appeal is taken, and to the affected employee.

Recommendations by the Board for redress of grievances will be addressed to the City Manager and shall be advisory in nature.

## **ARTICLE 8: OVERTIME**

Except as modified herein, overtime for eligible non-exempt managers/supervisors shall be governed by Personnel Rule V. Compensation, Sec. 3 Overtime, Sec. 3a General Government Employees, which is outlined as follows:

- A. Work Period Defined - Work performed in excess of forty (40) hours per work period shall be classified as overtime work. A work period is a regular recurring period of 168 hours in the form of seven consecutive 24-hour periods.
  - 1. The work period for employees working a regular 5/40, Monday through Friday schedule begins on Saturday at 0001 hours and terminates at the end of the following Friday at midnight. Work performed during the work period includes vacation, sick leave, holiday, and compensatory time off, provided that they do not fall within a workday when work is actually performed. A

workday is a regular recurring period of eight hours within a twenty-four hour period. For shift workers, the work period shall be defined in such a manner as to comply with FLSA work period requirements.

2. The work period for employees working a “9/80” work schedule shall be defined in such a manner as to comply with FLSA work period requirements. The “9/80” schedule provides eighty (80) scheduled hours in a 14 day (two week) cycle where (1) one week the employee works four 9-hour workdays and one 8-hour workday, and (2) the subsequent week consists of four 9-hour workdays with one day off. The work period for FLSA overtime purposes shall be established as four hours into the shift of the eight-hour day and in such a manner that no consecutive seven-day (168 hour) period shall exceed forty (40) hours. Management shall maintain the right to schedule employees’ workdays, start and end times, and establish FLSA work periods.
- B. Overtime worked shall be compensated by either compensatory time off at a time requested by the employee, and agreed to by the Department Director, equal to one and one-half times the time worked, or by cash payment of one and one-half times the employee's regular hourly rate.
  - C. An employee required to work a scheduled or planned call back shall be credited with a minimum of two hours of work if the call back assignment requires less than two hours.
  - D. Accumulated compensatory time off in excess of forty (40) hours will be paid off in cash on the first payroll date following December 1 of each year.

#### **ARTICLE 9: ADMINISTRATIVE LEAVE**

- A. Administrative leave shall only be given to positions that are FLSA exempt and are, therefore, not eligible for overtime.
  - B. During the term of this agreement, FLSA exempt employees, who are regularly required to attend evening meetings or work additional hours, shall receive 40 hours of Administrative Leave, each July 1<sup>st</sup>, in addition to flex time for extraordinary assignments. Administrative Leave shall have no monetary value, nor shall it be carried over from one fiscal year to the next.
1. FLSA exempt employees who have been designated by their Department Director, with the approval of the City Manager, may receive an additional 16 hours each fiscal year of Administrative Leave. This additional Administrative Leave shall be granted utilizing the following criteria: employee is regularly required or expected to attend City Council, City Commission or other City related functions that occur after normal business hours and/or the Department Director determines that the employee is consistently required to work hours beyond the normal business hours to the

extent that the additional hours are justified.

2. Effective October 1, 2011, any current Administrative Leave hours shall be moved into a separate account and shall be subject to existing provisions for use and cash out upon retirement.
- C. The times during the fiscal year at which an employee may take his/her administrative leave shall be determined by the Department Director with due regard for the wishes of the employee and the needs of the service. Eligibility for this leave shall not be predicated upon first having all vacation and sick leave exhausted. Administrative leave may be utilized at any time during the fiscal year.
- D. Employees requesting to utilize their administrative leave shall complete a Leave of Absence request form and forward the approved form to payroll. The Management Services Department shall maintain records of accrued administrative leave hours and the Human Resources Department shall maintain records of FLSA exempt employees eligible to earn or utilize administrative leave time in conformity with the guidelines set forth within this Article.

#### **ARTICLE 10: VACATION**

- A. Accrual of, and eligibility to utilize, vacation shall commence upon date of employment.
- B. Effective September 30, 2012, earned vacation shall not be accumulated in excess of 500 hours. Any hours in the member's vacation account on September 30, 2012 in excess of 300 hours shall be placed in a separate bank for future use, (i.e.- actual vacation time, cash out, as authorized, or it may remain in the bank until the employee retires, with no requirement to use this time prior to using the employee's primary bank).
- C. It is the intent and purpose of this vacation policy that all unit members avail themselves of accrued vacation time in order to promote a safe and productive working environment. However, the parties do recognize that personal circumstances and/or the staffing requirements of any given department may periodically impact the ability of a unit member to utilize any or all of his/her annual vacation accrual. Therefore, it is the policy of the city that no unit member may accrue greater than 500 vacation hours. Upon accrual of 500 vacation hours after September 30, 2012, no unit member shall accrue any additional vacation hours nor be compensated for any vacation hours in excess of 500 unless and until utilization of accrued vacation time results in the employee's vacation account totaling less than 400 hours.
- D. In the event one or more municipal holidays fall within an annual vacation leave, such holidays shall not be charged as vacation leave.
- E. The times during the calendar year at which an employee may take his/her vacation



shall be determined by the Department Director with due regard for the wishes of the employee, the employee's accumulated vacation credits, and with particular regard for the needs of the service.

- F. At the sole discretion of the City Manager, special consideration may be given to an employee's written request to accumulate vacation credits in excess of the maximum allowable vacation balance of 500 hours. Only in exceptional circumstances shall an employee be allowed to exceed the maximum vacation accrual. Any approval to accrue in excess of the accrual cap requires a written request from the Department Director to the City Manager stating that the employee will not be authorized to utilize vacation prior to reaching the accrual cap because of Department staffing requirements.
- G. Basic Plan - Upon commencement of employment, vacation leave with pay shall be granted each regular employee at the rate of 80 hours each year.

Additional Vacation - Additional vacation leave with pay shall be granted each regular employee at the rate of 8 hours each year, beginning with the commencement of the employee's sixth (6th) anniversary. Maximum vacation per year (basic plan plus additional vacation days) is 200 hours.

#### **ARTICLE 11: SICK LEAVE**

- A. Sick leave with pay shall be granted to every full time employee (excluding a per diem or hourly employee) who has been continuously employed for a period of time in excess of 30 days. Such sick leave shall be granted by the appointing authority at any time after 30 days of employment at the rate of one workday for each full calendar month of continuous employment with the City, including time served in a probationary status.
- B. Sick leave shall not be considered as a privilege, which an employee may use at his/her discretion, but shall be allowed only in the case of necessity and actual sickness or disability incurred on or off the job.
- C. Sick leave shall be accumulated at the rate of 7.33 hours for each full month of service, or 88 hours per year. Effective October 1, 2011, for current employees, any existing sick leave balance shall be placed into a separate leave bank (Bank No. 1) and hours in that bank shall be subject to existing retirement cash out provisions described in paragraph H.1, H.2 and H.3 below.
1. Effective October 1, 2011, no unit member shall accrue sick leave in excess of 800 hours.
  2. Employees who retire with more than 10 total years of city service shall be eligible to "cash out" accrued sick leave in the "new" sick leave account at the rate of 10 hours for each one year (12 full months) of city service. City



service, for the purposes of determining how many hours an employee would be eligible to cash out, shall be calculated beginning with October 1, 2011.

- D. Concurrent with creation of Bank No. 1 above, there shall be created a second sick bank (Bank No. 2) that shall have a balance of zero (0) at its inception. Sick hours accumulated on or after October 1, 2011 shall be deposited in Bank No. 2 but, as indicated above, in no case shall said accumulation in Bank No. 2 exceed 800 hours.
- E. Sick usage shall first be deducted from Bank No. 2.
- F. In order to receive compensation while absent on sick leave, the employee shall notify his/her immediate supervisor, or the Director of Human Resources and Risk Management, prior to the time set for the beginning of his/her daily duties or as specified by the Director of his/her department. A supervisor may require an employee to submit a physician's statement of illness or other satisfactory verification of illness after three days absence for illness. Following three (3) days of absence, a supervisor may require of the employee that they submit a health care provider's certificate indicating they are capable of returning to duty.
- G. The City Manager may, at any time, in order to receive further information with respect to the competency of the employee to perform his/her job duties, require such employee to submit to a medical examination, either physical or mental, at the expense of the City.

Refusal of an employee to submit to such medical examination will constitute insubordination and grounds for disciplinary action.

- H. Sick Leave Reimbursement Plan – Subject to the changes described in paragraph D above, the City shall continue the plan for reimbursement of the unused balance of accrued sick leave earned prior to October 1, 2011, in the following manner:

SICK LEAVE BANK NO. 1:

- 1. Upon service or disability retirement of an employee, the City will pay to the employee an amount equal to 50% of the individual employee's accumulated sick leave account in Bank No. 1. In addition, the City contracts with PERS for the Sick Leave Credit option.
  - a. Upon death of an employee prior to retirement, the City will pay to the employee's designated beneficiary, an amount equal to 50% of the employee's accumulated sick leave balance in Bank No. 1

SICK LEAVE BANK NO. 2:

- 2. Effective October 1, 2011, sick leave for all bargaining unit members shall be “capped” at 800 hours in Sick Leave Bank No. 2. Employees who retire with

more than 10 total years of city service shall be eligible to “cash out” accrued sick leave in the “new” sick leave account at the rate of 10 hours for each one year (12 full months) of city service. City service, for the purposes of determining how many hours an employee would be eligible to cash out, shall be calculated beginning with October 1, 2011.

3. Effective July 1, 2000, upon voluntary resignation, the City will pay to the employee an amount equal to 25% of the employee's accumulated sick leave balance, provided that the employee's sick leave utilization rate has not exceeded 33% of the annual accrual rate in the preceding five years, excluding sick leave hours cashed out pursuant to the provisions of this MOU, utilized for donations or membership in the Catastrophic Leave Bank.
- I. Catastrophic Leave Bank. Effective July 1, 2005, all regular employees covered by this Agreement will be enrolled in the Catastrophic Leave Bank as described in Administrative Policy 30-10. The City will annually contribute eight (8) hours of sick leave on behalf of each eligible employee. Probationary employees are not eligible for participation in the Catastrophic Leave Bank program, but will be enrolled upon completion of probation.

#### **ARTICLE 12: CASH OUT OF ACCRUED LEAVE**

Association members may elect to annually, during any fiscal year, cash out up to one hundred twenty (120) hours per year of either vacation, sick, and holiday leave or a combination thereof. Sick leave eligible for cash out shall be from Sick Leave Bank No. 1, as described in Article 11 above. Hours accumulated in Sick Leave Bank No. 2 shall not be eligible for an annual cash out.

Cash out of accrued time shall be at the employee's option. Requests for cash out are to be submitted in a manner prescribed by the City.

#### **ARTICLE 13: BEREAVEMENT LEAVE**

- A. Each employee covered by this agreement may be granted bereavement leave at the discretion of the employee's Department Director whenever death occurs to a member of the employee's immediate family. Bereavement leave may not exceed three (3) working days, however, if travel outside the State of California, or within the State of California, but extending beyond a distance of 300 miles from Monterey Park is necessary, bereavement leave may be extended to a total of five (5) working days. Bereavement Leave shall be charged to a separate, paid leave account.
- B. Immediate family, for the purpose of bereavement leave, shall include: spouse, father, father-in-law, mother, mother-in-law, child, stepchild, grandparents, grandchildren, brother or sister of the employee.

#### **ARTICLE 14: FAMILY SICK LEAVE**

- A. An employee with regular status may be granted emergency sick leave or family sick leave at the discretion of the employee's Department Director whenever serious illness or injury occurs to a member of the employee's immediate family.
- B. Emergency and family sick leave will be charged to sick leave.
- C. Immediate family, for the purpose of emergency or family sick leave, shall be defined as in Article 13 - Bereavement Leave.
- D. Serious illness, for the purpose of emergency sick leave, shall be defined as an emergency situation, in that the family member - injured or ill - requires hospitalization and/or immediate medical attention and treatment by a physician. The employee is expected to make suitable arrangements for the care of the injured or ill family member as soon as practicable following the actual emergency.
- E. Family illness shall be defined as a situation which requires an employee to take care of a family member who is ill or has a scheduled appointment with a health care professional.
- F. Should the need for family leave under the terms of this Article exceed six working days per occurrence, the employee shall make application for leave under authority of the Family and Medical Leave Act (FMLA) and any continued approval for leave shall be governed by provisions contained therein.
- G. In order to receive compensation while absent on family or emergency sick leave, the employee shall receive verbal approval from their Department Director or her/his authorized representative.
- H. In the event that an employee has less than six accumulated sick leave days, family sick leave can be granted only to the extent of the employee's accumulated sick leave account balance.

#### **ARTICLE 15: MILITARY LEAVE**

Military Leave of Absence shall be granted in accordance with provisions of the City of Monterey Park's Personnel System Rules and Regulations, Administrative Policy 30-14 and as defined in Section 395 et. seq. of the Military and Veteran's Code of the State of California.

An employee who is granted either a temporary military leave or other military leave while serving a probationary period must complete the remainder of the probationary period upon his reinstatement. The leave period will not reduce the length of the probationary period or offset any portion of the probationary period.

## **ARTICLE 16: JURY DUTY**

- A. An employee of the City who is required to participate as a juror or required to participate in the jury selection process, shall be paid up to and including ten (10) days of salary and benefits during each fiscal year while engaged in such activities. Compensation shall extend beyond ten (10) days only upon provision to the City of a certified court document showing that trial counsel and/or the court estimated the trial for which an employee has been selected as a juror, to be of ten (10) or less days in duration.
- B. Under such circumstances, the employee shall receive his/her regular salary while on such leave, provided that the employee remits to the City any payments or fees received as a witness. The employee shall be allowed leave with pay during the period of such service. While the employee is receiving his/her salary, any court or State jury fees, exclusive of mileage reimbursement, shall be remitted to the City by the employee.
- C. The employee shall advise the Director of Human Resources and Risk Management upon receiving a court order to appear for the initial examination as a prospective juror or subsequently to serve as a juror. The granting of such leave with pay shall be subject to the approval of the City Manager.

## **ARTICLE 17: LEAVE OF ABSENCE**

Leave of Absence shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 4, Leave of Absence, of the Personnel Rules and Regulations of the City of Monterey Park which is outlined as follows:

- A. The City Manager may grant a regular employee leave of absence without pay for a period not to exceed ninety (90) days.
- B. No such leave shall be granted except upon written request of the employee.
- C. Approval shall be in writing and a copy filed with the Director of Human Resources and Risk Management.
- D. The City Council may grant a regular employee leave of absence without pay for a period not to exceed one year.
- E. Upon expiration of a regularly approved leave, or within a reasonable period of time after notice to return to duty, the employee shall be reinstated to the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration, or within a reasonable time after notice to return to duty shall be cause for discharge.

## **ARTICLE 18: HOLIDAYS**

- A. Municipal offices, including the Library, and with the exception of the Police and Fire Department facilities, shall be closed on the following holidays:

|                                                    |                  |                        |
|----------------------------------------------------|------------------|------------------------|
| New Year's Day                                     | Labor Day        | Day after Thanksgiving |
| Washington's Birthday<br>Third Monday in February  | Veteran's Day    | Christmas Eve Day      |
| Martin Luther King, Jr.<br>Third Monday in January | Independence Day | Christmas Day          |
| Memorial Day<br>Last Monday in May                 | Thanksgiving Day | New Year's Eve Day     |

Represented employees shall receive one floating holiday. Holiday hours shall be accrued during the pay period in which the holiday occurs.

All designated holidays are nine (9) hours in duration and employees will receive nine hours credit in the employee's holiday bank, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours as described in the following paragraph.

Effective April 1, 2014, members shall be afforded thirteen (13) holidays. One floating holiday will be eliminated in exchange for the City implementing holidays capped at nine (9) hours credit. Any employees working a shift in excess of nine hours will use their vacation or holiday leave balance to account for their full shift for a holiday.

- B. The employee shall be subject to two (2) separate holiday accumulation banks, each of which shall consist only of floating holidays. The first holiday bank (Bank No. 1) shall consist of those floating and/or minimum staff day holidays not utilized during the fiscal year 1992/93, and the total number of holidays accrued on or before June 19, 1993. The number of holidays contained within this Bank No. 1 shall not increase.
- C. The maximum "holiday" accrual shall be sixty (60) hours. Effective upon implementation of this MOU, the maximum "holiday" accrual shall be eighty hours.
- D. Holiday usage may be deducted from either of the above two (2) banks.
- E. Library employees, who are required to work a Saturday on a three-day weekend, in order to keep the Library open, shall accrue compensatory time off for actual time worked at a straight time rate.
- F. Only those employees who hold probationary or regular appointments shall receive compensation for legal holidays. However, employees holding probationary or regular appointments must be on paid status on both the workday prior to, and the workday following the holiday, in order to receive compensation for the holiday. An

employee on vacation, sick leave, or other paid leave of absence is considered to be in a paid status and, therefore, would receive compensation for the holiday.

Employees who are regularly scheduled to work on a holiday or who are assigned to work on a holiday because of a foreseeable City need for their services, shall receive time and one-half payment for the holiday worked and accrue nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours (i.e., Special Event requirements, parades, etc.). Refer to Article 9, Section C above for employees who are required to work Emergency Call Back.

Should a holiday fall on an employee's regularly scheduled day off, that employee shall receive nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours subject to the maximum accrual provisions of this Article.

#### **ARTICLE 19: AUTHORIZATION TO UTILIZE PAID LEAVE TIME**

Each unit member's Department Director or his/her designee shall have sole discretion to approve or deny an employee's request to take paid leave time off (i.e. vacations, etc.). The Department Director's determination shall be based upon the service needs of the City and the leave request may be denied by the Department Director if he/she determines that utilization of leave time off will or may have a negative effect on provision of services.

#### **ARTICLE 20: ACTING ASSIGNMENTS**

Acting assignments shall be filled in the following manner (to the extent that this Article is inconsistent with the City Personnel Rules, this Article shall prevail):

- A. Need for Acting Assignments - To assure the orderly performance and continuance of municipal services, the City may be required to temporarily upgrade employees on acting basis to positions of a higher classification. For the purposes of this Article, it is understood that acting assignments may be required in order to temporarily fill position classification vacancies, which may exist for any of the following reasons:
1. A position classification is permanently vacant and is scheduled to be filled by a regular full-time employee and a limited period of time is required in order to proceed with and complete the normal appointment procedure.
  2. A position classification is temporarily vacant although, permanently filled, because the regular employee is on an approved paid or unpaid leave of absence.

It is not the intent of the City to circumvent or avoid the normal employment or promotion process and therefore, the City shall make every possible and reasonable



effort to fill vacancies in a most expeditious manner and to keep the need for such acting assignments to a minimum.

- B. Selection for Acting Assignments - The selection of an employee for acting assignments shall be at the sole discretion of the Department Director or his/her designee, taking into consideration the requirements of the position to be filled and the qualifications, job performance, and seniority of those employees eligible for the acting assignment. No persons shall be appointed to an acting assignment either when on probation or into a position classification more than one class level above his or her regular class in those instances where such an assignment would result in the acting employee being in a supervisory position in relation to an employee who is regularly the acting employee's supervisor. If a person is appointed to an acting assignment in a position classification more than one class level above his or her regular class and if during the term of said acting assignment, the vacant class level immediately below the acting position is filled, then the acting assignment shall terminate with the employee being restored to his/her regular position.
- C. Pay for Acting Assignments - Acting pay shall be authorized when an employee is acting in a higher level position commencing with the start of the thirtieth consecutive working day that the employee is acting in the higher level position and paid retroactively to the first day of the acting assignment. Acting pay shall be authorized at Step 1 of the position classification to which the acting assignment is made, provided that Step 1 is at least 5% higher than the base salary of the employee's regular assignment. If Step 1 is less than 5% greater, the acting appointment will be made at the first step which is greater than 5%, but is less than 10% above the base salary. No changes in employee benefits shall be granted to employees in acting assignments.
- D. Status of Employee in Acting Assignment - Time served in an acting assignment shall not be credited towards completion of a probationary test period in the acting position. Time served in an acting position shall not alter the employee's anniversary date. If the acting employee would have been eligible for a merit increase had the acting appointment not been made, the employee shall remain eligible for such merit increase with the employee's performance in both the regular and acting positions being considered.
- E. Duration of Acting Assignment - Absent exigent circumstances, a position in the competitive service shall not be filled in an acting capacity for more than six (6) consecutive months. The City shall meet and consult with the Association prior to any extension of an acting appointment beyond six months and at mutually agreeable intervals thereafter, during continuation of the acting assignment.



## **ARTICLE 21: BILINGUAL PAY**

Association members who are capable of speaking, interpreting and, on an occasional or sporadic basis, providing limited general translation for routine correspondence (i.e., constituent letters, resident suggestions/complaints, newspaper articles, etc.) in a foreign language, as deemed useful by the City, shall receive \$50.00 per month bilingual skill pay in addition to his/her regular salary.

The City shall establish qualifying tests to determine bilingual capability and certification. Employees who become eligible for bilingual pay may be required to recertify their eligibility every four years.

To be eligible for bilingual pay, the employee must routinely and regularly use his/her translation and interpretation skills in the performance of his/her regular duties that includes customer service and public contact. Should the employee's duties change such that the use of bilingual skills is no longer required, the bilingual skill pay shall cease. Eligibility for bilingual skill pay is subject to the approval of the Department Director and Human Resources Director and their decision is not subject to appeal. Further, the number of employees to be approved as qualified to translate in any language shall be at the sole discretion of the City and such determination is not subject to any appeal.

## **ARTICLE 22: UNIFORM ALLOWANCE**

- A. Regular Employees - Employees who are required to wear uniforms, and who receive a full clothing issue pursuant to section B of this Article, will be paid an annual uniform allowance of \$175.00 in payments. These payments of \$43.75 will be made during the months of January, April, July, and October. Effective January 2008, the annual uniform allowance shall be increased to \$300.00 per year. Payments of \$75.00 shall be made in the months designated above.
1. Personnel assigned to the Auto Shop, who are required to wear a uniform, shall not receive a uniform allowance but, in lieu, uniforms will be provided and maintained through a uniform service vendor. Selection of uniform service vendor and uniform articles shall be at the sole discretion of the City.
  2. Employees receiving uniform allowance payments may elect to use either a Uniform Service Provider or receive store "credit". Any change is to be coordinated with the Management Services Department and approved by the Department Director and the Director of Human Resources/Risk Management.
- B. Probationary Employees - A probationary employee assigned to the Water, Parks or Maintenance Service Department and who is required to wear a uniform, will be provided with the full clothing issue (5 uniforms and 1 jacket) at the time of his/her appointment. A probationary employee assigned to the Police Department and who is provided a uniform will be provided with the full clothing issue as issued other

police civilian personnel as per the Police Department's uniform policy and as approved by the City Manager.

If the employee leaves, either voluntarily or involuntarily during the twelve-month probationary period, \$175.00 will be deducted from his/her final paycheck to reimburse the City for the initial clothing issue or uniform allowance.

After the employee has completed twelve (12) months of service, the employee will then be entitled to receive the next quarterly clothing allowance.

- C. Uniform Replacement - An employee who damages or destroys his/her uniform while performing City services shall be reimbursed for the replacement cost of the uniform. This provision shall not be applicable to normal wear and tear of the uniform, nor shall it be applicable to items of a personal nature (non-uniform clothing, jewelry, watches, wallets, eyeglasses, etc.). An employee shall give the damaged or destroyed uniform to a supervisor prior to being authorized replacement cost.
- D. An employee terminating from City service will retain uniform items. However, the City identification patches shall be removed by the employee and turned in to the appropriate Department Director or Division Manager.
- E. Optional Clothing - Hats are not a required item of the uniform except where the Division or Department requires safety hard hats. However, an employee who is not required to wear a safety helmet may purchase and wear a poplin brimmed hat of a color to blend with his/her uniform.
- F. Safety Boots - Employees whose position requires safety boots, per OSHA regulations, will be provided with one pair of safety boots per fiscal year. The City shall select the vendor and the quality of the boots to be provided. Safety boots will be available on August 1st of each fiscal year. The maximum annual allowance for purchase of appropriate safety boots is \$225.00.

In cases where the nature of the employee's duty assignment causes exceptional wear, the Department Director may, in his/her sole discretion, authorize the replacement of one pair of safety boots or one pair of uniform issue shoes. In no case shall an employee receive more than three pairs of safety boots or one additional pair of uniform shoes in any 24-month period.

## **ARTICLE 23: HEALTH INSURANCE**

### **A. MEDICAL INSURANCE**

- 1. Effective November 1, 2012, the City agrees to increase the medical contribution from \$790 to \$840 per month and effective July 1, 2013 the City agrees to increase the medical contribution from \$840 to \$875 per month. This shall be referred to as the "medical insurance payment cap."

2015-2016: Beginning the first eligible month after this MOU is approved by City Council, the City shall contribute an additional \$75.00 per month for medical contribution, i.e. from \$875 to \$950 per month.

2016-2017: Beginning July 1, 2016, the City shall contribute an additional \$50.00 per month for medical contribution, i.e. from \$950 to \$1000 per month.

2. The City shall provide a \$300.00 payment per month for an employee who waives city-paid medical coverage and can provide proof that they are enrolled as a dependent on a non-City employee's health insurance plan. Enrollment onto, and withdrawal from, City-paid medical is subject to the medical provider's policies.
3. Should the cost of the minimum available "employee only" premium for medical insurance coverage exceed the medical insurance payment cap, the City shall pay the full amount of the "employee only" premium for coverage. The employee shall pay the amount of the insurance premium for dependent coverage that exceeds the medical insurance payment cap.
4. For bargaining unit members hired prior to January 1, 2012, the City agrees to pay \$355.00 toward the monthly premium of each retired employee who has retired under the Public Employees' Retirement System or the Massachusetts Mutual Retirement Plan. This shall be referred to as the "retired employee medical insurance payment cap." The City also agrees to pay the full cost, up to the retired employee medical insurance payment cap, of a retired employee's premium for the plan which supplements and coordinates with Medicare. Should the premium for the minimum available "retired employee only" premium for medical insurance exceed the retired employee medical insurance payment cap, the City shall pay the full amount of the "retired employee only" premium coverage. The retired employee shall pay the amount of the insurance premium for dependent coverage that exceeds the retired employee medical insurance payment cap.
  - a. Effective January 1, 2007, the "retired employee medical insurance payment cap" for MMA retirees who retired with 20 or more years of service with the City shall be \$435.00 per month.

#### B. DENTAL INSURANCE

Beginning the first eligible month after this MOU is approved by City Council, the City shall pay a maximum total monthly amount up to \$65.00 toward the premium for dental insurance for each eligible employee and all eligible dependents. The employee shall pay the amount of the total insurance premium that exceeds \$65.00 per month.

Effective July 1, 2016, the City shall pay a maximum total monthly amount up to \$70.00 toward the premium for dental insurance for each eligible employee and all eligible dependents. The employee shall pay the amount of the total insurance premium that exceeds \$70.00 per month.

C. VISION INSURANCE

Employees covered under the provisions of this MOU shall be eligible for the City's Vision insurance plan. Coverage shall be for the employee only and the City shall pay the full cost of the premium. The plan design shall be: examination, frame and lenses every 12 months. Deductible shall be \$10.00/exam and \$20.00/frame and lenses.

1. Effective January 1, 2008, an employee's dependents are eligible for enrollment in the vision plan provided under this MOU. The City shall commence contribution of up to a maximum of \$20.00 per month for an employee's vision coverage. Enrollment of dependents is voluntary, but if an employee elects to enroll dependents, then all eligible dependents must be enrolled ("eligible dependents" is defined as any and all dependents enrolled on an employee's medical or dental plan).

D. LIFE INSURANCE

1. The City shall provide every employee with a \$50,000 life insurance policy.
2. Each employee may purchase additional insurance. Any premium cost for the additional life insurance shall be paid solely by the employee. The City shall provide a program offered to employees which allows purchase of supplemental life insurance amounts in \$10,000 increments up to the lesser of \$300,000 or three (3) times the employee's salary.

E. LONG TERM DISABILITY INSURANCE

Effective July 1, 1991 the City shall pay the full premium for long term disability insurance.

**ARTICLE 24: PERS CONTRIBUTION**

- A. Effective October 1, 2011, all association members will pay 100% of the full 8% employee's share of the CalPERS retirement contribution.

**ARTICLE 25: RETIREMENT BENEFITS**

Association members shall be eligible for the following retirement benefits:

- A. For employees hired prior to the adoption of the CalPERS contract amendment in 2011, retirement benefits will be provided by a combination plan through the Public Employees' Retirement System (PERS) and the Massachusetts Mutual Life Insurance Company. Effective January 1, 2013, the City shall provide to newly hired employees, the PERS retirement formula known as 2% @ 62 with the average of the three (3) highest consecutive years of compensation. Employees hired prior to December 30, 2013, as determined by PEPPRA shall be considered classic PERS employees whose retirement formula is known as the "2.7% at Age 55 Plan.", one (1) year final compensation (12 highest paid consecutive highest months/Section 20042).
1. Retirement benefits for service on and after April 3, 1976 will be provided by the Public Employees' Retirement System, except for employees who were age 55 or over on April 3, 1976.
  2. Retirement benefits for service prior to April 3, 1976 will be provided by the Massachusetts Mutual Life Insurance Company. All employees who were age 55 or over on April 3, 1976 will be excluded from enrollment into the Public Employees' Retirement System and will receive retirement benefits for all approved service through Massachusetts Mutual Life Insurance Company.
- B. The 1959 Survivor's Benefit – Effective October 7, 2000, the City shall provide Level 4 Survivor's Benefit. Any resultant CalPERS cost increase designated as constituting "employee" costs for this benefit shall be borne by the employee.
- C. Credit for Unused Sick Leave (Government Code Section 20965.)
- D. One (1) year final compensation (Government Code Section 20042) for employees hired prior to January 1, 2013 and average of the three (3) consecutive highest years for employees hired after said date.
- E. Effective November 1, 2003, Military Service Credit as Public Service (Government Code Section 21024).
- F. Effective January 9, 2010, Pre-Retirement Option 2W Death Benefit.

## **ARTICLE 26: EDUCATIONAL ENROLLMENT COST REIMBURSEMENT**

- A. Effective July 1, 2015 educational costs shall be limited to two thousand five hundred dollars (\$2,500) annually per unit member for eligible reimbursement expenses as defined within this Article. Tuition fee reimbursement is established at California State University - Los Angeles rates. Enrollment cost reimbursement is subject to approval by both the Department Director and Director of Human Resources and Risk Management. In rendering a reimbursement determination, the Department Director and Director of Human Resources and Risk Management shall consider whether or not the course(s) for which reimbursement is sought is related to the

employee's then existing principal duties and the availability of funds for reimbursement purposes. No employee shall be entitled to reimbursement unless pre-course enrollment written authorization for reimbursement is received from the Department Director and Director of Human Resources and Risk Management. The reimbursement eligibility determinations described herein are not subject to any administrative or judicial appeal procedure and the decision of the Department Director and Director of Human Resources and Risk Management shall be final.

- B. An employee must have completed their initial probationary period to be eligible for Educational Cost Reimbursement under this Article.
- C. An employee who separates from City service within 12 months of receiving educational cost reimbursement shall reimburse the City the full amount of educational cost reimbursement that he/she received in the preceding 12-month period.
- D. Educational cost reimbursement shall be provided for tuition fees for college-level courses in an accredited academic institution only, as determined by the Director of Human Resources and Risk Management.
- E. An employee will be reimbursed up to seventy-five dollars (\$75.00) for books required for six units or less, and two hundred dollars (\$200.00) for seven units or more taken during a semester (or equivalent enrollment period). Reimbursement shall only be for books required for the approved course(s). All requests for reimbursement shall be accompanied by valid receipts.

#### **ARTICLE 27: SALARIES**

- A. Salaries of represented employees shall be adjusted in the following manner:
  - a. Effective January 1, 2015, City Hall shall re-open Fridays as an 8 hour work day, implement a 9/80 work schedule and a 40 hour weekly work schedule will be restored.
  - b. Current salary ranges for represented employees are reflected in Attachment A, and are incorporated herein by this reference.
  - c. 2015-2016: There shall be no salary adjustment in the first year of the MOU. However, each unit member shall receive one lump sum payment equal to 3% of his/her current annual salary on the first pay period following City Council approval of the MOU.
  - d. 2016-2017: If the below described economic threshold/fiscal safety net formula is achieved on December 15, 2016, as determined by the issued CAFR's Report, unit members shall receive a 3% retroactive cash payment for the months of July 2016 through December 2016 and a 3% salary adjustment forward beginning with the first pay period after January 1, 2017.



- e. If the economic threshold is not achieved, a 3% cash payment will be effective the first pay period after January 1, 2017 for the second year of the contract or the 12 months of July 2106 through June 2017.

B. Economic Threshold/Fiscal Safety Net Formula

1. Conditions

A. Permit & Impact Fee Condition

The City must receive \$700,000.00 or more in building permit and impact fees from any combination of five major projects that are identified in Addendum B and which are described as the AG Hotel, the Marriott Hotel, the Double Tree Hotel, the Market Place-Home Depot and the Towne Center. Fees from any other “New” or “Major” development will count towards the \$700,000 goal. (“New” development will be defined as a project submitted for entitlement after the City Council’s approval of the proposed 2015-2017 MOU; “Major” development will be defined as any annual tax generating commercial project(s) of greater than 10,000 square feet that is projected to generate a net increase of \$100,000 annually for the City). The City must receive \$700,000.00 or more in building permit and impact fees from any combination of these five major projects or other “New” or “Major” developments as defined above on or before December 15, 2016.

The projected building permit and impact fees that the City is expected to receive for each of the five projects is set forth in Addendum B and shall be referred to as the “Base Building Permit and Impact Fee” for each respective project. In the event the City Council approves a reduction of the “Base Building Permit and Impact Fee” for any of the five major projects, the City will calculate the percentage by which the “Base Building Permit and Impact Fee” was reduced. The single greatest percentage reduction, if any, for any of the five major projects shall then be applied to the \$700,000.00 “trigger.” For example, if the City Council approves a reduction of the “Base Building Permit and Impact Fee” for four of the projects by 5% and approves a reduction of the “Base Building Permit and Impact Fee” of the fifth project by 10%, a 10% reduction will be applied to the \$700,000.00 permit fee trigger, thus reducing the permit fee trigger to \$630,000.00.

B. Safety Net Condition

The combined negative variance (revenues are less than budget projections and/or expenditures exceed budget authorization) to the General Fund shall not exceed \$450,000.00 during fiscal year 2015-2016. Revenue measurement shall exclude one-time receivables such as state repayments, residual distributions, and revenues from permit fees. Expenditures shall exclude capital improvements, transfers out, and expenses related to the above Base Building Permit and Impact Fees. All other



expenditures, such as a reduction in revenue and/or increase in expenditures due to state or federal action, natural disaster, liabilities, or other expenditures, shall be included in this calculation.

2. Impact of Conditions on Salary Increases

A. Conversion to Cash Payment

The above salary increases are conditional based on the “Base Building Permit and Impact Fee” and “Safety Net” conditions. If the conditions are not met, the respective salary increase will be converted to a lump sum cash payment based on the employee’s annual salary, as described above, unless the City grants a salary increase to other employees.

B. Effect of City Granting Salary Increases

Notwithstanding the conditions set forth above, if the City waives the economic threshold/fiscal safety net for the safety units in December 2015 through June 2016 and awards a 3% raise versus a scheduled lump sum cash payment, the economic threshold/fiscal safety net mechanism for the Mid-Management Association as outlined when the CAFR Report is issued in December 2016, the economic threshold/fiscal safety net formula would be removed from consideration and at the 18 month mark of the contract, or January 2017, MMA members would receive a 3% lump sum cash payment going back to July 1, 2016 and a 3% raise going forward starting the first payroll cycle in January 2017. This applies only to the second year of the contract at or around the first payroll cycle after January 1, 2017. The first year of the contract will reflect only a 3% lump sum cash payment regardless of other circumstances.

B. Effect of City Granting Salary Increases

Notwithstanding the conditions set forth above, if the City waives the economic threshold/fiscal safety net for the safety units in December 2015 through June 2016 and awards a 3% raise versus a scheduled lump sum cash payment, the economic threshold/fiscal safety net mechanism for the Mid-Management Association as outlined when the CAFR Report is issued in December 2016, the economic threshold/fiscal safety net formula would be removed from consideration and at the 18 month mark of the contract, or January 2017, the Mid-Management Association members would receive a 3% lump sum cash payment retroactively to July 1, 2016 and a 3% raise going forward starting the first payroll cycle in January 2017. This applies only to the second year of the contract at or around the first payroll cycle after January 1, 2017. The first year of the contract will reflect only a 3% lump sum cash payment regardless of other circumstances.

C. 10 STEP SYSTEM

There shall be approximately 2.5% between each step of steps 1 through 9 and approximately 5% between steps 9 and 10. Advancement within the ten-step salary range shall be subject to the terms and conditions as set forth herein:

1. Except as modified herein, all other existing rules governing salary step increases and performance ratings shall remain as provided for in Municipal Code Chapter 2.36.050 - Step Increase and 2.36.060 - Performance Rating System for Employees.
2. Municipal Code Section 2.36.050 (6), Step Increase, based upon prior practices, shall be interpreted as follows: Any employee receiving an unsatisfactory rating report under the performance rating system set forth in Section 2.36.060 shall be rated once each calendar month thereafter. The receipt by any employee of three consecutive unsatisfactory performance ratings shall be grounds for disciplinary action up to and including dismissal.
3. Advancement between steps may occur at intervals of no less than one year. Recommendations for step increases or denial of step increases must be accompanied by a performance evaluation to substantiate performance. No multiple step increases may be granted. Performance evaluations and consideration of merit adjustments shall be due annually on the employee's anniversary of the probationary appointment to his/her position classification. Nothing in this Article shall prevent a supervisor from exercising management rights to suspend, reduce, demote, layoff, or terminate for cause an employee in accordance with City Personnel Rule XIII - Changes in Employment Status, or Rule XIV - Separation from Service, or Rule XV - Disciplinary Proceedings.
4. Advancement from step 1 through step 5 shall be contingent upon receiving "meets standards" performance evaluations or better. Advancement above step 5 and through step 9 shall be contingent upon receiving "exceeds standards" performance evaluations or better.
5. Advancement to step 10 is both temporary and conditional upon achieving "outstanding" performance as determined by rules set forth by the City Manager. Sustained placement at step 10 of the range is not guaranteed, but must be earned on an annual basis. Failure to achieve "outstanding" performance ratings in a succeeding year shall result in the employee's salary being returned to step 9.
6. Step 10 Changes: If the step 10 policy is revised with any other general employee association, the MMA shall share the results of those revisions.

E. Longevity Pay: Effective the first full pay period after July 1, 2015, each unit

member who has 25 years or more of continuous service with the City shall receive longevity pay of \$200.00 per month. Longevity Pay shall be included in the first pay period each month.

- F. Physical Well-Being Allowance: Effective the first full pay period after July 1, 2015, the City shall pay each unit member \$20.00 per month as a Physical Well-Being Allowance or reimbursement for the unit member's enrollment, membership or participation in gym memberships, recreational activity classes, weight loss programs, etc. The unit member must provide proof of enrollment, membership or participation in such classes or programs by producing receipts or invoices, which shall be approved by the Department Director and Director of Human Resources and Risk Management before reimbursement will be issued.
- G. Educational/Certification Pay: Effective the first full pay period after July 1, 2015, the City shall make a payment to each unit member as Educational Incentive Pay in the following amounts:
- a. \$30.00 per month for Associate's degree from an accredited educational university;
  - b. \$60.00 per month for Bachelor's degree from an accredited educational university;
  - c. \$120 per month for a Master's degree from an accredited educational university;
  - d. \$50.00 per month for a Certified Municipal Clerk Certification;
  - e. \$50.00 per month for a Public Works Certificate through Citrus College;
  - f. \$120.00 per month for License for Agriculture Pest Control Advisor;
  - g. \$60.00 per month for Water DHS Certification for each certificate below level 3 either in distribution and/or treatment, and \$70.00 per month for each certification level 3 or higher in either distribution and/or treatment [up to four certifications total of any level of either distribution or treatment or any combination thereof];
  - h. \$50.00 per month for an Arborist License/Certificate.

All degrees, licenses, certificates and/or certifications shall be reviewed and approved by the Department Director and Director of Human Resources and Risk Management before the Educational/Certification Pay will be issued.

Each unit member is only eligible for the highest compensable Educational/Certification Pay, unless clearly noted. The foregoing items,

including the Auto Mechanic Certification Pay below, shall not be stacked or compiled such that the unit member is receiving multiple Educational/Certification pays. For example, if a unit member is receiving \$120.00 per month for a License for Agriculture Pest Control Advisor, he/she is not also entitled to a \$30.00 per month payment for an Associate Degree. His/her Educational/Certification Pay shall be capped at \$120.00 per month which reflects one Educational/Certification Pay.

H. Auto Mechanic Certification Pay:

1. The Equipment Maintenance Supervisor will be eligible for certification premium in the amount of \$40.00 per month for each ASE Automotive/Light Truck Certification up to a maximum of two (2) such certifications. The maximum certification pay under this subsection 1 is limited to \$80.00 per month.
2. Upon receipt by the Equipment Maintenance Supervisor of certification as an ASE-Certified "Master Automotive Technician," in lieu of the premium indicated in subsection 1 above, the individual so certified shall be eligible for certification premium in the amount of \$120.00 per month.

I. First Responder Standby - Qualified non-exempt employees of the Public Works Department or Parks Division of the Recreation & Parks Department may be assigned, at the discretion of the City, as First Responder Standby for after-hours emergency response. In addition to any additional reporting procedures established by the City, the following provisions shall apply to any individual assigned to First Responder Standby status:

1. First Responder Standby duty shall be assigned to no more than three (3) individuals City-wide (one of which shall be fully qualified to respond to water distribution incidents and one to water production incidents) for a period of seven (7) calendar days. The First Responder Standby schedule shall be determined at the sole discretion of the City.
2. An individual so assigned shall be compensated at the rate of \$25.00 per weekday (0001 hrs. Monday through 2400 hrs. Thursday) and \$45.00 per weekend day (0001 hrs. Friday through 2400 Sunday).
3. Should an employee be assigned First Responder Standby status on a City designated holiday (defined as the actual date of holiday), compensation shall be at the rate of \$50.00 per holiday.
4. While on First Responder Standby status, the assigned employee shall: carry a City provided cell phone and lap-top computer (if applicable); respond via telephone within five (5) minutes to any phone call; and report fit-for-duty to

the incident site within 25 minutes (no later than 45 minutes) following receipt of call-out information (or, if applicable, correct problem via computer). Failure to abide by the provisions of this subsection 4 will result in forfeiture of stand-by compensation for that 24-hour period and may result in removal from standby assignment and/or disciplinary action.

5. To be eligible for First Responder Standby assignment, an individual must be certified by the Public Works Maintenance Manager, Water Utility Manager and Parks Superintendent as:
  - a. Having adequate knowledge of: traffic control protocols; sewer, water and irrigation systems; and operation of designated equipment to effectively perform as a First Responder to after-hours emergency situations; and,
  - b. Residing in a geographic location that allows for a response time as designated in subsection 4 above.
6. The parties mutually agree that this program shall be formally evaluated annually. Said evaluation will include evaluation of the effectiveness of the program and such measurements as: a review of number of call-outs, response time, type of calls, ability of first responder to clear call without additional support, time to clear call, number of calls for additional support, response time for support personnel and any other measurements determined appropriate by the City.
7. The Association specifically acknowledges that the City maintains the sole and exclusive right to assign personnel to First Responder Standby and to determine the need for such assignment. Nothing contained in this Article 27, shall create a duty upon the City to assign individuals to First Responder Standby nor shall any individual have a right to be so assigned. The City agrees to meet and consult with the Association prior to any modification or termination of the First Responder Standby program.

#### **ARTICLE 28: PROBATIONARY PERIOD**

Employees who are newly hired or promoted shall serve a probationary period of twelve (12) months.

#### **ARTICLE 29: DUTY HOURS/ALTERNATIVE SCHEDULE**

Except as modified herein, duty hours shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 5, Hours of Work, of the Personnel Rules and Regulations of the City of Monterey Park, which is outlined as follows:

- A. Effective January 1, 2015, City Hall shall re-open Fridays as an 8 hour work day, implement a 9/80 work schedule and a 40 hour weekly work schedule will be restored.
- B. Any such assignments shall be based upon the needs of the Department and will be made at the sole discretion of the Department Director subject to approval of the City Manager.
- C. Department Directors shall have full latitude and authority to establish and/or change any individual's schedule depending on the needs of the Department.
- D. "Holidays" are defined as nine (9) hours in duration or if a holiday lands on a Friday, Saturday or Sunday the employees holiday bank shall be credited eight (8) hours..
- E. An employee will be required to utilize the exact number of hours associated with their schedule for any requested work shifts off (i.e., 9 hours for vacation, compensatory, sick, and/or holiday time).
- F. Individual employees may request to maintain a 5/40 schedule (i.e., Monday - Friday). The decision of the Department Director to grant or deny such a request is not subject to appeal or further review.

### **ARTICLE 30: DEFERRED COMPENSATION PLAN**

A deferred compensation plan will be made available to all members of the City of Monterey Park Mid-Management Association.

### **ARTICLE 31: PERSONNEL RULES AND REGULATIONS**

During the term of this agreement, both parties agree to meet and confer on the content and implementation of new and/or revised Personnel Rules and Regulations as needed.

The parties have met and conferred on the City's Layoff Policy and Alcohol and Drug Abuse Testing Policy. The parties agree that the City will implement both policies as administrative regulations. Upon completion of the Personnel Rules and Regulations, the above administrative regulations shall become part of the City Personnel Rules and Regulations. The parties agree that the above policies are not subject to meeting and conferring during the meet and confer session on the city Personnel Rules and Regulations.

### **ARTICLE 32: INDUSTRIAL INJURY**

All full time employees shall be allowed for each injury or illness, normal salary for the first day of absence to, and including, the last day of absence for a period not to exceed 120 calendar days that occur within a 36 month period.

If the employee is still receiving temporary disability payments after entitlement to industrial injury or illness leave is exhausted, the employee shall be placed on regular sick leave, vacation leave, or accumulated compensatory time off. While Temporarily Totally Disabled (TTD), the employee shall be entitled to use only so much of such other leave benefits (i.e. sick, vacation, comp, etc.), which, when added to temporary disability payments, provide for a normal full day's wage or salary.

However, regardless of an employee being in receipt of benefits pursuant to Labor Code Section 4650 et. seq., the City shall be authorized to make application for said employee's disability retirement in those instances where the employee is either permanent, stationary and incapacitated for the performance of his or her duties, or in the alternative, where there is not a reasonable medical certainty that the employee, although not permanent and stationary, will recover to the extent necessary to perform the essential duties of his/her position regardless of whether or not any form of paid leave remains in the employee's various paid leave accounts.

During the time frame that an employee is on full paid leave, the employee shall continue to accrue all fringe benefits with the exception of holidays.

Nothing herein shall prohibit an employee from requesting a leave of absence without pay from the City Council. Such leave is not guaranteed nor may it exceed beyond a period of one (1) year from date of injury.

The granting of industrial injury and illness leave may be withheld until the City has accepted the injury or illness as being an industrial accident or a compensable injury.

### **ARTICLE 33: UNIT DETERMINATION AND MODIFICATION**

#### **A. Policy and Standards for Determination of Appropriate Units**

The policy objectives in determining the appropriateness of units shall regard the effect of a proposed unit on: (1) efficient operations of the City and its compatibility with the primary responsibility of the City and its employees to effectively and economically serve the public, and on (2) providing employees with effective representation based on recognized community of interest considerations. These policy objectives require that the appropriate unit shall be the broadest feasible grouping of positions that share an identifiable community of interest. Factors to be considered shall be:

1. Similarity of the general kinds of work performed, types of qualifications required, and the general working conditions.



2. History of representation in the City and in similar employment; except however, that no unit shall be deemed to be an appropriate unit solely on the basis of the extent to which employees in the proposed unit have organized.
3. Consistency with the organizational patterns of the City.
4. Number of employees and classifications, and the effect on the administration of employer-employee relations because of the fragmentation of classifications and/or proliferation of units.
5. Effect on the classification structure and impact on the stability of the employer-employee relationship because of dividing a single or related classification among two or more units.

Notwithstanding the foregoing provisions of this Section, managerial, supervisory and confidential responsibilities, as defined in this Section, are determinative factors in establishing appropriate units hereunder. Therefore, such managerial, supervisory and confidential employees may not represent any employee organization that represents other employees and may not be represented by the same.

The Director of Human Resources and Risk Management shall, after notice to and consultation with affected employee organizations, allocate new classifications or positions, delete eliminated classifications or position, and retain, reallocate or delete modified classifications or positions, from units in accordance with the provisions of this Section.

The following definitions apply to this Section:

1. “Appropriate Unit” means a unit of employee classes or positions, established pursuant to this Section.
2. “Management Employee” means any employee having responsibility for formulating, administering or managing the implementation of City policies and programs.
3. “Supervisory Employee” means any employee having authority, in the interest of the City, to hire, suspend, layoff, recall, promote, discharge, assign, reward, or discipline other employees, or responsibility to direct them, or to adjust their grievances, or effectively to recommend such action if, in connection with the forgoing, the exercise of such authority is not of a merely routine or clerical nature, but requires the use of independent judgment.
4. “Confidential Employee” means any employee who assists and acts in a confidential capacity to person(s) who formulate, determine, and effectuate management policies in the field of employee relations and/or who has access

in the course and scope of employment to any information that is or may be utilized in formulating such management policies.

B. Procedure for Modification of Established Appropriate Units

1. Requests by employee organizations for modification of established appropriate units shall be considered by the Director of Human Resources and Risk Management. Such requests shall be submitted in the form of a Recognition Petition and, in addition to the requirements set forth in Municipal Code Section 2.32.050, shall contain a complete statement of all relevant facts and citations in support of the proposed modified unit in terms of the policies and standards set forth in Section A of this Article. Any Association request for modification to its unit shall be limited to a two (2) week window period annually to be determined by the Director of Human Resources and Risk Management with reasonable notice to the Association. The Director of Human Resources and Risk Management shall process such petition as recognition petitions are processed under this Chapter.
2. The Director of Human Resources and Risk Management may, on his/her own motion, propose that an established unit be modified. The Director of Human Resources and Risk Management shall give written notice of the proposed modification(s) to any affected employee organization. Any affected employee organization may, within seven (7) calendar days after service of notice, request a meeting with the Director of Human Resources and Risk Management by which to contest the proposal(s). Not later than seven (7) calendar days after receipt of such request, the Director of Human Resources and Risk Management shall conduct such meeting at which time all affected employee organizations shall be heard. Thereafter, the Director of Human Resources and Risk Management shall determine the composition of the appropriate unit or units in accordance with Section A of this Article, and shall give written notice of such determination by depositing the same in the mail, addressed to the affected employee organizations. The Director of Human Resources and Risk Management's determination may be appealed as provided in paragraph 3 of this Section. However, if a unit is modified pursuant to the motion of the Director of Human Resources and Risk Management, employee organizations may thereafter file Recognition Petitions seeking to become the Exclusively Recognized Employee Organization for such new appropriate unit or units pursuant to Section 2.32.050 of the Municipal Code.

The "meeting" described herein shall be informal and shall consist of the participating employee organization providing verbal and/or written input regarding its position.

3. Appeals

An employee organization aggrieved by an appropriate unit determination of the Director of Human Resources and Risk Management pursuant to this Section may, within ten (10) calendar days of mailing by the Director of Human Resources and Risk Management of notice thereof, appeal such determination to the City Manager for final decision.

Appeals to the City Manager shall be filed in writing with the City Manager's Secretary and a copy shall be provided to the Director of Human Resources and Risk Management by the appellant. The written appeal shall be received by the City Manager's Secretary no later than ten (10) calendar days after the Director of Human Resources and Risk Management's decision was mailed.

A unit designated by the Director of Human Resources and Risk Management need not be "most appropriate," or "more appropriate," but need only be "appropriate." If "appropriate," then the City Manager shall affirm the decision of the Director of Human Resources and Risk Management. If not "appropriate," then the City Manager shall determine which unit is "appropriate."

An employee organization's appeal shall state the complete basis for the appeal and shall be confined to a determination of whether or not the unit resulting from the Director of Human Resources and Risk Management's decision was "appropriate" pursuant to the guidelines of Paragraph 1, above. The City Manager shall conduct the appeal hearing within fifteen (15) calendar days of receipt of the appeal and shall issue his/her written decision within fifteen (15) calendar days after conclusion of the hearing. The City Manager's decision shall be served upon the appellant(s) by depositing the same in the U.S. mail, and shall be administratively final and binding.

- 4 To the extent that any element of this Section is inconsistent with any other provision of this Chapter, the provisions of this Section shall prevail to the extent necessary to cause the Section to be operative.
- 5 Subsequent to this agreement, should the City and another association adopt a version of this Article 33 of the MOU that is different than that adopted by the City and the Association, the Association has the right to negotiate and adopt any such changes limited to this Article 33 and include them in this MOU.

#### **ARTICLE 34: WRITTEN NOTICES TO THE ASSOCIATION**

The City agrees to give written notice to the Association of all meetings of the City Council and/or the Personnel Board that would cover any terms or conditions of any employee covered by the terms of the Memorandum. Said notice will be delivered to either an employee representative or other member of the employee group within a reasonable period of time prior to any such meeting.

### **ARTICLE 35: GENERAL PROVISIONS**

- A. This Memorandum shall not in any way interfere with the obligations of the parties hereto to comply with the State and Federal laws, or of any rule, regulation, or order issued by such government authority pertaining to matters covered herein. If any provision, or provisions, of the Memorandum should be affected by State or Federal laws, or of any rule, regulation, or order issued by such governmental authority, or if any provision, or provisions, should be held invalid by a court of record, the remainder of the Memorandum shall not otherwise be affected thereby.
- B. The parties acknowledge that during the meeting and conferring in good faith, which resulted in this Memorandum, each had the unlimited right and opportunity to make demands and proposals with respect to any and all subjects or matters not removed by law from the area of meeting and conferring, and that the understanding and agreement arrived at by the parties after the exercise of that right and opportunity is set forth in this Memorandum.

Therefore, the City and the Association, for the life of this Memorandum, each voluntarily unqualifiedly waives the right, and each agrees, that the other party shall not be obligated to meet and confer with respect to any subject or matter referred to or covered in this Memorandum, or with respect to any subject or matter not specifically referred to or covered in this Memorandum, even though such subjects or matters may not have been within the knowledge or contemplation of either or both of the parties at the time they met and conferred or signed this Memorandum.

- C. The parties hereto agree to continue their long-standing policies in that there shall be no discrimination against any employee because of membership or non-membership in the Recognized Employee Organization, or because of race, color, creed, national origin, age, gender, legal disability, marital status, sexual orientation and political/union activity, provided that said provisions shall not result in the creation of more broad benefits than presently provided to unit members, nor shall said provisions result in additional funding of benefits.
- D. The parties hereto agree that this Memorandum cannot be modified, changed, and/or canceled in any way except by mutual consent of said parties in writing, or as set forth in Article 36.
- E. Subject to the agreements reflected in Side Letters #1- #4, incorporated by reference as Attachment B, this agreement constitutes the sole and entire existing agreement between the parties and supersedes all prior agreements, commitments, and practices.

### **ARTICLE 36: REOPENER**

The parties agree to meet to discuss the specific details of the Wellness Program to defined more the program by the beginning of the 2016-2017 fiscal year.

### **ARTICLE 37: TERM OF MEMORANDUM OF UNDERSTANDING**

The Memorandum of Understanding shall be in effect for a basic term commencing July 1, 2015 – June 30, 2017 and shall continue in effect from year-to-year thereafter, unless or until terminated. This Memorandum may be terminated as of the end of the initial term or any subsequent contract period by either party giving written notice to the other not less than sixty (60) calendar days prior to the termination date. Any amendment to this Memorandum, in order to be effective at the end of the basic term or any subsequent term, may be proposed by either party in a letter given to the other party at least sixty (60) calendar days prior to the end of the basic term, or subsequent term, and a conference shall be held within thirty (30) calendar days following the receipt of such notice. During such meeting-and-conferring, the Articles of the Memorandum shall continue in effect.

### **ARTICLE 38: CITY COUNCIL APPROVAL**

It is, however, the mutual understanding of all parties hereto that this Memorandum of Understanding is of no force or effect whatsoever unless or until ratified by the City Council of the City of Monterey Park.

IN WITNESS HEREOF, the parties hereto have caused this Memorandum of Understanding to be executed this 7<sup>th</sup> day of October, 2015.

#### **MONTEREY PARK MID-MANAGEMENT ASSOCIATION**

#### **CITY OF MONTEREY PARK**

By: \_\_\_\_\_  
Tim Shay, MMA President

By: \_\_\_\_\_  
Paul Talbot  
City Manager

By: \_\_\_\_\_  
Chris Arriola, Vice-President

By: \_\_\_\_\_  
Tom Cody, Director  
Human Resources & Risk Management

By: \_\_\_\_\_  
Cesar Vega, Member-at-large

By: \_\_\_\_\_  
Sandra Lee  
Human Resources Analyst



**ADDENDUM A**

**MID-MANAGEMENT 2015-2017 SALARY TABLE**

Effective 10/01/2012

| Job Classification                      | Range | Step 1 | Step 2 | Step 3 | Step 4 | Step 5 | Step 6 | Step 7 | Step 8 | Step 9 | Step 10 |
|-----------------------------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| Assistant City Engineer                 | 12    | 8,953  | 9,177  | 9,406  | 9,641  | 9,882  | 10,129 | 10,383 | 10,642 | 10,908 | 11,454  |
| Building Official                       | 8     | 7,892  | 8,089  | 8,291  | 8,498  | 8,711  | 8,929  | 9,152  | 9,381  | 9,615  | 10,096  |
| Building Trades Supervisor              | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Civil Engineering Associate             | 11    | 6,463  | 6,625  | 6,790  | 6,960  | 7,134  | 7,313  | 7,495  | 7,683  | 7,875  | 8,269   |
| Consumer Services Supervisor            | 2.5   | 6,070  | 6,221  | 6,377  | 6,536  | 6,700  | 6,867  | 7,039  | 7,215  | 7,395  | 7,765   |
| Deputy City Clerk                       | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Deputy Fire Marshal                     | 13    | 5,794  | 5,939  | 6,087  | 6,240  | 6,395  | 6,555  | 6,719  | 6,887  | 7,059  | 7,412   |
| Equipment Maintenance Supervisor        | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Housing Program & Grant Admin Coord     | 4     | 6,462  | 6,624  | 6,789  | 6,959  | 7,133  | 7,311  | 7,494  | 7,682  | 7,874  | 8,267   |
| Literacy Program Administrator          | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Parks Superintendent                    | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Park Supervisor                         | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Planning Manager                        | 9     | 8,563  | 8,777  | 8,997  | 9,221  | 9,452  | 9,688  | 9,931  | 10,179 | 10,433 | 10,955  |
| Police Records/Dispatch Comm Manager    | 6     | 7,102  | 7,280  | 7,462  | 7,648  | 7,839  | 8,035  | 8,236  | 8,442  | 8,653  | 9,086   |
| Principal Management Analyst            | 4     | 6,462  | 6,624  | 6,789  | 6,959  | 7,133  | 7,311  | 7,494  | 7,682  | 7,874  | 8,267   |
| Public Works Maintenance Manager        | 7     | 7,481  | 7,668  | 7,859  | 8,056  | 8,257  | 8,464  | 8,675  | 8,892  | 9,114  | 9,570   |
| Public Works Maintenance Supervisor     | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Recreation Superintendent               | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Recreation Superintendent/Senior Center | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Recreation Supervisor                   | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Redevelopment Project Manager           | 5     | 6,775  | 6,944  | 7,118  | 7,295  | 7,478  | 7,665  | 7,856  | 8,053  | 8,254  | 8,667   |
| Senior Accountant                       | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Senior Librarian                        | 1     | 5,692  | 5,834  | 5,980  | 6,130  | 6,283  | 6,440  | 6,601  | 6,766  | 6,935  | 7,282   |
| Special Events Manager                  | 2     | 5,927  | 6,075  | 6,227  | 6,383  | 6,542  | 6,706  | 6,873  | 7,045  | 7,221  | 7,582   |
| Support Services Manager                | 6.5   | 7,215  | 7,396  | 7,581  | 7,770  | 7,964  | 8,163  | 8,367  | 8,577  | 8,791  | 9,231   |
| Transportation Program Manager          | 3     | 6,182  | 6,336  | 6,495  | 6,657  | 6,823  | 6,994  | 7,169  | 7,348  | 7,532  | 7,908   |
| Water Distribution Supervisor           | 2.5   | 6,070  | 6,221  | 6,377  | 6,536  | 6,700  | 6,867  | 7,039  | 7,215  | 7,395  | 7,765   |
| Water Production Supervisor             | 2.5   | 6,070  | 6,221  | 6,377  | 6,536  | 6,700  | 6,867  | 7,039  | 7,215  | 7,395  | 7,765   |
| Water Utility Manager                   | 8.5   | 8,483  | 8,695  | 8,912  | 9,135  | 9,363  | 9,597  | 9,837  | 10,083 | 10,335 | 10,852  |



**Memorandum**

DATE: June 4, 2014

TO: Tom Cody, Director of Human Resources and Risk Management

FROM: Michael A. Huntley, Director of Community and Economic Development

RE: Major Project Schedule and Potential Building Permit Revenue

---

The following information is intended to provide the best estimation of projected Building Permit revenue for the five most significant projects currently being processed by the City. These five projects were selected since they will not only generate Building Permit revenue, but also potential property tax, sales tax and transient occupancy tax revenue to the city. It should be noted that some of the projects may generate one or more of the taxes mentioned above. Attached to this memorandum is a Project Schedule that identifies the projected timing of each project based on the most recently information provided by the applicants.

**AG HOTEL**

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 91,257 Sq. Ft. = \$18,251,400.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,658 Sq. Ft. = \$2,531,600.00  
Apartments-Type 111-BN-B Masonry@ \$130 per Sq. Ft. x 86,982 Sq. Ft. = \$11,307,660.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 1,488 Sq. Ft. = \$267,840.00  
Parking -Type 1-A/1-B @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 178,239 Sq. Ft. = \$623,836.50  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 14,146 Sq. Ft. = \$63,657.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 292,385 Sq. Ft. = \$876,155.00  
**Total Building Valuation: \$41,423,148.50**

**Building Permit Fee: \$456,297.00 (Based on the Building Valuation above)**

Strong Motion Tax: \$8,698.86  
State Green Fee: \$1,657.00  
Records Management Fees: \$41,423.15  
General Plan Revision: \$82,846.30  
Safety Impact: \$446,333.20  
Park Fee: \$192,385.00  
**Total: \$1,229,640.51**

**MARRIOTT HOTEL**

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 180,000 Sq. Ft. = \$36,000,000.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,000 Sq. Ft. = \$2,400,000.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 6,400 Sq. Ft.: \$1,152,000.00  
Parking-Type 1-A/1-B@ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 180,000 Sq. Ft. = \$630,000.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 18,400 Sq. Ft. = \$82,800.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 298,400 Sq. Ft. = \$895,200.00  
**Total Building Valuation: \$48,660,000.00**



**Building Permit Fee: \$583,733.00 (Based on Building Valuation above)**

Strong Motion Tax: \$10,218.60  
State Green Fee: \$1,947.00  
Records Management Fees: \$48,660.00  
General Plan Revision: \$97,320.00  
Safety Impact: \$460,288.00  
Park Fee: \$198,400.00  
**Total: \$1,400,566.60**

**DOUBLE TREE HOTEL**

Hotel- Type 1-A/1-8 @ \$200 per Sq. Ft. x 98,000 Sq. Ft. = \$19,600,000.00  
Restaurant- Type 1-A/1-8 @ \$200 per Sq. Ft. x 3,500 Sq. Ft. = \$700,000.00  
Retail -Type 1-A/1-8 @ \$180 per Sq. Ft. x 1,500 Sq. Ft. = \$270,000.00  
Parking -Type 1-A/1-8 @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 98,000 Sq. Ft. = \$343,000.00  
Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 5,000 Sq. Ft. = \$22,500.00  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 203,000 Sq. Ft. = \$609,000.00  
**Total Building Valuation: \$29,044,500.00**

**Building Permit: \$352,608.00 (Based on Building Valuation above)**

Strong Motion Tax: \$6,099.35  
State Green Fee: \$1,162.00  
Records Management Fees: \$29,044.50  
General Plan Revision: \$58,089.00  
Safety Impact: \$238,960.00  
Park Fee: \$103,000.00  
**Total: \$1,027,922.85**

**Market Place - HOME DEPOT (based on a previous estimate from 2012)**

Retail- Type 1-A/1-8@ \$180 per Sq. Ft. x 107,571 Sq. Ft. = \$19,362,780.00  
Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 107,571 Sq. Ft. = \$484,069.50  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 135,682 Sq. Ft. = \$407,046.00  
Garden Center- Type V@ \$130 per Sq. Ft. x 28,111 Sq. Ft. = \$3,654,430.00  
**Total Building Valuation: \$21,756,905.50**

**Building Permit Fee: \$320,889.00 (Based on Building Valuation above)**

Strong Motion Tax: \$5,698.45  
State Green Fee: \$1,086.00  
Records Management Fees: \$27,135.46  
General Plan Revision: \$54,270.91  
Safety Impact: \$314,712.64  
Park Fee: \$135,652.00  
**Total: \$859,426.46**

**Note:** The Market Place is an entitled 500,000 square foot regionally commercial shopping center including three development phases and numerous commercial, retail, service and restaurant uses. The Home Depot was selected because it is the major anchor for the new commercial shopping center; is committed to locate at the center; and is the farthest along with conceptual construction plans.

**TOWNE CENTER (based on previously built fees from original time of application)*****Residential Component:***

Apartments- Type 1-A/1-8@ \$150 per Sq. Ft. x 142,050 Sq. Ft. = \$21,307,500.00  
Residential Air Condition Equipment Valuation @ \$3.50 per Sq. Ft. x 142,050 Sq. Ft. = \$497,175.00  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 142,050 Sq. Ft. = \$426,150.00

Swimming Pools- Residential Pool@ \$70 per Sq. Ft. x 450Sq. Ft. = \$31,500.00

**Total Building Valuation: \$22,262,325.00**

**Building Permit Fee: \$268,406.00**

Strong Motion Tax: \$2,226.23

State Green Fee: \$891.00

Records Management Fees: \$22,262.33

General Plan Revision: \$44,524.65

Safety Impact: \$329,556.00

Park Fee: \$76,300.00

**Total: \$744,166.21**

***Commercial Component:***

Retail-Type I or II F.R. @ \$140 per Sq. Ft. x 78,583 Sq. Ft. = \$11,001,620.00  
Parking- Type I or II F.R. @ \$50 per Sq. Ft. x 249,772 Sq. Ft. = \$12,488,600.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 78,583 Sq. Ft. = \$353,623.50  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 328,355 Sq. Ft. = \$985,065.00

**Total Building Valuation: \$24,828,908.50**

**Building Permit Fee: \$134,585.00**

Strong Motion Tax: \$5,214.07

State Green Fee: N/A

Records Management Fees: \$24,828.91

General Plan Revision: \$49,657.82

Safety Impact: \$173,668.43

Park Fee: \$78,583.00

**Total: \$466,537.23**

**Note:** All of the above fee estimates are only for Building Permit and mandated impact fees. Electrical, Mechanical and Plumbing Permit and Plan Check fees are not included since they are based on a fixture count. All other City plan check/permit fees (e.g., Water Division, Public Works Department, Fire Department etc.), impact fees and outside agency fees are also not included in this estimate because they assess their fees individually as separate departments/agencies based on their review.

## **Project Time Line and Revenue Generation**

**Summary:** The following information is intended to provide the best estimation of when the following five projects will obtain Building Permits and the estimated revenue the projects will generate at the time the permit is issued. These five projects were selected since they will not only generate Building Permit fees, but increase property tax, sales tax, transient occupancy tax revenue to the city. It should be noted that some of the projects may generate one or more of the taxes mentioned above.

### **AG Hotel- 808 Garvey Avenue**

Entitlement Approval- May 2014 **(Approved)**

Construction Drawing Plan Check Submittal: January 2015 (8 months from Entitlement Approval)

Plan Check Processing -July 2015 (6 months for processing)

Building Permit Issuance- July 2015

### **Double Tree Hotel – 220 N. Atlantic Boulevard**

Entitlement Approval- September 2014 **(Pending)**

Construction Drawing Plan Check Submittal: May 2015 (8 months from Entitlement Approval)

Plan Check Processing- November 2015 (6 months for processing)

Building Permit Issuance- November 2015

### **Marriott Hotel- 521 N. Atlantic Boulevard**

Entitlement Approval- October 2014 **(Pending)**

Construction Drawing Plan Check Submittal: June 2015 (8 months from Entitlement Approval)

Plan Check Processing- December 2015 (6 months for processing)

Building Permit Issuance- December 2015

### **Monterey Market Place (Home Depot)**

Entitlement Approval – 2013 **(Approved)**

Construction Drawing Plan Check Submittal: May 2015 (8 months from closing escrow on the property)

Plan Check Processing – November 2015 (6 months for processing)

Building Permit Issuance- November 2015

### **Monterey Park Towne Centre**

Entitlement Approval- 2013 **(Approved)**

Construction Drawing Plan Check Submittal: December 2014

Plan Check Processing -June 2015 (6 months for processing)

Building Permit Issuance- June 2015

| Major Projects Time Line                                                                                                                                   |          |          |      |      |        |           |         |          |          |         |          |       |       |     |      |         |        |           |         |          |          |
|------------------------------------------------------------------------------------------------------------------------------------------------------------|----------|----------|------|------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|-----|------|---------|--------|-----------|---------|----------|----------|
| Year                                                                                                                                                       | 2013     | 2014     |      |      |        |           |         |          |          |         |          | 2015  |       |     |      |         |        |           |         |          |          |
| Month                                                                                                                                                      | April    | May      | June | July | August | September | October | November | December | January | February | March | April | May | June | July    | August | September | October | November | December |
| <b>AG Hotel</b><br>Entitlement<br>Approval<br>Construction Drawing Preparation<br>Plan Check Submittal/Processing<br>Bldg. Permit Issuance                 |          | Approved |      |      |        |           |         |          |          |         |          |       |       |     |      | Jul-15  |        |           |         |          |          |
| <b>Double Tree Hotel</b><br>Entitlement<br>Approval<br>Construction Drawing Preparation<br>Plan Check Submittal/Processing<br>Bldg. Permit Issuance        |          |          |      |      |        | Pending   |         |          |          |         |          |       |       |     |      |         |        |           |         | Nov-15   |          |
| <b>Marriott Hotel</b><br>Entitlement<br>Approval<br>Construction Drawing Preparation<br>Plan Check Submittal/Processing<br>Bldg. Permit Issuance           |          |          |      |      |        |           | Pending |          |          |         |          |       |       |     |      |         |        |           |         |          | Dec-15   |
| <b>Moaterey Market Place</b><br>Entitlement<br>Approval<br>Construction Drawing Preparation<br>Plan Check Submittal/Processing<br>Bldg. Permit Issuance    | Approved |          |      |      |        |           |         |          |          |         |          |       |       |     |      |         |        |           |         |          | Nov-15   |
| <b>Market Park Towne Centre</b><br>Entitlement<br>Approval<br>Construction Drawing Preparation<br>Plan Check Submittal/Processing<br>Bldg. Permit Issuance | Approved |          |      |      |        |           |         |          |          |         |          |       |       |     |      | June 15 |        |           |         |          |          |

**ATTACHMENT 4**  
**Monterey Park Confidential Employees'**  
**Association MOU and Resolution**

RESOLUTION NO. \_\_\_\_

**A RESOLUTION APPROVING THE MEMORANDUM OF UNDERSTANDING FOR CONTRACT YEAR 2015-2017 BETWEEN THE CITY OF MONTEREY PARK AND THE MONTEREY PARK CONFIDENTIAL EMPLOYEES ASSOCIATION.**

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

**SECTION 1:** The City, acting by and through its City Council appointed negotiation team, and representatives of the Monterey Park Confidential Employees Association (CEA), a duly recognized employee organization representing the City of Monterey Parks Confidential Employees, met and conferred in good faith and fully communicated and exchanged information concerning wages, retirement funding, hours, and the terms and conditions of employment for contract year 2015-2017.

**SECTION 2:** The appointed representatives of the parties agreed on certain matters as stated in the attached Memorandum of Understanding ("MOU") and recommended that the City and the Union implement those agreements.

**SECTION 3:** CEA informed the City that it accepted the attached MOU.

**SECTION 4:** The City Council approves the MOU for Contract Year 2015-2017 between the City and the CEA attached as Exhibit "A," and incorporated by reference.

**SECTION 5:** The City Manager is authorized to execute the MOU on the City's behalf in a form approved by the City Attorney.

**SECTION 6:** This Resolution will become effective immediately upon adoption and will remain effective unless repealed or superseded.

**SECTION 7:** The City Clerk will certify to the passage and adoption of this Resolution; will enter the same in the book of original Resolutions of said City; and will make a minute of the passage and adoption thereof in the record of proceedings of the City Council of said City, in the minutes of the meeting at which the same is passed and adopted.

PASSED, AND ADOPTED this 7th day of October 2015.

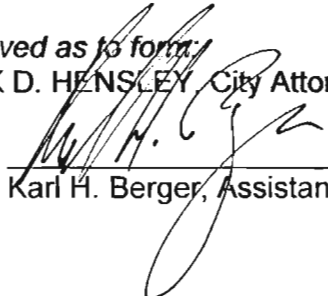
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Peter Chan  
Mayor, City of Monterey Park

ATTEST:

\_\_\_\_\_  
Vincent Chang, City Clerk

*Approved as to form:*  
MARK D. HENSLEY, City Attorney

By: \_\_\_\_\_  
Karl H. Berger, Assistant City Attorney





**MEMORANDUM OF UNDERSTANDING**  
**between**  
**THE CITY OF MONTEREY PARK, CALIFORNIA**  
**and**  
**THE MONTEREY PARK CONFIDENTIAL EMPLOYEES ASSOCIATION**

**July 1, 2015 – June 30, 2017**

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between  
THE CITY OF MONTEREY PARK, CALIFORNIA  
and  
THE MONTEREY PARK CONFIDENTIAL EMPLOYEES ASSOCIATION

July 1, 2015 – June 30, 2017

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**MEMORANDUM OF UNDERSTANDING**  
**between**  
**THE CITY OF MONTEREY PARK, CALIFORNIA**  
**and**  
**THE CONFIDENTIAL EMPLOYEES ASSOCIATION**

**TERM: July 1, 2015 – June 30, 2017**

**PREAMBLE**

This memorandum has been prepared in accordance with the California Government Code (Section 3500 et seq.). The City of Monterey Park, California, hereinafter referred to as the “City”, and the Monterey Park Confidential Employees Association, hereinafter also referred to as the “Association” or “Recognized Employee Organization,” have reached this Memorandum of Understanding pursuant to meeting and conferring in good faith.

**ARTICLE 1: SCOPE OF MEMORANDUM OF UNDERSTANDING**

It is the intent and purpose of this Memorandum to assure sound and mutually beneficial working and economic relations between the parties hereto to provide an orderly and peaceful means of resolving any misunderstandings or differences which may arise, and to set forth herein the basic and full agreement between the parties concerning wages, hours of employment, and other conditions of employment.

**ARTICLE 2: RECOGNITION**

The City hereby acknowledges the Monterey Park Confidential Employees Association as the representative for the Confidential employees of the City of Monterey Park, California, for the purpose of meeting and conferring in good faith regarding wages, hours, and other terms and conditions of employment.

This Memorandum shall cover all Confidential employees as outlined in Addendum A.

**ARTICLE 3: CITY RESPONSIBILITIES AND RIGHTS**

- A. To ensure that the City is able to carry out its statutory functions and responsibilities, the following matters will not be subject to the terms of this Memorandum but shall be within the exclusive discretion of the City: to select and determine the number and types of employees required; to assign work to employees in accordance with the requirements determined by the City; to establish and change work schedules and assignments; to hire, transfer, and to promote or to lay off employees for lack of work and for all other legitimate reasons; to suspend, discipline, or discharge employees

for just cause; to expand or diminish services; to subcontract for any work or operations; to determine and change methods of operations; to determine and change, at its sole discretion, the number of locations, relocations and types of operations and the processes and materials to be employed.

- B. Except in emergencies, or where the City is required to make changes in its operations because of the requirements of law, whenever the exercise of management's rights shall impact on employees of the bargaining unit, the City agrees to meet and confer with representatives of the Association, upon request by the Association, regarding the impact of the exercise of such rights, unless the matter of the exercise of such rights is provided for in this Memorandum of Understanding, Personnel Rules and Regulations or Salary Resolutions.

#### **ARTICLE 4: EMPLOYEE AND/OR EMPLOYEE REPRESENTATIVES**

- A. During the life of this Memorandum, all employees, as described above in Article 2, shall have the right to join the Monterey Park Confidential Employees Association, or to refuse or refrain from joining said organization.
- B. Subject to Section F, below, members of the Association may, by any reasonable method, select four (4) employee members to meet and confer with the City Representative Committee or other management officials on subjects within the scope of representation during the regular duty or work hours, without loss of time, provided:
  - 1. That no employee representative shall leave duty, work station or assignment without specific approval by an authorized departmental management official.
  - 2. That any such meeting is subject to scheduling by an authorized departmental management official so as to avoid interference with, or interruption of, assigned work schedules or work performance.
- C. The City will deduct dues and/or initiation fees from those employees who voluntarily sign and have submitted to the City the necessary authorization cards.
- D. Deductions, as authorized in writing by the employee, shall be deducted from earned wages on each payday of each month. The City shall forward to the Monterey Park Confidential Employees Association, at each pay period, all dues and/or initiation fees deducted from the employees.
- E. Representatives of the Association, after permission by the Department Director or his/her designated representatives may enter City properties for the sole purpose of transacting business of the Recognized Employee Organization; provided, however, that such business does not interfere with the work or training of the employees or

City operations. If, however, said parties are not available, then permission must be obtained from the City Manager or his/her designated representative.

- F. Pursuant to Government Code Section 3505.3, the City shall allow a reasonable number of City employee representatives of the Association reasonable time off without loss of compensation or other benefits when formally meeting and conferring with representatives of the City on matters within the scope of representation. Therefore, the parties agree that no more than four (4) Association representatives shall be deemed a reasonable number of representatives that shall be provided reasonable time off to engage in the meet and confer process with representatives of the City. However, the Department Director(s) or his/her designee(s) has authorization to deny use of release time by any Association representative when, in the sole judgment of the Department Director(s), release of the representative(s) may reasonably be expected to cause or contribute to an unreasonable delay in the provision of services on behalf of the Department.
- G. Release of representatives of the Association to participate in non-meet and confer activities of the Association, such as grievance representation and participation in Association meetings during scheduled work hours shall be governed by the release rules and regulations set forth in paragraph F, above. However, City representatives may confine non-meet and confer related release time to less than four (4) Association representatives. The number of employees to be released in such circumstances shall be at the sole discretion of the City representative.
- H. Any Association representative validly participating in Association activities during the employee's scheduled hours of work shall suffer no deduction in compensation as a result of participation in the Association activities. However, participation in Association activities shall not be considered as time worked and shall not entitle any Association representatives to overtime or other compensation in excess of that regularly paid to the employee.
- I. A written list of the Officers of the Association and the Employee Representatives shall be furnished to the Director of Human Resources and Risk Management immediately after their designation and the Association shall notify the Director of Human Resources and Risk Management promptly in writing of any changes of such Officers or Representatives.

## **ARTICLE 5: COMMUNICATIONS**

Space shall be provided on City bulletin boards for the posting of the following notices of immediate concern to the employee organization members including, but not limited to, the following:

1. Association recreational and social activities.
2. Association election notices and results.

3. Association meetings and events.

#### **ARTICLE 6: CONTINUED PERFORMANCE OF CITY SERVICES AND OPERATIONS**

- A. The Association hereby agrees that during the term of this Memorandum, the employees of the City, as set forth in Article 2, Addendum A, the officers and/or agents of the Association shall not engage in, encourage, sanction, support, authorize, or suggest any work stoppages, strikes, boycotts, slowdowns, mass resignations, mass absenteeism, picketing, or any other intentional interference of work of the City.
- B. In the event any employee, or employees, participate in any such activities as set forth above, the Association shall notify such employee, or employees so engaged, to cease and desist from such activities and shall instruct said person, or persons, to return to their normal work assignment and duties.
- C. The employee, or employees, participating in such activities as set forth in Sections A and B above shall be subject to disciplinary action by the City, including suspension or discharge, in accordance with the City's Personnel Rules and Regulations.

#### **ARTICLE 7: GRIEVANCE PROCEDURE**

Except as modified herein, the Grievance Procedure shall be governed by Personnel Rule XV, Disciplinary Proceedings, Sec. 6, Grievances, of the Personnel Rules and Regulations of the City of Monterey Park which is outlined as follows:

The presentation and hearing of all employee grievances shall be governed by the following rules:

- A. A grievance shall be defined as an alleged violation of a specific provision of this Memorandum of Understanding, the City Personnel Rules and Regulations, or of the Rules and Regulations validly propagated by any department within the City, or State Law governing conditions of employment. The grievance procedure shall not be utilized by an employee to contest the content of a performance evaluation, verbal or written reprimands or other documentation regarding the employee's work performance yet which is not defined as "disciplinary action" by Rule XV of the City Personnel Rules and Regulations.

Discipline shall be imposed in such a manner as to not violate the FLSA as regards "exempt" employees.

- B. All grievances shall be filed in writing with the immediate supervisor of the person aggrieved within fifteen (15) calendar days after the employee knows, or in the exercise of reasonable diligence, would have known, of the occurrence in question.



- C. Written notice of disposition of the grievance shall be filed with the next higher administrative authority by the supervisor with whom the grievance was originally filed. Such notice shall be filed within fifteen (15) calendar days of the original filing of the grievance.
- D. If satisfactory redress is not obtained by the employee from the immediate supervisor, the grievance may be appealed in writing through the normal administrative organization: that is, first to the Division Chief; second, the Department Director and third, the City Manager. In each case a written notice of disposition must be forwarded to the grievant and to the next higher authority within fifteen (15) calendar days of receipt of the employee's written grievance.
- E. The City Manager shall be the final authority in all cases except those in which a violation of the Personnel Ordinance or Rules is alleged. The City Manager shall forward notice of disposition of such grievance to the grievant within fifteen (15) calendar days of receipt of the employee's written grievance.
- F. In the case of those grievances in which a violation of the Personnel Ordinance or Rules is alleged, an employee may appeal to the Personnel Board after the procedures set forth above have been exhausted.

Such appeals will be filed in writing with the Director of Human Resources and Risk Management who will cause them to be brought to the attention of the Board. The Board will review such appeals and determine whether an investigation and/or hearing should be held. This preliminary consideration of an appeal will not constitute a hearing by the Board. Within ten (10) calendar days after concluding a hearing pursuant to this section, the Personnel Board shall certify its findings and decision in writing to the City Council, to the City Manager, and to any other official from whose action the appeal is taken, and to the affected employee.

Recommendations by the Board for redress of grievances will be addressed to the City Manager and shall be advisory in nature.

## **ARTICLE 8: OVERTIME**

Except as modified herein, overtime for eligible non-exempt managers/supervisors shall be governed by Personnel Rule V. Compensation, Sec. 3 Overtime, Sec. 3a General Government Employees, of the Personnel Rules and Regulations of the City of Monterey Park which is outlined as follows:

- A. Work Period Defined - Work performed in excess of forty (40) hours per work period shall be classified as overtime work. A work period is a regular recurring period of 168 hours in the form of seven consecutive 24-hour periods.
  - 1. The work period for employees working a regular 5/40, Monday through

Friday schedule begins on Saturday at 0001 hours and terminates at the end of the following Friday at midnight. Work performed during the work period includes vacation, sick leave, holiday, and compensatory time off, provided that they do not fall within a workday when work is actually performed. A workday is a regular recurring period of eight hours within a twenty-four hour period. For shift workers, the work period shall be defined in such a manner as to comply with FLSA work period requirements.

2. The work period for employees working a “9/80” work schedule shall be defined in such a manner as to comply with FLSA work period requirements. The “9/80” schedule provides 80) scheduled hours in a 14 day (two week) cycle where (1) one week the employee works four 9-hour work-days and one 8-hour work-day, and (2) the subsequent week consists of four 9-hour work-days with one day off. The work period for FLSA overtime purposes shall be established as four hours into the shift of the eight-hour day and in such a manner that no consecutive seven-day (168 hour) period shall exceed forty (40) hours. Management shall maintain the right to schedule employees’ workdays, start and end times, and establish FLSA work periods.
- B. Overtime worked shall be compensated by either compensatory time off at a time requested by the employee, and agreed to by the Department Director, equal to one and one-half times the time worked or by cash payment of one and one-half times the employee's regular hourly rate.
  - C. Accumulated compensatory time off in excess of forty (40) hours will be paid off in cash on the first payroll date following December 1 of each year.
  - D. Non-Exempt employees who are regularly scheduled to work on a holiday or who are assigned to work on a holiday because of a foreseeable City need for their services, shall receive time and one-half payment for the holiday worked and accrue eight (8) hours holiday time (i.e., Special Event requirements, parades, etc.). Exempt employees who are assigned to work on a holiday shall receive straight time pay in addition to accruing 8 hours holiday time.

#### **ARTICLE 9: ADMINISTRATIVE LEAVE**

- A. Administrative leave shall only be given to positions that are FLSA exempt and are, therefore, not eligible for overtime.
- B. During the term of this agreement, FLSA exempt employees who are regularly required to attend evening meetings or work additional hours shall receive forty (40) hours of Administrative Leave each July 1<sup>st</sup> in addition to flex time for extraordinary assignments. Administrative Leave shall have no monetary value, nor shall it be carried over from one fiscal year to the next.

1. FLSA exempt employees who have been designated by their Department Director, with the approval of the City Manager, may receive an additional 16 hours each fiscal year of Administrative Leave. This additional Administrative Leave shall be granted utilizing the following criteria: employee is regularly required or expected to attend City Council, City Commission or other City related functions that occur after normal business hours and/or the Department Director determines that the employee is consistently required to work hours beyond the normal business hours to the extent that the additional hours are justified.
  2. Any current Administrative Leave hours shall be moved into a separate account and shall be subject to existing provisions for use and cash out upon retirement.
- C. The times during the fiscal year at which an employee may take his/her administrative leave shall be determined by the Department Director with due regard for the wishes of the employee and the needs of the service. Eligibility for this leave shall not be predicated upon first having all vacation and sick leave exhausted. Administrative leave may be utilized at any time during the fiscal year.
- D. Employees requesting to utilize their administrative leave shall complete a Leave of Absence request form and forward the approved form to payroll. The Management Services Department shall maintain records of accrued administrative leave hours and the Human Resources Department shall maintain records of FLSA exempt employees eligible to earn or utilize administrative leave time in conformity with the guidelines set forth within this Article.

#### **ARTICLE 10: VACATION**

- A. Accrual of, and eligibility to utilize, vacation shall commence upon date of employment.
- B. Earned vacation shall not be accumulated in excess of 500 hours.
1. Effective September 30, 2012, any accumulated vacation in excess of 200 hours shall be placed into a second bank and no further accumulation shall accrue in that second bank.
- C. It is the intent and purpose of this vacation policy that all unit members avail themselves of accrued vacation time in order to promote a safe and productive working environment. However, the parties do recognize that personal circumstances and/or the staffing requirements of any given department may periodically impact the ability of a unit member to utilize any or all of his/her annual vacation accrual. Therefore, it is the policy of the city that no unit member may accrue greater than 500 vacation hours. Upon accrual of 500 vacation hours, no unit member shall accrue any additional vacation hours nor be compensated for any vacation hours in excess of 500 hours unless and until utilization of accrued vacation time results in the

employee's vacation account totaling less than 300 hours in their current vacation accrual bank.

- D. In the event one or more municipal holidays fall within an annual vacation leave, such holidays shall not be charged as vacation leave.
- E. The times during the calendar year at which an employee may take his/her vacation shall be determined by the Department Director with due regard for the wishes of the employee, the employee's accumulated vacation credits, and with particular regard for the needs of the service.
- F. At the sole discretion of the City Manager, special consideration may be given to an employee's written request to accumulate vacation credits in excess of the maximum allowable vacation balance of 500 hours. Only in exceptional circumstances shall an employee be allowed to exceed the maximum vacation accrual. Any approval to accrue in excess of the accrual cap requires a written request from the Department Director to the City Manager stating that the employee will not be authorized to utilize vacation prior to reaching the accrual cap because of Department staffing requirements.
- G. Basic Plan - Upon commencement of employment, vacation leave with pay shall be granted each regular employee at the rate of 80 hours each year.

Additional Vacation - Additional vacation leave with pay shall be granted each regular employee at the rate of 8 hours each year, beginning with the commencement of the employee's sixth (6th) anniversary. Maximum vacation per year (basic plan plus additional vacation days) is 200 hours.

#### **ARTICLE 11: SICK LEAVE**

- A. Sick leave with pay shall be granted to every full time employee (excluding a per diem or hourly employee) who has been continuously employed for a period of time in excess of 30 days. Such sick leave shall be granted by the appointing authority at any time after 30 days of employment at the rate of one workday for each full calendar month of continuous employment with the City, including time served in a probationary status.
- B. Sick leave shall not be considered as a privilege, which an employee may use at his/her discretion, but shall be allowed only in the case of necessity and actual sickness or disability incurred on or off the job.
- C. Sick leave shall be accumulated at the rate of 7.33 hours for each full month of service, or 88 hours per year. Effective October 1, 2011, for current employees, any existing sick leave balance shall be placed into a separate leave bank (Bank No. 1) and hours in that bank shall be subject to existing retirement cash out provisions

described in paragraph H.1, H.2 and H.3 below.

1. Effective October 1, 2011, no unit member shall accrue sick leave in excess of 800 hours.

Employees who retire with more than 10 total years of city service shall be eligible to “cash out” accrued sick leave in the “new” sick leave account at the rate of 10 hours for each one year (12 full months) of city service. City service, for the purposes of determining how many hours an employee would be eligible to cash out, shall be calculated beginning with October 1, 2011.

- D. Concurrent with creation of Bank No. 1 above, there shall be created a second sick bank (Bank No. 2) that shall have a balance of zero (0) at its inception. Sick hours accumulated on or after October 1, 2011 shall be deposited in Bank No. 2 but, as indicated above, in no case shall said accumulation in Bank No. 2 exceed 800 hours.
- E. Sick usage shall first be deducted from Bank No. 2.
- F. In order to receive compensation while absent on sick leave, the employee shall notify his/her immediate supervisor, or the Director of Human Resources and Risk Management, prior to the time set for the beginning of his/her daily duties or as specified by the Director of his/her department. A supervisor may require an employee to submit a physician's statement of illness or other satisfactory verification of illness after three days absence for illness. Following three (3) days of absence, a supervisor may require of the employee that they submit a health care provider's certificate indicating they are capable of returning to duty.
- G. The City Manager may, at any time, in order to receive further information with respect to the competency of the employee to perform his/her job duties, require such employee to submit to a medical examination, either physical or mental, at the expense of the City.

Refusal of an employee to submit to such medical examination will constitute insubordination and grounds for disciplinary action.

- H. Sick Leave Reimbursement Plan – Subject to the changes described in paragraph D above, the City shall continue the plan for reimbursement of the unused balance of accrued sick leave earned prior to October 1, 2011, in the following manner:

#### SICK LEAVE BANK NO. 1:

1. Upon service or disability retirement of an employee, the City will pay to the employee an amount equal to 50% of the individual employee's accumulated sick leave account in Bank No. 1. In addition, the City contracts with PERS for the Sick Leave Credit option.

- a. Upon death of an employee prior to retirement, the City will pay to the employee's designated beneficiary, an amount equal to 50% of the employee's accumulated sick leave balance in Bank No. 1.

#### SICK LEAVE BANK NO. 2:

2. Effective October 1, 2011, sick leave for all bargaining unit members shall be “capped” at 800 hours in Sick Leave Bank No. 2. Employees who retire with more than 10 total years of city service shall be eligible to “cash out” accrued sick leave in the “new” sick leave account at the rate of 10 hours for each one year (12 full months) of city service. City service, for the purposes of determining how many hours an employee would be eligible to cash out, shall be calculated beginning with October 1, 2011.
  3. Effective July 1, 2000, upon voluntary resignation, the City will pay to the employee an amount equal to 25% of the employee's accumulated sick leave balance, provided that the employee's sick leave utilization rate has not exceeded 33% of the annual accrual rate in the preceding five years, excluding sick leave hours cashed out pursuant to the provisions of this MOU, utilized for donations or membership in the Catastrophic Leave Bank.
- I. Catastrophic Leave Bank. All regular employees covered by this Agreement will be enrolled in the Catastrophic Leave Bank as described in Administrative Policy 30-10. The City will annually contribute eight (8) hours of sick leave on behalf of each eligible employee. Probationary employees are not eligible for participation in the Catastrophic Leave Bank program but will be enrolled upon completion of probation.

### **ARTICLE 12: CASH OUT OF ACCRUED LEAVE**

Association members may elect to annually, during any fiscal year, cash out up to one hundred twenty (120) hours per year of either vacation, sick, and holiday leave or a combination thereof. Sick leave eligible for cash out shall be from Sick Leave Bank No. 1, as described in Article 11 above. Hours accumulated in Sick Leave Bank No. 2 shall not be eligible for an annual cash out.

Cash out of accrued time shall be at the employee's option. Requests for cash out are to be submitted in a manner prescribed by the City.

### **ARTICLE 13: BEREAVEMENT LEAVE**

- A. Each employee covered by this agreement may be granted bereavement leave at the discretion of the employee's Department Director whenever death occurs to a member of the employee's immediate family. Bereavement leave may not exceed three (3) working days, however, if travel outside the State of California, or within the State of California, but extending beyond a distance of 300 miles from Monterey



Park is necessary, bereavement leave may be extended to a total of five (5) working days. Bereavement Leave shall be charged to a separate, paid leave account.

- B. Immediate family, for the purpose of bereavement leave, shall include: spouse, father, father-in-law, mother, mother-in-law, child, stepchild, grandparents, grandchildren, brother, brother-in-law, sister or sister-in-law of the employee.

#### **ARTICLE 14: FAMILY SICK LEAVE**

- A. An employee with regular status may be granted emergency sick leave or family sick leave at the discretion of the employee's Department Director whenever serious illness or injury occurs to a member of the employee's immediate family.
- B. Emergency and family sick leave will be charged to sick leave.
- C. Immediate family, for the purpose of emergency or family sick leave, shall be defined as in Article 13 - Bereavement Leave.
- D. Serious illness, for the purpose of emergency sick leave, shall be defined as an emergency situation, in that the family member - injured or ill - requires hospitalization and/or immediate medical attention and treatment by a physician. The employee is expected to make suitable arrangements for the care of the injured or ill family member as soon as practicable following the actual emergency.
- E. Family illness shall be defined as a situation which requires an employee to take care of a family member who is ill or has a scheduled appointment with a health care professional.
- F. Should the need for family leave under the terms of this Article exceed six working days per occurrence, the employee shall make application for leave under authority of the Family and Medical Leave Act (FMLA) and any continued approval for leave shall be governed by provisions contained therein.
- G. In order to receive compensation while absent on family or emergency sick leave, the employee shall receive verbal approval from their Department Director or her/his authorized representative.
- H. In the event that an employee has less than six accumulated sick leave days, family sick leave can be granted only to the extent of the employee's accumulated sick leave account balance.

#### **ARTICLE 15: MILITARY LEAVE**

Military Leave of Absence shall be granted in accordance with provisions of the City of Monterey Park's Personnel System Rules and Regulations, Administrative Policy 30-14 and



as defined in Section 395 et. seq. of the Military and Veteran's Code of the State of California.

An employee who is granted either a temporary military leave or other military leave while serving a probationary period must complete the remainder of the probationary period upon his reinstatement. The leave period will not reduce the length of the probationary period or offset any portion of the probationary period.

#### **ARTICLE 16: JURY DUTY**

- A. An employee of the City who is required to participate as a juror or required to participate in the jury selection process, shall be paid up to and including ten (10) days of salary and benefits during each fiscal year while engaged in such activities. Compensation shall extend beyond ten (10) days only upon provision to the City of a certified court document showing that trial counsel and/or the court estimated the trial for which an employee has been selected as a juror, to be of ten (10) or less days in duration.
- B. Under such circumstances, the employee shall receive his/her regular salary while on such leave, provided that the employee remits to the City any payments or fees received as a witness. The employee shall be allowed leave with pay during the period of such service. While the employee is receiving his/her salary, any court or State jury fees, exclusive of mileage reimbursement, shall be remitted to the City by the employee.
- C. The employee shall advise the Director of Human Resources and Risk Management upon receiving a court order to appear for the initial examination as a prospective juror or subsequently to serve as a juror. The granting of such leave with pay shall be subject to the approval of the City Manager.

#### **ARTICLE 17: LEAVE OF ABSENCE**

Leave of Absence shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 4, Leave of Absence, of the Personnel Rules and Regulations of the City of Monterey Park which is outlined as follows:

- A. The City Manager may grant a regular employee leave of absence without pay for a period not to exceed ninety (90) days.
- B. No such leave shall be granted except upon written request of the employee.
- C. Approval shall be in writing and a copy filed with the Director of Human Resources and Risk Management.
- D. The City Council may grant a regular employee leave of absence without pay for a

period not to exceed one year.

- E. Upon expiration of a regularly approved leave, or within a reasonable period of time after notice to return to duty, the employee shall be reinstated to the position held at the time leave was granted. Failure on the part of an employee on leave to report promptly at its expiration, or within a reasonable time after notice to return to duty shall be cause for discharge.

#### **ARTICLE 18: HOLIDAYS**

- A. Municipal offices, including the Library, and with the exception of the Police and Fire Department facilities, shall be closed on the following holidays:

|                                                    |                  |                        |
|----------------------------------------------------|------------------|------------------------|
| New Year's Day                                     | Labor Day        | Day after Thanksgiving |
| Washington's Birthday<br>Third Monday in February  | Veteran's Day    | Christmas Eve Day      |
| Martin Luther King, Jr.<br>Third Monday in January | Independence Day | Christmas Day          |
| Memorial Day<br>Last Monday in May                 | Thanksgiving Day | New Year's Eve Day     |

Represented employees shall receive one floating holiday. Holiday hours shall be accrued during the pay period in which the holiday occurs.

All designated holidays are nine (9) hours in duration and employees will receive nine hours credit in the employee's holiday bank, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours as described in the following paragraph.

Effective April 1, 2014, member shall be afforded thirteen (13) holidays. One floating holiday will be eliminated in exchange for the City implementing holidays capped at nine hours credit. Any employees working a shift in excess of nine hours will use their vacation or holiday leave balance to account for their full shift for a holiday.

"Holidays" are defined as nine (9) hours in duration or if a holiday lands on a Saturday or Sunday the employees holiday bank shall be credited eight (8) hours.

- B. The employee shall be subject to two (2) separate holiday accumulation banks, each of which shall consist only of floating holidays. The first holiday bank (Bank No. 1) shall consist of those floating and/or minimum staff day holidays not utilized during the fiscal year 1992/93, and the total number of holidays accrued on or before June 19, 1993. The number of holidays contained within this Bank No. 1 shall not increase.
- C. The maximum "holiday" accrual shall be eighty (80) hours.

- E. Holiday usage may be deducted from either of the above two (2) banks.
- F. Only those employees who hold probationary or regular appointments shall receive compensation for legal holidays. However, employees holding probationary or regular appointments must be on paid status on both the workday prior to, and the workday following the holiday, in order to receive compensation for the holiday. An employee on vacation, sick leave, or other paid leave of absence is considered to be in a paid status and, therefore, would receive compensation for the holiday.

Employees who are regularly scheduled to work on a holiday or who are assigned to work on a holiday because of a foreseeable City need for their services, shall receive time and one-half payment for the holiday worked and accrue nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours (i.e., Special Event requirements, parades, etc.). Refer to Article 9, Section C above for employees who are required to work Emergency Call Back.

Should a holiday fall on an employee's regularly scheduled day off, that employee shall receive nine (9) hours holiday time, or if a holiday lands on a Saturday or Sunday, the employee's holiday bank shall be credited eight (8) hours subject to the maximum accrual provisions of this Article.

#### **ARTICLE 19: AUTHORIZATION TO UTILIZE PAID LEAVE TIME**

Each unit member's Department Director or his/her designee shall have sole discretion to approve or deny an employee's request to take paid leave time off (i.e. vacations, etc.). The Department Director's determination shall be based upon the service needs of the City and the leave request may be denied by the Department Director if he/she determines that utilization of leave time off will or may have a negative effect on provision of services.

#### **ARTICLE 20: ACTING ASSIGNMENTS**

Acting assignments shall be filled in the following manner (to the extent that this Article is inconsistent with the Personnel Rules and Regulations of the City of Monterey Park, this Article shall prevail):

- A. Need for Acting Assignments - To assure the orderly performance and continuance of municipal services, the City may be required to temporarily upgrade employees on an acting basis to positions of a higher classification. For the purposes of this Article, it is understood that acting assignments may be required in order to temporarily fill position classification vacancies, which may exist for any of the following reasons:
1. A position classification is permanently vacant and is scheduled to be filled by a regular full-time employee and a limited period of time is required in order to proceed with and complete the normal appointment procedure.

2. A position classification is temporarily vacant although, permanently filled, because the regular employee is on an approved paid or unpaid leave of absence.

It is not the intent of the City to circumvent or avoid the normal employment or promotion process and therefore, the City shall make every possible and reasonable effort to fill vacancies in a most expeditious manner and to keep the need for such acting assignments to a minimum.

- B. Selection for Acting Assignments - The selection of an employee for acting assignments shall be at the sole discretion of the Department Director or his/her designee, taking into consideration the requirements of the position to be filled and the qualifications, job performance, and seniority of those employees eligible for the acting assignment. No persons shall be appointed to an acting assignment either when on probation or into a position classification more than one class level above his or her regular class in those instances where such an assignment would result in the acting employee being in a supervisory position in relation to an employee who is regularly the acting employee's supervisor. If a person is appointed to an acting assignment in a position classification more than one class level above his or her regular class and if during the term of said acting assignment, the vacant class level immediately below the acting position is filled, then the acting assignment shall terminate with the employee being restored to his/her regular position.
- C. Pay for Acting Assignments - Acting pay shall be authorized when an employee is acting in a higher level position commencing with the start of the thirtieth consecutive working day that the employee is acting in the higher level position and paid retroactively to the first day of the acting assignment. Acting pay shall be authorized at Step 1 of the position classification to which the acting assignment is made, provided that Step 1 is at least 5% higher than the base salary of the employee's regular assignment. If Step 1 is less than 5% greater, the acting appointment will be made at the first step which is greater than 5%, but is less than 10% above the base salary. No changes in employee benefits shall be granted to employees in acting assignments.
- D. Status of Employee in Acting Assignment - Time served in an acting assignment shall not be credited towards completion of a probationary test period in the acting position. Time served in an acting position shall not alter the employee's anniversary date. If the acting employee would have been eligible for a merit increase had the acting appointment not been made, the employee shall remain eligible for such merit increase with the employee's performance in both the regular and acting positions being considered.
- E. Duration of Acting Assignment - Absent exigent circumstances, a position in the competitive service shall not be filled in an acting capacity for more than six (6) consecutive months. The City shall meet and consult with the Association prior to

any extension of an acting appointment beyond six-months and at mutually agreeable intervals thereafter, during continuation of the acting assignment.

## **ARTICLE 21: PREMIUM PAY**

### **A. Bilingual Pay (Interpretation):**

1. Association members who are capable of speaking, interpreting and, on an occasional or sporadic basis, providing limited general translation for routine correspondence (i.e., constituent letters, resident suggestions/complaints, newspaper articles, etc.) in a foreign language, as deemed useful by the City, shall receive \$50.00 per month bilingual skill pay in addition to his/her regular salary.
2. The City shall establish qualifying tests to determine bilingual capability and certification. Employees who become eligible for bilingual pay may be required to recertify their eligibility every four years.
3. To be eligible for bilingual pay, the employee must routinely and regularly use his/her translation and interpretation skills in the performance of his/her regular duties that includes customer service and public contact. Should the employee's duties change such that the use of bilingual skills is no longer required, the bilingual skill pay shall cease. Eligibility for bilingual skill pay is subject to the approval of the Department Director and Human Resources Director and their decision is not subject to appeal. Further, the number of employees to be approved as qualified to translate in any language shall be at the sole discretion of the City and such determination is not subject to any appeal.

### **B. Bilingual Pay (Transcription)**

1. All confidential employees who are certified as bilingual pursuant to Section A above and are qualified to perform formal translation of City documents (i.e. forms, brochures, press releases, etc.) and are routinely requested to translate documents utilized in the conduct of City business for City departments, will receive fifty dollars (\$50) per month bilingual translation skill pay. The number of employees so qualified to translate in any language shall be determined at the sole discretion of the City. Employees may make application for translation certification through the Human Resources Department. The certification process shall consist of such tests as determined by the Human Resources Department. Recertification may be required every four years.

### **C. Public Notary Services**

1. Effective the first full pay period after July 1, 2015, in recognition of the City's need and use of public notary services, those confidential unit employees who have such public notary certificates as approved by the Secretary of State for the State of California shall receive one hundred dollars (\$100.00) per month bonus pay in addition to his/her base salary. However, there shall be no more than three (3) authorized employees at any one time with determination of who and how many to be at the sole discretion of the City Manager.

D. CMO Premium Pay

1. Employees who are assigned to the City Council/City Manager's office on a regular basis shall receive \$100 per month bonus pay in addition to his/her regular salary.

**ARTICLE 22: HEALTH INSURANCE**

A. Medical Insurance:

1. The City shall provide \$300.00 cash per month in lieu of medical contribution, if the employee can provide proof of medical coverage for the said employee.

- a. Effective November 1, 2012, the City agrees to increase the medical contribution from \$790 to \$840 per month and effective July 1, 2013 the City agrees to increase the medical contribution from \$840 to \$875 per month.

2015-2016: Beginning the first eligible month after this MOU is approved by City Council, the City shall contribute an additional \$75.00 per month for medical contribution, i.e. from \$875 to \$950 per month.

2016-2017: Beginning July 1, 2016, the City shall contribute an additional \$50.00 per month for medical contribution, i.e. from \$950 to \$1000 per month.

2. For bargaining unit members hired prior to January 1, 2012, the City agrees to pay \$355.00 toward the monthly premium of each eligible retired employee who has retired under the Public Employees' Retirement System or the Massachusetts Mutual Retirement Plan.
3. For bargaining unit members hired prior to January 1, 2012, the City contribution for retired employee medical insurance for retirees who retired with 20 or more years of service with the City, shall be \$435.00 per month.

B. DENTAL INSURANCE

Beginning the first eligible month after this MOU is approved by City Council, the City shall pay a maximum total monthly amount up to \$65.00 per month toward the premium for dental insurance for each eligible employee and all eligible dependents. The employee shall pay the amount of the total insurance premium that exceeds \$65.00 per month.

Effective July 1, 2016, the City shall pay a maximum total monthly amount up to \$70.00 per month toward the premium for dental insurance for each eligible employee and all eligible dependents. The employee shall pay the amount of the total insurance premium that exceeds \$70.00 per month.

C. VISION INSURANCE

Employees covered under the provisions of this MOU shall be eligible for the City's Vision insurance plan. Coverage shall be for the employee plus dependents and the City shall pay up to \$20.00 per month toward the premium. The plan design shall be: examination, frame and lenses every 12 months. Deductible shall be \$10.00/exam and \$20.00/frame and lenses.

1. Enrollment of dependents is voluntary, but if an employee elects to enroll dependents, then all eligible dependents must be enrolled ("eligible dependents" is defined as any and all dependents enrolled on an employee's medical or dental plan).

D. LIFE INSURANCE

1. The City shall provide every employee with a \$50,000 life insurance policy.
2. Each employee may purchase additional insurance. Any premium cost for the additional life insurance shall be paid solely by the employee. The City shall provide a program offered to employees that allows purchase of supplemental life insurance amounts in \$10,000 increments up to the lesser of \$300,000 or three (3) times the employee's salary.

E. LONG TERM DISABILITY INSURANCE

The City shall pay the full premium for long-term disability insurance.



### **ARTICLE 23: PERS CONTRIBUTION**

Effective October 1, 2011, all association members will pay 100% of the full 8% employee's share of the CalPERS retirement contribution.

### **ARTICLE 24: RETIREMENT BENEFITS**

- A. For employees hired prior to the adoption of the CalPERS contract amendment of 2011, retirement benefits will be provided by a combination plan through the Public Employees' Retirement System (PERS) and the Massachusetts Mutual Life Insurance Company. Effective January 1, 2013, the City shall provide to newly hired employees, the PERS retirement formula known as 2% @ 62 with the average of the three (3) highest consecutive years of compensation. Employees hired prior to December 30, 2013, as determined by PEPRRA shall be considered classic PERS employees whose retirement formula is known as the "2.7% at Age 55 Plan.", one (1) year final compensation (12 highest paid consecutive highest months/Section 20042).
  - 1. Retirement benefits for service on and after April 3, 1976 will be provided by the Public Employees' Retirement System, except for employees who were age 55 or over on April 3, 1976.
  - 2. Retirement benefits for service prior to April 3, 1976 will be provided by the Massachusetts Mutual Life Insurance Company. All employees who were age 55 or over on April 3, 1976 will be excluded from enrollment into the Public Employees' Retirement System and will receive retirement benefits for all approved service through Massachusetts Mutual Life Insurance Company.
- B. The 1959 Survivor's Benefit – Effective October 7, 2000, the City shall provide Level 4 Survivor's Benefit. Any resultant CalPERS cost increase designated as constituting "employee" costs for this benefit shall be borne by the employee.
- C. Credit for Unused Sick Leave Section 20965.
- D. One (1) year final compensation (Government Code Section 20042) for employees hired prior to January 1, 2013 and average of the three (3) consecutive highest years for employees hired after said date.
- E. Effective November 1, 2003, Military Service Credit as Public Service (Section 21024).
- F. Effective January 9, 2010, Pre-Retirement Option 2W Death Benefit.

**ARTICLE 25: EDUCATIONAL ENROLLMENT  
COST REIMBURSEMENT**

- A. Educational costs are limited to two thousand five hundred dollars (\$2,500) annually per unit member for eligible reimbursement expenses as defined within this Article. Tuition fee reimbursement is established at California State University - Los Angeles rates. Enrollment cost reimbursement is subject to approval by both the Department Director and Director of Human Resources and Risk Management. In rendering a reimbursement determination, the Department Director and Director of Human Resources and Risk Management shall consider whether or not the course(s) for which reimbursement is sought is related to the employee's then existing principal duties and the availability of funds for reimbursement purposes. No employee shall be entitled to reimbursement unless pre-course enrollment written authorization for reimbursement is received from the Department Director and Director of Human Resources and Risk Management. The reimbursement eligibility determinations described herein are not subject to any administrative or judicial appeal procedure and the decision of the Department Director and Director of Human Resources and Risk Management shall be final.
- B. An employee must have completed their initial probationary period to be eligible for Educational Cost Reimbursement under this Article.
- C. An employee who separates from City service within 12 months of receiving educational cost reimbursement shall reimburse the City the full amount of educational cost reimbursement that he/she received in the preceding 12-month period.
- D. Educational cost reimbursement shall be provided for tuition fees for college-level courses in an accredited academic institution only, as determined by the Director of Human Resources and Risk Management.
- E. An employee will be reimbursed up to seventy-five dollars (\$75.00) for books required for six units or less, and two hundred dollars (\$200.00) for seven units or more taken during a semester (or equivalent enrollment period). Reimbursement shall only be for books required for the approved course(s). All requests for reimbursement shall be accompanied by valid receipts.

**ARTICLE 26: SALARIES**

- A. Salaries of represented employees shall be adjusted in the following manner:
  - a. Effective January 1, 2015, City Hall shall re-open Fridays as an 8 hour work day, implement a 9/80 work schedule and a 40 hour weekly work schedule will be restored.

- b. Current salary ranges for represented employees are reflected in Attachment A, and are incorporated herein by this reference.
- c. 2015-2016: There shall be no salary adjustment in the first year of the MOU. However, each unit member shall receive one lump sum payment equal to 3% of his/her current annual salary on the first pay period following City Council approval of the MOU.
- d. 2016-2017: If the below described economic threshold/fiscal safety net formula is achieved on December 15, 2016, as determined by the issued CAFR's Report, unit members shall receive a retroactive 3% cash payment for the months of July 2016 through December 2016 and a 3% salary adjustment forward beginning with the first pay period after January 1, 2017.
- e. If the economic threshold is not achieved, a 3% cash payment will be effective the first pay period after January 1, 2017 for the second year of the contract or the 12 months of July 2106 through June 2017.

B. Economic Threshold/Fiscal Safety Net Formula

1. Conditions

A. Permit & Impact Fee Condition

The City must receive \$700,000.00 or more in building permit and impact fees from any combination of five major projects that are identified in Addendum B and which are described as the AG Hotel, the Marriott Hotel, the Double Tree Hotel, the Market Place-Home Depot and the Towne Center. Fees from any other "New" or "Major" development will count towards the \$700,000 goal. ("New" development will be defined as a project submitted for entitlement after the City Council's approval of the proposed 2015-2017 MOU; "Major" development will be defined as any annual tax generating commercial project(s) of greater than 10,000 square feet that is projected to generate a net increase of \$100,000 annually for the City). The City must receive \$700,000.00 or more in building permit and impact fees from any combination of these five major projects or other "New" or "Major" developments as defined above on or before December 15, 2016.

The projected building permit and impact fees that the City is expected to receive for each of the five projects is set forth in Addendum B and shall be referred to as the "Base Building Permit and Impact Fee" for each respective project. In the event the City Council approves a reduction of the "Base Building Permit and Impact Fee" for any of the five major projects, the City will calculate the percentage by which the "Base Building Permit and Impact Fee" was reduced. The single greatest percentage reduction, if any, for any of the five major projects shall then be applied to the

\$700,000.00 “trigger.” For example, if the City Council approves a reduction of the “Base Building Permit and Impact Fee” for four of the projects by 5% and approves a reduction of the “Base Building Permit and Impact Fee” of the fifth project by 10%, a 10% reduction will be applied to the \$700,000.00 permit fee trigger, thus reducing the permit fee trigger to \$630,000.00.

B. Safety Net Condition

The combined negative variance (revenues are less than budget projections and/or expenditures exceed budget authorization) to the General Fund shall not exceed \$450,000.00 during fiscal year 2015-2016. Revenue measurement shall exclude one-time receivables such as state repayments, residual distributions, and revenues from permit fees. Expenditures shall exclude capital improvements, transfers out, and expenses related to the above Base Building Permit and Impact Fees. All other expenditures, such as a reduction in revenue and/or increase in expenditures due to state or federal action, natural disaster, liabilities, or other expenditures, shall be included in this calculation.

2. Impact of Conditions on Salary Increases

A. Conversion to Cash Payment

The above salary increases are conditional based on the “Base Building Permit and Impact Fee” and “Safety Net” conditions. If the conditions are not met, the respective salary increase will be converted to a lump sum cash payment based on the employee’s annual salary, as described above, unless the City grants a salary increase to other employees.

B. Effect of City Granting Salary Increases

Notwithstanding the conditions set forth above, if the City waives the economic threshold/fiscal safety net for the safety units in December 2015 through June 2016 and awards a 3% raise versus a scheduled lump sum cash payment, the economic threshold/fiscal safety net mechanism for the Confidential employees as outlined when the CAFR Report is issued in December 2016, the economic threshold/fiscal safety net formula would be removed from consideration and at the 18 month mark of the contract, or January 2017, CEA members would receive a 3% lump sum cash payment going back to July 1, 2016 and a 3% raise going forward starting the first payroll cycle in January 2017. This applies only to the second year of the contract at or around the first payroll cycle after January 1, 2017. The first year of the contract will reflect only a 3% lump sum cash payment regardless of other circumstances.

B. TEN-STEP PROGRAM

There shall be approximately 2.5% between each step of steps 1 through 9 and approximately 5% between steps 9 and 10. Advancement within the ten-step salary range shall be subject to the terms and conditions as set forth herein:

1. Except as modified herein, all other existing rules governing salaries step increases and performance ratings shall remain as provided for in City of Monterey Park Municipal Code Chapter 2.36.050 - Step Increase and 2.36.060 - Performance Rating System for Employees.
2. Municipal Code Section 2.36.050 (6), Step Increase, based upon prior practices, shall be interpreted as follows: Any employee receiving an unsatisfactory rating report under the performance rating system set forth in Section 2.36.060 shall be rated once each calendar month thereafter. The receipt by any employee of three consecutive unsatisfactory performance ratings shall be grounds for disciplinary action up to and including dismissal.
3. Advancement between steps may occur at intervals of no less than one year. Recommendations for step increases or denial of step increases must be accompanied by a performance evaluation to substantiate performance. No multiple step increases may be granted. Performance evaluations and consideration of merit adjustments shall be due annually on the employee's anniversary of the probationary appointment to his/her position classification. Nothing in this Article shall prevent a supervisor from exercising management rights to suspend, reduce, demote, layoff, or terminate for cause an employee in accordance with Personnel Rule XIII - Changes in Employment Status, or Rule XIV - Separation from Service, or Rule XV - Disciplinary Proceedings of the Personnel Rules and Regulations of the City of Monterey Park.
4. Advancement from step 1 through step 5 shall be contingent upon receiving "meets standards" performance evaluations or better. Advancement above step 5 and through step 9 shall be contingent upon receiving "exceeds standards" performance evaluations or better.
5. Advancement to step 10 is both temporary and conditional upon achieving "outstanding" performance as determined by rules set forth by the City Manager. Sustained placement at step 10 of the range is not guaranteed, but must be earned on an annual basis. Failure to achieve "outstanding" performance ratings in a succeeding year shall result in the employee's salary being returned to step 9.
6. Step 10 Changes: If the step 10 policy is revised with any other general employee association, the CEA shall share the results of those revisions.

C. Longevity Pay

1. Effective the first full pay period after July 1, 2015, each unit member who has 25 years or more of continuous service with the City shall receive longevity pay of \$200.00 per month. Longevity Pay shall be included in the first pay period each month.

D. Education Incentive Pay: Effective the first full pay period after July 1, 2015, employees that possess a Bachelor's Degree or higher from an accredited university recognized by the Department of Education shall receive a \$75.00 per month Education Incentive, and employees that possess an Associate's Degree shall receive \$40.00 per month. These incentives shall not be stacked or compiled such that the unit member is receiving multiple Education Incentives.

E. Physical Well-Being Allowance: Effective the first full pay period after July 1, 2015, the City shall pay each unit member \$20.00 per month as a Physical Well-Being Allowance or reimbursement for the unit member's enrollment, membership or participation in gym memberships, recreational activity classes, weight loss programs, etc. The unit member must provide proof of enrollment, membership or participation in such classes or programs by producing receipts or invoices, which shall be approved by the Department Director and Director of Human Resources and Risk Management before reimbursement will be issued.

F. Uniform Allowance: Unit members who are required to wear a uniform as part of their daily job duties shall receive an annual allowance in the amount of three hundred dollars (\$300.00.)

### **ARTICLE 27: PROBATIONARY PERIOD**

Employees who are newly hired or promoted shall serve a probationary period of twelve (12) months.

### **ARTICLE 28: DUTY HOURS/ALTERNATIVE SCHEDULE**

Except as modified herein, duty hours shall be governed by Personnel Rule XI, Attendance and Leaves, Sec. 5, Hours of Work, of the Personnel Rules and Regulations of the City of Monterey Park, which is outlined as follows:

- A. Effective January 1, 2015, City Hall shall re-open Fridays as an 8 hour work day, implement a 9/80 work schedule and a 40 hour weekly work schedule will be restored.
- B. Any such assignments shall be based upon the needs of the Department and will be made at the sole discretion of the Department Director subject to approval of the City Manager.

- C. Department Directors shall have full latitude and authority to establish and/or change any individual's schedule depending on the needs of the Department.
- D. "Holidays" are defined as nine (9) hours in duration or if a holiday lands on a Friday, Saturday or Sunday the employees holiday bank shall be credited eight (8) hours.
- E. An employee will be required to utilize the exact number of hours associated with their schedule for any requested work shifts off (i.e., 9 hours for vacation, compensatory, sick, and/or holiday time).
- F. Individual employees may request to maintain a 5/40 schedule (i.e., Monday - Friday). The decision of the Department Director to grant or deny such a request is not subject to appeal or further review.

### **ARTICLE 29: DEFERRED COMPENSATION PLAN**

A deferred compensation plan will be made available to all members of the City of Monterey Park Confidential Employees Association.

### **ARTICLE 30: INDUSTRIAL INJURY**

All full time employees shall be allowed for each injury or illness, normal salary for the first day of absence to, and including, the last day of absence for a period not to exceed 120 calendar days that occur within a 36 month period.

If the employee is still receiving temporary disability payments after entitlement to industrial injury or illness leave is exhausted, the employee shall be placed on regular sick leave, vacation leave, or accumulated compensatory time off. While Temporarily Totally Disabled (TTD), the employee shall be entitled to use only so much of such other leave benefits (i.e. sick, vacation, comp, etc), which, when added to temporary disability payments, provide for a normal full day's wage or salary.

However, regardless of an employee being in receipt of benefits pursuant to Labor Code Section 4650 et. seq., the City shall be authorized to make application for said employee's disability retirement in those instances where the employee is either permanent, stationary and incapacitated for the performance of his or her duties, or in the alternative, where there is not a reasonable medical certainty that the employee, although not permanent and stationary, will recover to the extent necessary to perform the essential duties of his/her position regardless of whether or not any form of paid leave remains in the employee's various paid leave accounts.

During the time frame that an employee is on full paid leave, the employee shall continue to accrue all fringe benefits with the exception of holidays.



Nothing herein shall prohibit an employee from requesting a leave of absence without pay from the City Council. Such leave is not guaranteed nor may it exceed beyond a period of one (1) year from date of injury.

The granting of industrial injury and illness leave may be withheld until the City has accepted the injury or illness as being an industrial accident or a compensable injury.

### **ARTICLE 31: UNIT DETERMINATION AND MODIFICATION**

#### **A. Policy and Standards for Determination of Appropriate Units**

The policy objectives in determining the appropriateness of units shall regard the effect of a proposed unit on: (1) efficient operations of the City and its compatibility with the primary responsibility of the City and its employees to effectively and economically serve the public, and on (2) providing employees with effective representation based on recognized community of interest considerations. These policy objectives require that the appropriate unit shall be the broadest feasible grouping of positions that share an identifiable community of interest. Factors to be considered shall be:

1. Similarity of the general kinds of work performed, types of qualifications required, and the general working conditions.
2. History of representation in the City and in similar employment; except however, that no unit shall be deemed to be an appropriate unit solely on the basis of the extent to which employees in the proposed unit have organized.
3. Consistency with the organizational patterns of the City.
4. Number of employees and classifications, and the effect on the administration of employer-employee relations because of the fragmentation of classifications and/or proliferation of units.
5. Effect on the classification structure and impact on the stability of the employer-employee relationship because of dividing a single or related classification among two or more units.

Notwithstanding the foregoing provisions of this Section, managerial, supervisory and confidential responsibilities, as defined in this Section, are determinative factors in establishing appropriate units hereunder. Therefore, such managerial, supervisory and confidential employees may not represent any employee organization that represents other employees and may not be represented by the same.

The Director of Human Resources and Risk Management shall, after notice to and consultation with affected employee organizations, allocate new classifications or

positions, delete eliminated classifications or position, and retain, reallocate or delete modified classifications or positions, from units in accordance with the provisions of this Section.

The following definitions apply to this Section:

1. “Appropriate Unit” means a unit of employee classes or positions, established pursuant to this Section.
2. “Management Employee” means any employee having responsibility for formulating, administering or managing the implementation of City policies and programs.
3. “Supervisory Employee” means any employee having authority, in the interest of the City, to hire, suspend, layoff, recall, promote, discharge, assign, reward, or discipline other employees, or responsibility to direct them, or to adjust their grievances, or effectively to recommend such action if, in connection with the forgoing, the exercise of such authority is not of a merely routine or clerical nature, but requires the use of independent judgment.
4. “Confidential Employee” means any employee who assists and acts in a confidential capacity to person(s) who formulate, determine, and effectuate management policies in the field of employee relations and/or who has access in the course and scope of employment to any information that is or may be utilized in formulating such management policies.

B. Procedure for Modification of Established Appropriate Units

1. Requests by employee organizations for modification of established appropriate units shall be considered by the Director of Human Resources and Risk Management. Such requests shall be submitted in the form of a Recognition Petition and, in addition to the requirements set forth in Municipal Code Section 2.32.050, shall contain a complete statement of all relevant facts and citations in support of the proposed modified unit in terms of the policies and standards set forth in Section A of this Article. Any Association request for modification to its unit shall be limited to a two (2) week window period annually to be determined by the Director of Human Resources and Risk Management with reasonable notice to the Association. The Director of Human Resources and Risk Management shall process such petition as recognition petitions are processed under this Chapter.
2. The Director of Human Resources and Risk Management may, on his/her own motion, propose that an established unit be modified. The Director of Human Resources and Risk Management shall give written notice of the proposed modification(s) to any affected employee organization. Any affected employee organization may, within seven (7) calendar days after

service of notice, request a meeting with the Director of Human Resources and Risk Management by which to contest the proposal(s). Not later than seven (7) calendar days after receipt of such request, the Director of Human Resources and Risk Management shall conduct such meeting at which time all affected employee organizations shall be heard. Thereafter, the Director of Human Resources and Risk Management shall determine the composition of the appropriate unit or units in accordance with Section A of this Article, and shall give written notice of such determination by depositing the same in the mail, addressed to the affected employee organizations. The Director of Human Resources and Risk Management's determination may be appealed as provided in paragraph 3 of this Section. However, if a unit is modified pursuant to the motion of the Director of Human Resources and Risk Management, employee organizations may thereafter file Recognition Petitions seeking to become the Exclusively Recognized Employee Organization for such new appropriate unit or units pursuant to Section 2.32.050 of the Municipal Code.

The "meeting" described herein shall be informal and shall consist of the participating employee organization providing verbal and/or written input regarding its position.

### 3. Appeals

An employee organization aggrieved by an appropriate unit determination of the Director of Human Resources and Risk Management pursuant to this Section may, within ten (10) calendar days of mailing by the Director of Human Resources and Risk Management of notice thereof, appeal such determination to the City Manager for final decision.

Appeals to the City Manager shall be filed in writing with the City Manager's Secretary and a copy shall be provided to the Director of Human Resources and Risk Management by the appellant. The written appeal shall be received by the City Manager's Secretary no later than ten (10) calendar days after the Director of Human Resources and Risk Management's decision was mailed.

A unit designated by the Director of Human Resources and Risk Management need not be "most appropriate," or "more appropriate," but need only be "appropriate." If "appropriate," then the City Manager shall affirm the decision of the Director of Human Resources and Risk Management. If not "appropriate," then the City Manager shall determine which unit is "appropriate."

An employee organization's appeal shall state the complete basis for the appeal and shall be confined to a determination of whether or not the unit resulting from the Director of Human Resources and Risk Management's decision was "appropriate" pursuant to the guidelines of Paragraph 1, above.

The City Manager shall conduct the appeal hearing within fifteen (15) calendar days of receipt of the appeal and shall issue his/her written decision within fifteen (15) calendar days after conclusion of the hearing. The City Manager's decision shall be served upon the appellant(s) by depositing the same in the U.S. mail, and shall be administratively final and binding.

- 4 To the extent that any element of this Section is inconsistent with any other provision of this Chapter, the provisions, of this Section shall prevail to the extent necessary to cause the Section to be operative.
- 5 Subsequent to this agreement, should the City and another association adopt a version of this Article 33 of the MOU that is different than that adopted by the City and the Association, the Association has the right to negotiate and adopt any such changes limited to this Article 33 and include them in this MOU.

#### **ARTICLE 32: WRITTEN NOTICES TO THE ASSOCIATION**

The City agrees to give written notice to the Association of all meetings of the City Council and/or the Personnel Board that would cover any terms or conditions of any employee covered by the terms of the Memorandum. Said notice will be delivered to either an employee representative or other member of the employee group within a reasonable period of time prior to any such meeting.

#### **ARTICLE 33: GENERAL PROVISIONS**

- A. This Memorandum shall not in any way interfere with the obligations of the parties hereto to comply with the State and Federal laws, or of any rule, regulation, or order issued by such government authority pertaining to matters covered herein. If any provision, or provisions, of the Memorandum should be affected by State or Federal laws, or of any rule, regulation, or order issued by such governmental authority, or if any provision, or provisions, should be held invalid by a court of record, the remainder of the Memorandum shall not otherwise be affected thereby.
- B.. The parties acknowledge that during the meeting and conferring in good faith, which resulted in this Memorandum, each had the unlimited right and opportunity to make demands and proposals with respect to any and all subjects or matters not removed by law from the area of meeting and conferring, and that the understanding and agreement arrived at by the parties after the exercise of that right and opportunity is set forth in this Memorandum.

Therefore, the City and the Association, for the life of this Memorandum, each voluntarily unqualifiedly waives the right, and each agrees, that the other party shall not be obligated to meet and confer with respect to any subject or matter referred to or covered in this Memorandum, or with respect to any subject or matter not

specifically referred to or covered in this Memorandum, even though such subjects or matters may not have been within the knowledge or contemplation of either or both of the parties at the time they met and conferred or signed this Memorandum.

- C.. The parties hereto agree to continue their long-standing policies in that there shall be no discrimination against any employee because of membership or non-membership in the Recognized Employee Organization, or because of race, color, creed, national origin, age, gender, legal disability, marital status, sexual orientation and political/union activity, provided that said provisions shall not result in the creation of more broad benefits than presently provided to unit members, nor shall said provisions result in additional funding of benefits.
- D.. The parties hereto agree that this Memorandum cannot be modified, changed, and/or canceled in any way except by mutual consent of said parties in writing, or as set forth in Article 36.
- E.. This agreement constitutes the sole and entire existing agreement between the parties and supersedes all prior agreements, commitments, and practices.

#### **ARTICLE 34: REOPENER**

The parties agree to meet to discuss the specific details of the Wellness Program to clearly define the program by the beginning of the 2016-2017 fiscal year.

#### **ARTICLE 35: TERM OF MEMORANDUM OF UNDERSTANDING**

This Memorandum of understanding shall be in effect for an initial term commencing July 1, 2015 and ending June 30, 2017 and shall continue in effect from year to year thereafter unless or until terminated. Unless specifically described to the contrary herein, all changes in matters within the scope or representation shall be provided prospectively from the date of MOU implementation. The “date of MOU implementation” shall be the date of City Council adoption of the MOU.

#### **ARTICLE 36: CITY COUNCIL APPROVAL**

It is, however, the mutual understanding of all parties hereto that this Memorandum of Understanding is of no force or effect whatsoever unless or until ratified by the City Council of the City of Monterey Park.

IN WITNESS HEREOF, the parties hereto have caused this Memorandum of Understanding to be executed this 7<sup>th</sup> day of October, 2015.

**MONTEREY PARK CONFIDENTIAL  
EMPLOYEES ASSOCIATION**

**CITY OF MONTEREY PARK**

By: \_\_\_\_\_  
Beatriz Velazquez  
CEA President

By: \_\_\_\_\_  
Paul Talbot  
City Manager

By: \_\_\_\_\_  
Vickie Banando  
CEA Vice President

By: \_\_\_\_\_  
Tom Cody, Director  
Human Resources & Risk Management

By: \_\_\_\_\_  
Sandra Lee  
Human Resources Analyst

**CONFIDENTIAL UNIT 2015-2017 SALARY TABLE**

*Effective date: 10/26/2012*

| Job Classification              | Range | Step 1 | Step 2 | Step 3 | Step 4 | Step 5 | Step 6 | Step 7 | Step 8 | Step 9 | Step 10 |
|---------------------------------|-------|--------|--------|--------|--------|--------|--------|--------|--------|--------|---------|
| Administrative Aide             | 11    | 4,118  | 4,222  | 4,326  | 4,434  | 4,545  | 4,660  | 4,776  | 4,895  | 5,017  | 5,268   |
| Administrative Secretary        | 10    | 3,916  | 4,014  | 4,114  | 4,217  | 4,322  | 4,430  | 4,541  | 4,654  | 4,771  | 5,010   |
| Financial Services Manager      | 6M    | 9,087  | 9,314  | 9,547  | 9,785  | 10,030 | 10,280 | 10,538 | 10,801 | 11,071 | 11,625  |
| Human Resources Analyst         | 3M    | 5,736  | 5,880  | 6,027  | 6,177  | 6,332  | 6,490  | 6,653  | 6,819  | 6,989  | 7,338   |
| Human Resources Technician      | 7     | 4,244  | 4,350  | 4,459  | 4,570  | 4,684  | 4,802  | 4,921  | 5,044  | 5,170  | 5,429   |
| Payroll Technician              | 12    | 4,326  | 4,434  | 4,545  | 4,659  | 4,775  | 4,895  | 5,017  | 5,142  | 5,271  | 5,535   |
| Police Administrative Assistant | 9     | 3,718  | 3,811  | 3,906  | 4,004  | 4,104  | 4,206  | 4,311  | 4,419  | 4,530  | 4,756   |
| Police Chief's Secretary        | 10    | 3,916  | 4,014  | 4,114  | 4,217  | 4,322  | 4,430  | 4,541  | 4,654  | 4,771  | 5,010   |
| Secretary to City Manager       | 13    | 4,874  | 4,995  | 5,120  | 5,248  | 5,379  | 5,514  | 5,651  | 5,793  | 5,938  | 6,235   |





## **ADDENDUM B**

### **Memorandum**

DATE: June 4, 2014

TO: Tom Cody, Director of Human Resources and Risk Management

FROM: Michael A. Huntley, Director of Community and Economic Development

RE: Major Project Schedule and Potential Building Permit Revenue

The following information is intended to provide the best estimation of projected Building Permit revenue for the five most significant projects currently being processed by the City. These five projects were selected since they will not only generate Building Permit revenue, but also potential property tax, sales tax and transient occupancy tax revenue to the city. It should be noted that some of the projects may generate one or more of the taxes mentioned above. Attached to this memorandum is a Project Schedule that identifies the projected timing of each project based on the most recently information provided by the applicants.

#### **AG HOTEL**

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 91,257 Sq. Ft. = \$18,251,400.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,658 Sq. Ft. = \$2,531,600.00  
Apartments-Type 111-BN-B Masonry@ \$130 per Sq. Ft. x 86,982 Sq. Ft. = \$11,307,660.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 1,488 Sq. Ft. = \$267,840.00  
Parking -Type 1-A/1-B @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 178,239 Sq. Ft. = \$623,836.50  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 14,146 Sq. Ft. = \$63,657.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 292,385 Sq. Ft. = \$877,155.00  
**Total Building Valuation: \$41,423,148.50**

#### **Building Permit Fee: \$456,297.00 (Based on the Building Valuation above)**

Strong Motion Tax: \$8,698.86  
State Green Fee: \$1,657.00  
Records Management Fees: \$41,423.15  
General Plan Revision: \$82,846.30  
Safety Impact: \$446,333.20  
Park Fee: \$192,385.00  
**Total: \$1,229,640.51**

#### **MARRIOTT HOTEL**

Hotel-Type 1-A/1-B@ \$200 per Sq. Ft. x 180,000 Sq. Ft. = \$36,000,000.00  
Restaurant-Type 1-A/1-B@ \$200 per Sq. Ft. x 12,000 Sq. Ft. = \$2,400,000.00  
Retail-Type 1-A/1-B@ \$180 per Sq. Ft. x 6,400 Sq. Ft.: \$1,152,000.00  
Parking-Type 1-A/1-B@ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00  
Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 180,000 Sq. Ft. = \$630,000.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 18,400 Sq. Ft. = \$82,800.00  
Fire Sprinkler Equipment Valuation @ \$3.00 per Sq. Ft. x 298,400 Sq. Ft. = \$895,200.00  
**Total Building Valuation: \$48,660,000.00**

**Building Permit Fee: \$583,733.00 (Based on Building Valuation above)**

Strong Motion Tax: \$10,218.60

State Green Fee: \$1,947.00

Records Management Fees: \$48,660.00

General Plan Revision: \$97,320.00

Safety Impact: \$460,288.00

Park Fee: \$198,400.00

**Total: \$1,400,566.60**

**DOUBLE TREE HOTEL**

Hotel- Type 1-A/1-8 @ \$200 per Sq. Ft. x 98,000 Sq. Ft. = \$19,600,000.00

Restaurant- Type 1-A/1-8 @ \$200 per Sq. Ft. x 3,500 Sq. Ft. = \$700,000.00

Retail -Type 1-A/1-8 @ \$180 per Sq. Ft. x 1,500 Sq. Ft. = \$270,000.00

Parking -Type 1-A/1-8 @ \$75 per Sq. Ft. x 100,000 Sq. Ft. = \$7,500,000.00

Residential Air Condition Equipment Valuation@ \$3.50 per Sq. Ft. x 98,000 Sq. Ft. = \$343,000.00

Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 5,000 Sq. Ft. = \$22,500.00

Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 203,000 Sq. Ft. = \$609,000.00

**Total Building Valuation: \$29,044,500.00**

**Building Permit: \$352,608.00 (Based on Building Valuation above)**

Strong Motion Tax: \$6,099.35

State Green Fee: \$1,162.00

Records Management Fees: \$29,044.50

General Plan Revision: \$58,089.00

Safety Impact: \$238,960.00

Park Fee: \$103,000.00

**Total: \$1,027,922.85**

**Market Place - HOME DEPOT (based on a previous estimate from 2012)**

Retail- Type 1-A/1-8@ \$180 per Sq. Ft. x 107,571 Sq. Ft. = \$19,362,780.00

Commercial Air Condition Equipment Valuation@ \$4.50 per Sq. Ft. x 107,571 Sq. Ft. = \$484,069.50

Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 135,682 Sq. Ft. = \$407,046.00

Garden Center- Type V@ \$130 per Sq. Ft. x 28,111 Sq. Ft. = \$3,654,430.00

**Total Building Valuation: \$21,756,905.50**

**Building Permit Fee: \$320,889.00 (Based on Building Valuation above)**

Strong Motion Tax: \$5,698.45

State Green Fee: \$1,086.00

Records Management Fees: \$27,135.46

General Plan Revision: \$54,270.91

Safety Impact: \$314,712.64

Park Fee: \$135,652.00

**Total: \$859,426.46**

**Note:** The Market Place is an entitled 500,000 square foot regionally commercial shopping center including three development phases and numerous commercial, retail, service and restaurant uses. The Home Depot was selected because it is the major anchor for the new commercial shopping center; is committed to locate at the center; and is the farthest along with conceptual construction plans.

**TOWNE CENTER (based on previously built fees from original time of application)**

***Residential Component:***

Apartments- Type 1-A/1-8@ \$150 per Sq. Ft. x 142,050 Sq. Ft. = \$21,307,500.00  
Residential Air Condition Equipment Valuation @ \$3.50 per Sq. Ft. x 142,050 Sq. Ft. = \$497,175.00  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 142,050 Sq. Ft. = \$426,150.00  
Swimming Pools- Residential Pool@ \$70 per Sq. Ft. x 450Sq. Ft. = \$31,500.00  
**Total Building Valuation: \$22,262,325.00**

**Building Permit Fee: \$268,406.00**

Strong Motion Tax: \$2,226.23  
State Green Fee: \$891.00  
Records Management Fees: \$22,262.33  
General Plan Revision: \$44,524.65  
Safety Impact: \$329,556.00  
Park Fee: \$76,300.00  
**Total: \$744,166.21**

***Commercial Component:***

Retail-Type I or II F.R. @ \$140 per Sq. Ft. x 78,583 Sq. Ft. = \$11,001,620.00  
Parking- Type I or II F.R. @ \$50 per Sq. Ft. x 249,772 Sq. Ft. = \$12,488,600.00  
Commercial Air Condition Equipment Valuation @ \$4.50 per Sq. Ft. x 78,583 Sq. Ft. = \$353,623.50  
Fire Sprinkler Equipment Valuation@ \$3.00 per Sq. Ft. x 328,355 Sq. Ft. = \$985,065.00  
**Total Building Valuation: \$24,828,908.50**

**Building Permit Fee: \$134,585.00**

Strong Motion Tax: \$5,214.07  
State Green Fee: N/A  
Records Management Fees: \$24,828.91  
General Plan Revision: \$49,657.82  
Safety Impact: \$173,668.43  
Park Fee: \$78,583.00  
**Total: \$466,537.23**

**Note:** All of the above fee estimates are only for Building Permit and mandated impact fees. Electrical, Mechanical and Plumbing Permit and Plan Check fees are not included since they are based on a fixture count. All other City plan check/permit fees (e.g., Water Division, Public Works Department, Fire Department etc.), impact fees and outside agency fees are also not included in this estimate because they assess their fees individually as separate departments/agencies based on their review.

## **Project Time Line and Revenue Generation**

**Summary:** The following information is intended to provide the best estimation of when the following five projects will obtain Building Permits and the estimated revenue the projects will generate at the time the permit is issued. These five projects were selected since they will not only generate Building Permit fees, but increase property tax, sales tax, transient occupancy tax revenue to the city. It should be noted that some of the projects may generate one or more of the taxes mentioned above.

### **AG Hotel- 808 Garvey Avenue**

Entitlement Approval- May 2014 **(Approved)**

Construction Drawing Plan Check Submittal: January 2015 (8 months from Entitlement Approval)

Plan Check Processing -July 2015 (6 months for processing)

Building Permit Issuance- July 2015

### **Double Tree Hotel – 220 N. Atlantic Boulevard**

Entitlement Approval- September 2014 **(Pending)**

Construction Drawing Plan Check Submittal: May 2015 (8 months from Entitlement Approval)

Plan Check Processing- November 2015 (6 months for processing)

Building Permit Issuance- November 2015

### **Marriott Hotel-521 N. Atlantic Boulevard**

Entitlement Approval- October 2014 **(Pending)**

Construction Drawing Plan Check Submittal: June 2015 (8 months from Entitlement Approval)

Plan Check Processing- December 2015 (6 months for processing)

Building Permit Issuance- December 2015

### **Monterey Market Place (Home Depot)**

Entitlement Approval – 2013 **(Approved)**

Construction Drawing Plan Check Submittal: May 2015 (8 months from closing escrow on the property)

Plan Check Processing – November 2015 (6 months for processing)

Building Permit Issuance- November 2015

### **Monterey Park Towne Centre**

Entitlement Approval-2013 **(Approved)**

Construction Drawing Plan Check Submittal: December 2014

Plan Check Processing -June 2015 (6 months for processing)

Building Permit Issuance- June 2015

| Major Projects Time Line         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
|----------------------------------|----------|-------|----------|------|------|--------|-----------|---------|----------|----------|---------|----------|-------|-------|-----|------|------|--------|-----------|---------|----------|----------|
| Year                             | 2013     | 2014  |          |      |      |        |           |         |          |          |         | 2015     |       |       |     |      |      |        |           |         |          |          |
| Month                            |          | April | May      | June | July | August | September | October | November | December | January | February | March | April | May | June | July | August | September | October | November | December |
| <b>AG Hotel</b>                  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Entitlement                      |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Approval                         |          |       | Approved |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Construction Drawing Preparation |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Plan Check Submittal/Processing  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Bldg. Permit Issuance            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| <b>Double Tree Hotel</b>         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Entitlement                      |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Approval                         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Construction Drawing Preparation |          |       |          |      |      |        | Pending   |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Plan Check Submittal/Processing  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Bldg. Permit Issuance            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| <b>Marriott Hotel</b>            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Entitlement                      |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Approval                         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Construction Drawing Preparation |          |       |          |      |      |        |           | Pending |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Plan Check Submittal/Processing  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Bldg. Permit Issuance            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| <b>Monterey Market Place</b>     |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Entitlement                      |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Approval                         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Construction Drawing Preparation | Approved |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Plan Check Submittal/Processing  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Bldg. Permit Issuance            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| <b>Market Park Towne Centre</b>  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Entitlement                      |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Approval                         |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Construction Drawing Preparation | Approved |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Plan Check Submittal/Processing  |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |
| Bldg. Permit Issuance            |          |       |          |      |      |        |           |         |          |          |         |          |       |       |     |      |      |        |           |         |          |          |



## City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-F.**

**TO:** The Honorable Mayor and City Council  
**FROM:** Ron Bow, Director of Public Works/Assistant City Manager  
**SUBJECT:** Atlantic-Hellman Traffic Signal Improvements

### **RECOMMENDATION:**

It is recommended that the City Council:

1. Receive and file the Notice of Completion recorded by the Public Works Director on September 30, 2015 accepting the Atlantic-Hellman Traffic Signal Improvements completed by Steiny and Company, Inc.;
2. Authorizing the allocation of an additional \$8,000 in Proposition C funds to cover the final cost of the project; and
3. Taking such additional, related action that may be desirable.

### **BACKGROUND:**

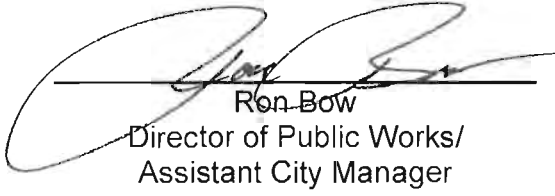
On May 7, 2014, the City Council awarded a contract to Steiny and Company, Inc. in the amount of **\$139,552** for the Atlantic-Hellman Traffic Signal Improvements. The Council also authorized a 10 percent contingency for any unforeseen construction changes, and a total funding allocation of **\$154,000**. The project involved the replacement of the old traffic signal poles, controller, conduit and cable; updating the pavement markings, traffic signage and striping; and providing left-turn phasing for eastbound Hellman Avenue to northbound Atlantic Boulevard. The project is now complete, and the work has been inspected and approved by the Public Works Department.

The final cost of the project was **\$161,506**, which included **\$21,954** in change order work necessitated by field conditions and power line clearance and service pedestal requirements imposed by Southern California Edison. The change order work included the redesign and modification of a main traffic signal pole; relocation of an existing signal pole; relocation of SCE's service feed; and additional concrete work.

### **FISCAL IMPACT:**

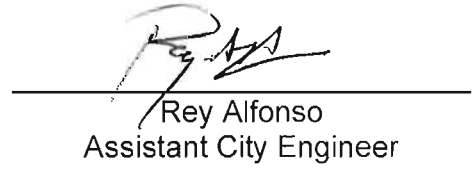
This project is funded with Proposition C Funds (Account No. 0166-5003-91924). The final cost of the project was **\$161,506**, which exceeded the original 10 percent contingency; therefore, an additional allocation of **\$8,000** in Proposition C Funds is requested to cover the cost of the project.

Respectfully submitted by:



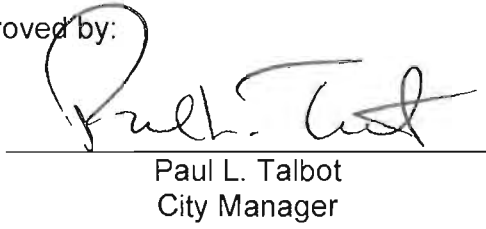
Ron Bow  
Director of Public Works/  
Assistant City Manager

Prepared by:



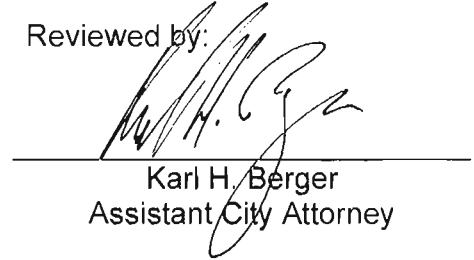
Rey Alfonso  
Assistant City Engineer

Approved by:



Paul L. Talbot  
City Manager

Reviewed by:



Karl H. Berger  
Assistant City Attorney





## City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-G.**

**TO:** The Honorable Mayor and City Council  
**FROM:** Ron Bow, Director of Public Works/Assistant City Manager  
**SUBJECT:** Award of Contract for Construction Management Services for Water Main Improvements in Northeast Area

### **RECOMMENDATION:**

It is recommended that the City Council consider:

1. Awarding a Contract to KOA Corporation, in the amount of \$334,784;
2. Authorizing the Director of Public Works to approve change orders up to \$33,478 (up to 10% of contract amount) for this project;
3. Authorizing the City Manager, or his designee, to execute a contract, in a form approved by the City Attorney, with KOA Corporation; and
4. Taking such additional related, action that may be desirable.

### **CEQA (California Environmental Quality Act):**

Taking the recommended action would not result in a potential for resulting in a direct or reasonably indirect physical change in the environment and, accordingly, does not qualify as a "project" under the California Environmental Quality Act (Cal. Pub. Res. Code §§ 21000, *et seq.*; "CEQA") or CEQA regulations (Cal. Code Regs. tit. 14, §§ 15000, *et seq.*; see Cal. Code Regs. tit. 14, §§ 15061(b)(3), 15378). Even if the award of contract were to qualify as a project, it would be categorically exempt as a Class 1 or Class 5 project since, at best, it would constitute a minor alteration of existing public structures involving no expansion of use; or a minor alteration in land use limitations (see Cal. Code Regs. tit. 14, §§ 15301, 15305).

### **EXECUTIVE SUMMARY:**

City staff released a Request for Proposals (RFP) on September 10, 2015 for Construction Management Services for Water Main Improvements in Northeast Area and four firms submitted proposals. Staff is recommending award of contract to KOA Corporation of Monterey Park.

### **BACKGROUND:**

On July 15, 2015, the City Council awarded a contract for the water main replacements in the northeast area of Monterey Park in the amount of \$4,211,420.60. The project

includes the construction of three miles of new water main lines, services lines, water valves, meter boxes, fire hydrants and street pavement overlay. Due to the size and complexity of the project, contracting out for construction management services is necessary. The construction management firm will manage and provide full-time inspection of all aspects of this project. The firm must also provide a licensed Civil Engineer, Water Line Installation Inspector with Certified Distribution Operator Grade "D3" and Treatment Certification Grade "T2", Public Works Inspector, Labor Compliance Support, Administrative Support, and perform construction survey and material testing.

Staff released a RFP on September 10, 2015 to fourteen local engineering firms for construction management services. Of the fourteen firms contacted, four firms submitted proposals:

|                                    |                           |
|------------------------------------|---------------------------|
| DMR Team (Culver City)             | \$104,850                 |
| KOA Corporation (Monterey Park)    | \$334,784                 |
| MNS Engineers, Inc. (Pasadena)     | \$356,930                 |
| AIM Consulting Services (El Monte) | No Cost Proposal Included |

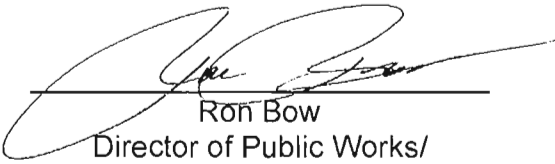
While DMR Team provided the lowest proposed cost, staff reviewed its proposal and determined that DMR's inspection staff did not meet the requested D3 and T2 Certifications. In addition, its proposal did not include the cost for construction survey and material testing, and its prior project experience was not reflective of this project. Accordingly, the DMR Team's proposal is nonresponsive. The next lowest proposal is KOA Corporation.

Staff reviewed KOA's proposal for completeness and accuracy, and concluded that the proposal met the City's requirements. In addition, the cost proposal was reasonable based on the presented cost breakdown. KOA previously provided work for the City, is properly licensed, and has worked on similar large-scale water main projects in the cities of Brea, La Habra and Glendora. Please note, that AIM Consulting Services did not include a Cost Proposal with its submittal. Staff contacted AIM and was informed that a cost proposal was not prepared.

#### **FISCAL IMPACT:**

This project is funded with Water Operations Funds (Account No. 0092-4224-82246) and Sewer Funds (Account No. 0042-5001-91942). Adding a 10% contingency for any changes in the scope of work, the estimated total project cost should not exceed \$368,000.

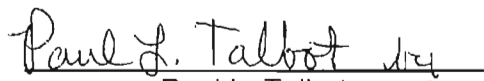
Respectfully submitted by:

  
\_\_\_\_\_  
Ron Bow  
Director of Public Works/  
Assistant City Manager

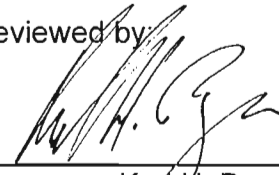
Prepared by:

  
\_\_\_\_\_  
Rey Alfonso  
Assistant City Engineer

Approved by:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager *W. Ramirez*

Reviewed by:

  
\_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney



# City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-H.**

**TO:** The Honorable Mayor and City Council  
**FROM:** Ron Bow, Director of Public Works/Assistant City Manager  
**SUBJECT:** Adopting a Resolution Authorizing Advertisement of the Access Control System for City Hall Building Project

## **RECOMMENDATION:**

It is recommended that the City Council:

1. Adopt a resolution authorizing advertisement of the Access Control System for City Hall Building Project;
2. Take such additional, related, action that may be desirable.

## **CEQA (California Environmental Quality Act):**

Since the proposed work is a minor alteration to an existing public facility, this project is Class 1 Categorically Exempt pursuant to the California Environmental Quality Act (CEQA).

## **EXECUTIVE SUMMARY:**

City staff has prepared bid specifications for the installation of a Honeywell access control system for Monterey Park City Hall. Staff requests City Council authorization to advertise the project for bids.

## **BACKGROUND:**

Monterey Park City Hall currently incorporates a variety of different keypad systems controlling access to secure areas of City Hall. The flaws with our existing access control system are as follows:

- The existing combination of systems require different pass codes for entry;
- Do not allow staff to track who has accessed certain doors and when;
- In order to change an employee's or former employee's level of access to certain areas, the pass code at the door must be changed. Which in turn forces all other staff to memorize a new code; and

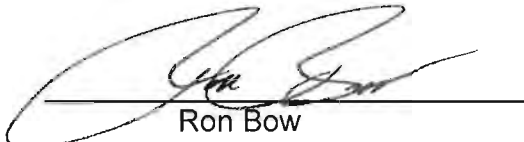
- Due to the age and variety of the access systems throughout City Hall, the system has become difficult to maintain as parts are sometimes difficult to find.

With all the technological improvements the past few years, new access control systems allow for much better security. The proposed access control system would incorporate a key/ID card that an employee would swipe for entry and enhance security throughout City Hall. The new system would be programmable and personalized so certain doors could be accessed by different personnel. This access could be changed at a centralized station and would only affect the one employee. For example if an employee lost their access/ID card or was no longer employed by the City, the access/ID card would be deactivated at the centralized computer. The centralized computer would also track who accessed which doors and when.

**FISCAL IMPACT:**

The project is included in the FY 2015-2016 Adopted Budget under the Community Capital Projects section as City Hall Enhancements and will be funded from the General Fund (Account No. 0010-801-5004-99021).

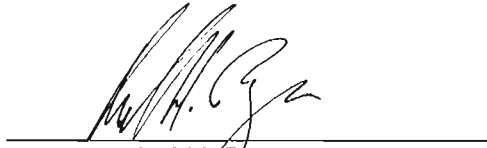
Respectfully submitted by:

  
\_\_\_\_\_  
Ron Bow  
Director of Public Works/  
Assistant City Manager

Approved by:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager

Reviewed by:

  
\_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney

**ATTACHMENTS:**

1. Resolution Authorizing Advertisement for RFP of the Project

# **ATTACHMENT 1**

## Resolution

RESOLUTION NO. \_\_\_\_\_

**A RESOLUTION APPROVING THE PLANS AND SPECIFICATIONS FOR THE ACCESS CONTROL SYSTEM FOR CITY HALL PURSUANT TO GOVERNMENT CODE § 830.6 AND ESTABLISHING A PROJECT PAYMENT ACCOUNT.**

The City Council of the City of Monterey Park does resolve as follows:

SECTION 1: The City Council finds and declares as follows:

- A. The Public Works Department prepared bid specifications for the Access Control System for City Hall (Project);
- B. The City Engineer reviewed the completed design and plans for the Project and agrees that the plans are complete and the Project may be constructed; and
- C. The City Council wishes to obtain the immunities set forth in Government Code § 830.6 with regard to the plans and construction of the Project.

SECTION 2: *Environmental Assessment.* The proposed project is categorically exempt from the requirements of the California Environmental Quality Act (CEQA) pursuant to 14 California Code of Regulations § 15301 as a Class 1 categorical exemption (Existing Facilities). The project results in minor alterations to existing public facilities having no significant impacts with regard to traffic, noise, air quality, or water quality. There are adequate utilities and public services to serve the project.

SECTION 3: *Design Immunity; Authorization.*

- A. The design and plans for the Project are determined to be consistent with the City's standards and are approved.
- B. The design approval set forth in this Resolution occurred before actual work on the Project construction commenced.
- C. The approval granted by this Resolution conforms to the City's General Plan.
- D. The City Engineer, or designee, is authorized to act on the City's behalf in approving any alterations or modifications of the design and plans approved by this Resolution.
- E. The approval and authorization granted by this Resolution is intended to avail the City of the immunities set forth in Government Code § 830.6.
- F. The City Manager, or designee, may solicit bids for the Project in accordance with applicable law.



SECTION 4: Project Payment Account. For purposes of the Contract Documents administering the Project, the City Council directs the City Manager, or designee, to establish an account allocating General Fund funds from the current fiscal year budget to pay for the Project ("Project Payment Account"). The Project Payment Account is the sole source of funds available for the Contract Sum, as defined in the Contract Document administering the Project.

SECTION 5: The City Clerk is directed to certify the adoption of this Resolution.

SECTION 6: This Resolution will become effective immediately upon adoption.

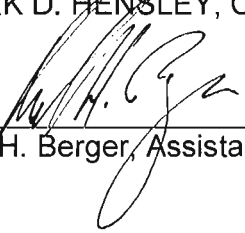
PASSED AND ADOPTED this 7<sup>th</sup> day October, 2015.

\_\_\_\_\_  
Peter Chan, Mayor

ATTEST:

\_\_\_\_\_  
Vincent D. Chang, City Clerk

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

  
\_\_\_\_\_  
Karl H. Berger, Assistant City Attorney



## City Council Staff Report

**DATE:** October 7, 2015

**AGENDA ITEM NO:** **New Business**  
**Agenda Item 6-I.**

**TO:** The Honorable Mayor and City Council  
**FROM:** Ron Bow, Director of Public Works/Assistant City Manager  
**SUBJECT:** LA River Bacteria TMDL Reduction Strategy for Rio Hondo River. The project is categorically exempt from CEQA per CEQA Guidelines §§ 15262, 15306, 15307, and 15308.

### **RECOMMENDATION:**

It is recommended that the City Council consider:

1. Authorizing the City Manager to execute an MOU, in a form approved by the City Attorney, to participate in a consortium of 10 cities, Los Angeles County, and the Los Angeles County Flood Control District to prepare a load reduction strategy for the Rio Hondo River to comply with the NPDES MS4 permit;
2. Approving an appropriation of \$44,850 in Refuse Funds for the City's share of the cost; and
3. Take such additional, related action that may be desirable.

### **CEQA (California Environmental Quality Act):**

The project is categorically exempt pursuant to CEQA Guidelines §§ 15262, 15306, 15307, and 15308. Feasibility and planning studies are exempt from the requirements to prepare Environmental Impact Reports (EIR) or Negative Declarations. The load reduction strategy is a planning study that identifies potential projects, programs, and policies for possible future actions. It consists of basic data and information collection and includes possible actions, subject to future adoption and approval that would protect natural resources and the environment.

### **EXECUTIVE SUMMARY:**

The Los Angeles Regional Water Quality Board adopted the Los Angeles River Bacteria Total Maximum Daily Load (LAR Bacteria TMDL) that requires cities to protect recreational uses in the Los Angeles River watershed that includes the Rio Hondo River and its tributaries. Cities are encouraged to collaborate with other cities and agencies to prepare and submit a joint Load Reduction Strategy (LRS).

The proposed MOU is a cost-sharing agreement for the collaborative funding and development of the LRS to comply with the MS4 permit. The parties would include the cities of Alhambra, Montebello, Monterey Park Pasadena, Rosemead San Gabriel, San

Marino, South El Monte, South Pasadena, and Temple City and Los Angeles County and the Los Angeles County Flood Control District (LACFCD).

**BACKGROUND:**

The Los Angeles River Bacteria Total Maximum Daily Load (LAR Bacteria TMDL) was adopted by the Los Angeles Regional Water Quality Control Board (LARWQCB) in July 2010, and became effective on March 23, 2012. The LAR Bacteria TMDL requires responsible parties to protect recreational uses in the Los Angeles River watershed by meeting targets and waste load allocations (WLAs) for the indicator bacterium *E. coli*. The responsible parties are encouraged to collaborate with each other and submit a collaborative Load Reduction Strategy (LRS) planning document to meet their TMDL requirements. A LRS includes extensive monitoring and analysis to determine a suite of actions that responsible parties must implement to achieve the specified WLAs. Responsible parties that choose to prepare and implement a LRS are granted an additional seven years to meet the TMDLs final compliance deadlines. The LAR Bacteria TMDL and its requirements have been incorporated into the new National Pollutant Discharge Elimination System (NPDES) Municipal Separate Storm Sewer System (MS4) Permit and those parties who choose to prepare a LRS are required to submit their LRS document to the Los Angeles Regional Water Quality Control Board by March 23, 2016.

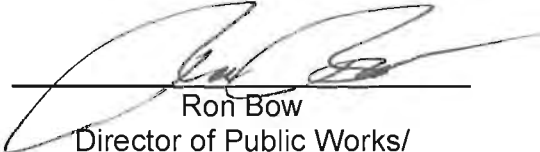
The County will serve as the Contract Administrator and will be responsible for managing the consultant in developing the Load Reduction Strategy for the parties in the MOU. The participating parties include the cities of Alhambra, Montebello, Monterey Park Pasadena, Rosemead San Gabriel, San Marino, South El Monte, South Pasadena, and Temple City, and Los Angeles County and the Los Angeles County Flood Control District (LACFCD). The County will submit, on behalf of all participating parties, the LRS to the LARWQCB by March 23, 2016. The County will invoice the parties in the MOU and receive payment for administrative fees and consultant services.

Participating in the development of the LRS is part of the City of Monterey Park's ongoing program to comply with the requirements of the MS4 Permit. The City has participated in collaborative arrangements in the past to meet NPDES requirements. Group efforts allow the City to share expertise with staff from other agencies and are more cost effective than developing and implementing individual agency programs.

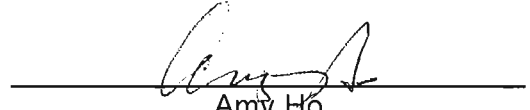
**FISCAL IMPACT:**

The total not-to-exceed cost for administering the Load Reduction Strategy will be \$523,270, which will be shared among the parties based on percent land area. Monterey Park's total share of the cost will not exceed \$44,877. Payment is required at the time the MOU is executed. The City's cost will be paid out of Refuse Funds (Account No. 0043-801-4203-31950).

Respectfully submitted by:

  
\_\_\_\_\_  
Ron Bow  
Director of Public Works/  
Assistant City Manager

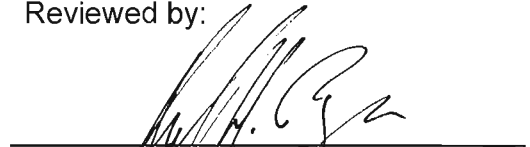
Prepared by:

  
\_\_\_\_\_  
Amy Ho  
Principal Management Analyst

Approved by:

  
\_\_\_\_\_  
Paul L. Talbot  
City Manager

Reviewed by:

  
\_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney

**ATTACHMENT:**

1. Memorandum of Understanding

# **ATTACHMENT 1**

## Memorandum of Understanding

**MEMORANDUM OF UNDERSTANDING**

**BETWEEN THE COUNTY OF LOS ANGELES, THE LOS ANGELES COUNTY FLOOD CONTROL DISTRICT, AND THE CITIES OF ALHAMBRA, MONTEBELLO, MONTEREY PARK, PASADENA, ROSEMEAD, SAN GABRIEL, SAN MARINO, SOUTH EL MONTE, SOUTH PASADENA, AND TEMPLE CITY**

**REGARDING THE ADMINISTRATION AND COST SHARING AMONG THE PARTIES RELATED TO THE LOAD REDUCTION STRATEGY FOR THE RIO HONDO RIVER AND TRIBUTARIES**

This Memorandum of Understanding (MOU), made and entered into as of the date of the last signature set forth below by and among the COUNTY OF LOS ANGELES (COUNTY), a political subdivision of the State of California, the LOS ANGELES COUNTY FLOOD CONTROL DISTRICT (LACFCD), a body corporate and politic, and the CITIES OF ALHAMBRA, MONTEBELLO, MONTEREY PARK, PASADENA, ROSEMEAD, SAN GABRIEL, SAN MARINO, SOUTH EL MONTE, SOUTH PASADENA, and TEMPLE CITY, municipal corporations. Collectively, these entities shall be known herein as PARTIES or individually as PARTY.

WITNESSETH

WHEREAS, the Los Angeles Regional Water Quality Control Board (REGIONAL BOARD) adopted National Pollutant Discharge Elimination System Municipal Separate Storm Sewer System Permit Order No. R4-2012-0175 (MS4 Permit); and

WHEREAS, the MS4 Permit became effective on December 28, 2012, and requires that the COUNTY, the LACFCD, and 84 of the 88 cities (excluding Avalon, Long Beach, Palmdale, and Lancaster) within Los Angeles County to comply with the prescribed elements of the MS4 Permit; and

WHEREAS, the MS4 Permit identified the PARTIES as MS4 permittees that are responsible for compliance with the MS4 Permit requirements pertaining to the Los Angeles River Bacteria Total Maximum Daily Load (LAR Bacteria TMDL) Resolution No. R10-007; and

WHEREAS, the LAR Bacterial TMDL was adopted by the REGIONAL BOARD on July 9, 2010 and became effective March 23, 2012; and

WHEREAS, the LAR Bacteria TMDL requires the responsible PARTIES to protect recreational uses in the Los Angeles River watershed by meeting targets and waste load allocations (WLAs) for the indicator bacterium *E. coli*; and

WHEREAS, the PARTIES have agreed to collaborate on the development of a Load Reduction Strategy (LRS) for the PARTIES to comply with the LAR Bacteria TMDL; and

WHEREAS, the PARTIES have determined that hiring a consultant to develop the LRS will be beneficial to the PARTIES, and the COUNTY, on behalf of the PARTIES, agreed to retain and manage the consultant to assist in the development of the LRS; and

WHEREAS, the COUNTY, on behalf of the PARTIES, has retained a consultant, CDM Smith Inc. (CONSULTANT); and

WHEREAS, the CONSULTANT submitted a proposal to conduct non-stormwater monitoring/screening and development of Bacteria Load Reduction Strategies for Rio Hondo River and Tributaries dated June 1, 2015; and

WHEREAS, the PARTIES have approved the CONSULTANT's proposal, which includes Tasks 1 through 5; and

WHEREAS, the PARTIES have agreed to pay the COUNTY the total amount shown in Table 4 of Exhibit A for all Tasks, which includes a 5 percent administration fee; and

WHEREAS, the PARTIES have agreed to have the COUNTY pay the CONSULTANT to initiate Tasks 1 through 4 shown in Table 1 of Exhibit A of this MOU; and

WHEREAS, the PARTIES will determine whether to initiate Task 5 shown in Table 1 of Exhibit A of this MOU after the completion of Tasks 1 through 4 and have the COUNTY pay the CONSULTANT the associated costs for Task 5; and

WHEREAS, the COUNTY will reimburse the PARTIES who are not participating in Task 5 their cost share shown in Table 3 of Exhibit A and will amend Table 3 to show an updated cost share among the participating PARTIES; and

WHEREAS, the COUNTY will reimburse all PARTIES their cost share shown in Table 3 of Exhibit A if Task 5 is not initiated; and

NOW, THEREFORE, in consideration of the mutual benefits to be derived by the PARTIES, and of the promises contained in this MOU, the PARTIES agree as follows:

Section 1. Recitals. The recitals set forth above are incorporated into this MOU.

Section 2. Purpose. The purpose of this MOU is to cooperatively fund the development of the LRS and to coordinate the payment between the COUNTY and the PARTIES.

Section 3. Cooperation. The PARTIES shall fully cooperate with one another to attain the purposes of this MOU.



Section 4. Voluntary. This MOU is voluntarily entered into for the development of the LRS.

Section 5. Term. This MOU shall become effective to each PARTY on the date that PARTY signs this MOU, and shall remain in effect until (1) the COUNTY has provided written notice of completion of the LRS, and (2) the COUNTY has received payment by all PARTIES of their allocated pro-rata share hereunder.

Section 6. COUNTY AGREES:

- a. Consultant Services. To manage the CONSULTANT and to be responsible for coordinating the activities of the CONSULTANT. The COUNTY will be compensated for the administration of the CONSULTANT contract at a rate of 5 percent of each PARTY'S contract cost as described in Exhibit A.
- b. Invoice. To invoice the PARTIES for their share in the cost for the preparation and delivery of the LRS, as described in Table 4 of Exhibit A. The one-time invoice for the cost of all five Tasks will be sent upon the effective date of this MOU, as set forth in Section 4, or in December 2015, whichever comes first.
- c. Expenditure. To utilize the funds deposited by the PARTIES only for the administration of the consultant contract and the development of the LRS.
- d. Contingency. To notify the PARTIES if actual expenditures are anticipated to exceed the cost shown in Exhibit A and obtain written approval of such expenditures from all PARTIES. Upon approval, the PARTIES agree to reimburse COUNTY for their proportional share of these additional expenditures at an amount not to exceed 10 percent of the original cost estimate as shown in Exhibit A. This 10 percent contingency will not be invoiced unless actual expenditures exceed the original cost estimate. Expenditures that exceed the 10 percent contingency will require an amendment to this MOU.
- e. Report. To provide the PARTIES with an electronic copy of the draft and final LRS submittals and reports as submitted to the Regional Board within 5 business days of receipt from the CONSULTANT.
- f. Accounting. To provide an accounting upon termination of this MOU. At the completion of the accounting, COUNTY shall return any unused portion of all funds deposited with COUNTY (including funds for Task 5 if not initiated by the PARTIES) in accordance with the cost allocation formula set forth in Exhibit A.
- g. Permit. To work with the CONSULTANT to obtain all necessary permits for installation of permanent or temporary infrastructure, if needed; or modifications to monitoring sites; and access within storm drains, channels, catch basins, and similar properties (FACILITIES) during monitoring events and maintenance.

## Section 7. THE PARTIES FURTHER AGREE:

- a. Payment. To pay the COUNTY for their proportional share of the estimated cost for the development of the LRS and contract administration not exceeding the invoice amounts as shown in Exhibit A, within sixty (60) days of receipt of the invoice from COUNTY. The cost estimates presented in Exhibit A have been agreed upon by the PARTIES and are subject to changes in the LRS pursuant to new REGIONAL BOARD requirements and/or unforeseen challenges in the field. Any such changes proposed to the PARTIES' proportional share are subject to funding appropriation and will require written approval of the PARTIES as explained in Section 6(d).
- b. Documentation. To make a good faith effort to cooperate with one another to achieve the purposes of this MOU by providing all requested information and documentation in their possession and available for release to the CONSULTANT that is deemed necessary by the PARTIES to develop the LRS.
- c. Access. Each PARTY will allow reasonable access and entry to the CONSULTANT, on an as needed basis during the term of this MOU, to the PARTY'S FACILITIES to achieve the purposes of this MOU, provided, however, that prior to entering any of the PARTY'S FACILITIES, the CONSULTANT shall obtain all necessary permits and execute a Right-of-Entry Agreement and provide written notice 72 hours in advance of entry from the applicable PARTY.
- d. Task 5. To determine, after the completion of Tasks 1 through 4, whether to initiate Task 5 shown in Table 1 of Exhibit A of this MOU. If any PARTIES agree, in writing, to initiate Task 5, then the COUNTY will direct the CONSULTANT to complete this task and COUNTY will pay the CONSULTANT with the funds previously collected from those PARTIES. If any PARTIES do not agree to initiate Task 5, then the COUNTY will refund those PARTIES their share of the cost of Task 5, as set forth in Table 4 of Exhibit A. Table 3 will be amended to show an updated cost among the participating PARTIES for Task 5.

## Section 8. Indemnification

- a. Each PARTY shall indemnify, defend, and hold harmless each other PARTY, including its special districts, elected and appointed officers, employees, agents, attorneys, and designated volunteers from and against any and all liability, including, but not limited to demands, claims, actions, fees, costs, and expenses (including reasonable attorney's and expert witness fees), arising from or connected with the respective acts of each PARTY arising from or related to this MOU; provided, however, that no PARTY shall indemnify another PARTY for that PARTY'S own negligence or willful misconduct.
- b. In light of the provisions of Section 895.2 of the Government Code of the State of California imposing certain tort liability jointly upon public entities solely by reason

of such entities being parties to an agreement (as defined in Section 895 of said Code), each of the PARTIES hereto, pursuant to the authorization contained in Section 895.4 and 895.6 of said Code, shall assume the full liability imposed upon it or any of its officers, agents, or employees, by law for injury caused by any act or omission occurring in the performance of this MOU to the same extent such liability would be imposed in the absence of Section 895.2 of said Code. To achieve the above stated purpose, each PARTY indemnifies, defends, and holds harmless each other PARTY for any liability, cost, or expense that may be imposed upon such other PARTY solely by virtue of said Section 895.2. The provisions of Section 2778 of the California Civil Code are made a part hereof as if incorporated herein.

#### Section 9. Termination and Withdrawal

- a. This MOU may be terminated upon the express written agreement of all PARTIES. If this MOU is terminated, then all PARTIES must agree on the equitable redistribution of remaining funds deposited, if there are any, or payment of invoices due at the time of termination. Completed work shall be owned by the PARTY or PARTIES who fund the completion of such work. Rights to uncompleted work by the CONSULTANT still under contract will be held by the PARTY or PARTIES who fund the completion of such work.
- b. If a PARTY fails to substantially comply with any of the terms or conditions of this MOU, then that PARTY shall forfeit its rights to work completed through this MOU, but no such forfeiture shall occur unless and until the defaulting PARTY has first been given notice of its default and a reasonable opportunity to cure the alleged default.
- c. COUNTY will notify all PARTIES in writing of any PARTY failing to cure an alleged default in compliance with the terms or conditions of this MOU. The non-delinquent PARTIES will determine the next course of action. The remaining cost will be distributed based on the existing cost allocation formula in Exhibit A. If the increase is more than the 10 percent contingency, an amendment to this MOU must be executed to reflect the change in the PARTIES' cost share.
- d. If a PARTY wishes to withdraw from this MOU for any reason, that PARTY must give the other PARTIES and the REGIONAL BOARD prior written notice thereof. The withdrawing PARTY shall be responsible for its entire share of the LRS development costs shown in Exhibit A. The effective date of withdrawal shall be the 6th day after COUNTY receives written notice of the PARTY'S intent to withdraw. Should any PARTY withdraw from this MOU, the remaining PARTIES' cost share allocation shall be adjusted in accordance with the cost allocation formula in Exhibit A.

#### Section 10. General Provisions

- a. Notices. Any notices, bills, invoices, or reports relating to this MOU, and any request, demand, statement, or other communication required or permitted hereunder shall be in writing and shall be delivered to the representatives of the PARTIES at the addresses set forth in Exhibit B attached hereto and incorporated herein by reference. The PARTIES shall promptly notify each other of any change of contact information, including personnel changes, provided in Exhibit B. Written notice shall include notice delivered via e-mail or fax. A notice shall be deemed to have been received on (a) the date of delivery, if delivered by hand during regular business hours, or by confirmed facsimile or by e-mail; or (b) on the third (3rd) business day following mailing by registered or certified mail (return receipt requested) to the addresses set forth in Exhibit B.
- b. Administration. For the purposes of this MOU, the PARTIES hereby designate as their respective PARTY representatives the persons named in Exhibit B. The designated PARTY representatives, or their respective designees, shall administer the terms and conditions of this MOU on behalf of their respective PARTY. Each of the persons signing below on behalf of a PARTY represents and warrants that he or she is authorized to sign this MOU on behalf of such PARTY.
- c. Relationship of the PARTIES. The PARTIES are, and shall at all times remain as to each other, wholly independent entities. No PARTY to this MOU shall have power to incur any debt, obligation, or liability on behalf of any other PARTY unless expressly provided to the contrary by this MOU. No employee, agent, or officer of a PARTY shall be deemed for any purpose whatsoever to be an agent, employee, or officer of another PARTY.
- d. Binding Effect. This MOU shall be binding upon, and shall be to the benefit of the respective successors, heirs, and assigns of each PARTY; provided, however, no PARTY may assign its respective rights or obligations under this MOU without prior written consent of the other PARTIES.
- e. Amendment. The terms and provisions of this MOU may not be amended, modified, or waived, except by an instrument in writing signed by all non-delinquent PARTIES. For purposes of this MOU, a PARTY shall be considered delinquent if that PARTY fails to timely pay an invoice as required by Section 7(a) or withdraws pursuant to Section 9(d).
- f. Law to Govern. This MOU is governed by, interpreted under, and construed and enforced in accordance with the laws of the State of California.
- g. Severability. If any provision of this MOU is determined by any court to be invalid, illegal, or unenforceable to any extent, then the remainder of this MOU will not be affected, and this MOU will be construed as if the invalid, illegal, or unenforceable provision had never been contained in this MOU.

- h. Entire Agreement. This MOU constitutes the entire agreement of the PARTIES with respect to the subject matter hereof.
- i. Waiver. Waiver by any PARTY to this MOU of any term, condition, or covenant of this MOU shall not constitute a waiver of any other term, condition, or covenant. Waiver by any PARTY to any breach of the provisions of this MOU shall not constitute a waiver of any other provision, nor a waiver of any subsequent breach or violation of any provision of this MOU.
- j. Counterparts. This MOU may be executed in any number of counterparts, each of which shall be an original, but all of which taken together shall constitute one and the same instrument, provided, however, that such counterparts shall have been delivered to all PARTIES to this MOU.
- k. All PARTIES have been represented by counsel in the preparation and negotiation of this MOU. Accordingly, this MOU shall be construed according to its fair language. Any ambiguities shall be resolved in a collaborative manner by the PARTIES and shall be rectified by amending this MOU as described in Section 10(e).

IN WITNESS WHEREOF, the PARTIES hereto have caused this MOU to be executed by their duly authorized representatives and affixed as of the date of signature of the PARTIES:

**COUNTY OF LOS ANGELES**

By \_\_\_\_\_  
GAIL FARBER, Director of Public Works

\_\_\_\_\_  
Date

APPROVED AS TO FORM:

MARY C. WICKHAM  
Interim County Counsel

By \_\_\_\_\_  
Deputy

\_\_\_\_\_  
Date

**LOS ANGELES COUNTY FLOOD CONTROL DISTRICT**

By \_\_\_\_\_  
GAIL FARBER, Chief Engineer

\_\_\_\_\_  
Date

APPROVED AS TO FORM:

MARY C. WICKHAM  
Interim County Counsel

By \_\_\_\_\_  
Deputy

\_\_\_\_\_  
Date



**CITY OF ALHAMBRA**

By \_\_\_\_\_  
Mary Swink  
City Manager

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Lauren Myles  
City Clerk

APPROVED AS TO FORM:

By \_\_\_\_\_  
Joseph M. Montes, Esq.  
City Attorney

CITY OF MONTEBELLO

By \_\_\_\_\_  
Name  
Title

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Name  
Title

APPROVED AS TO FORM:

By \_\_\_\_\_  
Name, Esq.  
City Attorney

**CITY OF MONTEREY PARK**

By \_\_\_\_\_  
Paul Talbot  
City Manager

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT AND FORM:

By \_\_\_\_\_  
Karl H. Berger  
Assistant City Attorney

CITY OF PASADENA

By \_\_\_\_\_  
Name  
Title

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Name  
Title

APPROVED AS TO FORM:

By \_\_\_\_\_  
Name, Esq.  
City Attorney

**CITY OF ROSEMEAD**

By \_\_\_\_\_  
Name  
Title

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Name  
Title

APPROVED AS TO FORM:

By \_\_\_\_\_  
Name, Esq.  
City Attorney

CITY OF SAN GABRIEL

By \_\_\_\_\_  
Name  
Title

\_\_\_\_\_ Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Name  
Title

APPROVED AS TO FORM:

By \_\_\_\_\_  
Name, Esq.  
City Attorney

**CITY OF SAN MARINO**

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
John Schaefer  
City Manager

APPROVED AS TO FORM:

By \_\_\_\_\_  
Steve Dorsey, Esq.  
City Attorney



CITY OF SOUTH EL MONTE

By \_\_\_\_\_  
Name  
Title

\_\_\_\_\_ Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Name  
Title

APPROVED AS TO FORM:

By \_\_\_\_\_  
Name, Esq.  
City Attorney

**CITY OF SOUTH PASADENA**

By \_\_\_\_\_  
Sergio Gonzalez  
City Manager

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Evelyn G. Zneimer  
City Clerk

APPROVED AS TO FORM:

By \_\_\_\_\_  
Teresa L. Highsmith, Esq.  
City Attorney

**CITY OF TEMPLE CITY**

By \_\_\_\_\_  
Michael D. Forbes  
Community Development Director

\_\_\_\_\_  
Date

APPROVED AS TO CONTENT:

By \_\_\_\_\_  
Bryan Cook  
City Manager

APPROVED AS TO FORM:

By \_\_\_\_\_  
Eric S. Vail, Esq.  
City Attorney

## EXHIBIT A

### Rio Hondo and Tributaries Funding Contributions for LRS Implementation

**Table 1. Contract Cost**

| TASK   | DESCRIPTION                                  | COST                |
|--------|----------------------------------------------|---------------------|
| Task 1 | Non-stormwater Snapshot Monitoring/Screening | \$253,980.00        |
| Task 2 | Outfall Drainage Area Assessment             | \$33,630.00         |
| Task 3 | LRS Development                              | \$85,230.00         |
| Task 4 | Prepare LRS Report                           | \$34,010.00         |
|        | <b>Tasks 1-4 Sub-Total</b>                   | <b>\$406,850.00</b> |
| Task 5 | BMP Structural Controls and Concept Designs  | \$98,050.00         |
|        | <b>Tasks 1-5 Total</b>                       | <b>\$504,900.00</b> |

**Table 2. Tasks 1 through 4 Cost Allocation Formula**

| CITY                      | PERCENT LAND AREA | LRS COST SHARE <sup>1</sup> | ADMIN FEE (5%)     | TOTAL               |
|---------------------------|-------------------|-----------------------------|--------------------|---------------------|
| Alhambra                  | 7.86%             | \$28,780.57                 | \$1,439.03         | \$30,219.60         |
| Montebello                | 12.15%            | \$44,489.05                 | \$2,224.45         | \$46,713.50         |
| Monterey Park             | 9.40%             | \$34,419.51                 | \$1,720.98         | \$36,140.49         |
| Pasadena                  | 21.22%            | \$77,700.21                 | \$3,885.01         | \$81,585.22         |
| Rosemead                  | 7.86%             | \$28,780.57                 | \$1,439.03         | \$30,219.60         |
| San Gabriel               | 6.28%             | \$22,995.16                 | \$1,149.76         | \$24,144.92         |
| San Marino                | 5.73%             | \$20,981.25                 | \$1,049.06         | \$22,030.31         |
| South El Monte            | 3.79%             | \$13,877.65                 | \$693.88           | \$14,571.53         |
| South Pasadena            | 0.43%             | \$1,574.51                  | \$78.73            | \$1,653.24          |
| Temple City               | 6.13%             | \$22,445.91                 | \$1,122.30         | \$23,568.21         |
| County UA                 | 19.15%            | \$70,120.61                 | \$0.00             | \$70,120.61         |
| LACFCD (10% Contribution) | 0.00%             | \$40,685.00                 | \$0.00             | \$40,685.00         |
| <b>TOTAL</b>              | <b>100.00%</b>    | <b>\$406,850.00</b>         | <b>\$14,802.23</b> | <b>\$421,652.23</b> |

**Table 3. Task 5 Cost Allocation Formula**

| CITY       | PERCENT LAND AREA | LRS COST SHARE <sup>1</sup> | ADMIN FEE (5%) | TOTAL       |
|------------|-------------------|-----------------------------|----------------|-------------|
| Alhambra   | 7.86%             | \$6,936.06                  | \$346.80       | \$7,282.86  |
| Montebello | 12.15%            | \$10,721.77                 | \$536.09       | \$11,257.86 |

<sup>1</sup> LACFCD's share of contract cost is 10 percent of the total cost. The LRS Cost Share therefore shows this 10 percent amount for the LACFCD. The amount shown for the remaining PARTIES is calculated by multiplying the total cost for the Task(s) minus the LACFCD's share by the percent land area for each PARTY.

## EXHIBIT A

### Rio Hondo and Tributaries Funding Contributions for LRS Implementation

|                           |                |                    |                   |                     |
|---------------------------|----------------|--------------------|-------------------|---------------------|
| Monterey Park             | 9.40%          | \$8,295.03         | \$414.75          | \$8,709.78          |
| Pasadena                  | 21.22%         | \$18,725.59        | \$936.28          | \$19,661.87         |
| Rosemead                  | 7.86%          | \$6,936.06         | \$346.80          | \$7,282.86          |
| San Gabriel               | 6.28%          | \$5,541.79         | \$277.09          | \$5,818.88          |
| San Marino                | 5.73%          | \$5,056.43         | \$252.82          | \$5,309.25          |
| South El Monte            | 3.79%          | \$3,344.49         | \$167.22          | \$3,511.71          |
| South Pasadena            | 0.43%          | \$379.45           | \$18.97           | \$398.42            |
| Temple City               | 6.13%          | \$5,409.41         | \$270.47          | \$5,679.88          |
| County UA                 | 19.15%         | \$16,898.92        | \$0.00            | \$16,898.92         |
| LACFCD (10% Contribution) | 0.00%          | \$9,805.00         | \$0.00            | \$9,805.00          |
| <b>TOTAL</b>              | <b>100.00%</b> | <b>\$98,050.00</b> | <b>\$3,567.29</b> | <b>\$101,617.29</b> |

**Table 4. Total Cost (Table 2 + Table 3)**

| CITY                      | TASKS 1-4           | TASK 5              | TOTAL               |
|---------------------------|---------------------|---------------------|---------------------|
| Alhambra                  | \$30,219.60         | \$7,282.86          | \$37,502.46         |
| Montebello                | \$46,713.50         | \$11,257.86         | \$57,971.36         |
| Monterey Park             | \$36,140.49         | \$8,709.78          | \$44,850.27         |
| Pasadena                  | \$81,585.22         | \$19,661.87         | \$101,247.09        |
| Rosemead                  | \$30,219.60         | \$7,282.86          | \$37,502.46         |
| San Gabriel               | \$24,144.92         | \$5,818.88          | \$29,963.80         |
| San Marino                | \$22,030.31         | \$5,309.25          | \$27,339.56         |
| South El Monte            | \$14,571.53         | \$3,511.71          | \$18,083.24         |
| South Pasadena            | \$1,653.24          | \$398.42            | \$2,051.66          |
| Temple City               | \$23,568.21         | \$5,679.88          | \$29,248.09         |
| County UA                 | \$70,120.61         | \$16,898.92         | \$87,019.53         |
| LACFCD (10% Contribution) | \$40,685.00         | \$9,805.00          | \$50,490.00         |
| <b>TOTAL</b>              | <b>\$421,652.23</b> | <b>\$101,617.29</b> | <b>\$523,269.52</b> |

## EXHIBIT B

### Rio Hondo River and Tributaries Responsible Agency Representatives

| AGENCY ADDRESS                                                                                                                                                         | AGENCY CONTACT                                                                                       |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
| County of Los Angeles<br>Department of Public Works<br>Watershed Management Division, 11th Floor<br>900 South Fremont Avenue<br>Alhambra, CA 91803                     | Paul Alva<br>Email: palva@dpw.lacounty.gov<br>Phone: (626) 458-4325<br>Fax: (626) 457-1526           |
| Los Angeles County Flood Control District<br>Department of Public Works<br>Watershed Management Division, 11th Floor<br>900 South Fremont Avenue<br>Alhambra, CA 91803 | Terri Grant<br>Email: tgrant@dpw.lacounty.gov<br>Phone: (626) 458-4309<br>Fax: (626) 457-1526        |
| City of Alhambra<br>111 South First Street<br>Alhambra, CA 91801                                                                                                       | David Dolphin<br>Email: ddolphin@cityofalhambra.org<br>Phone: (626) 300-1571<br>Fax: (626) 282-5833  |
| City of Montebello<br>1600 West Beverly Boulevard<br>Montebello, CA 90640                                                                                              | D Batson<br>Email: dbatson@cityofmontebello.com<br>Phone: (323) 887-1462<br>Fax: (323) 887-1464      |
| City of Monterey Park<br>320 West Newmark Avenue<br>Monterey Park, CA 91754                                                                                            | Amy Ho<br>Email: amho@montereypark.ca.gov<br>Phone: (626) 307-1383<br>Fax: (626) 307-2500            |
| City of Pasadena<br>P.O. Box 7115<br>Pasadena, CA 91109                                                                                                                | Steve Walker<br>Email: swalker@cityofpasadena.net<br>Phone: (626) 744-4271<br>Fax: (626) 744-3823    |
| City of Rosemead<br>8838 East Valley Boulevard<br>Rosemead, CA 91770                                                                                                   | Sean Sullivan<br>Email: ssullivan@cityofrosemead.org<br>Phone: (626) 569-2189<br>Fax: (626) 307-9218 |

## EXHIBIT B

### Rio Hondo River and Tributaries Responsible Agency Representatives

|                                                                                     |                                                                                                       |
|-------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------|
| City of San Gabriel<br>425 South Mission Avenue<br>San Gabriel, CA 91776            | Daren Grilley<br>Email: dgrilley@sgch.org<br>Phone: (626) 308-2806<br>Fax: (626) 458-2830             |
| City of San Marino<br>2200 Huntington Drive<br>San Marino, CA 91108                 | Lucy Garcia<br>Email: lgarcia@sanmarinoca.gov<br>Phone: (626) 300-0700<br>Fax: (626) 300-0709         |
| City of South El Monte<br>1415 North Santa Anita Avenue<br>South El Monte, CA 91733 | Tony Ybarra<br>Email: tybarra@soelmonte.org<br>Phone: (626) 652-3163<br>Fax: (626) 579-2409           |
| City of South Pasadena<br>1414 Mission Street<br>South Pasadena, CA 91030           | Shin Furukawa<br>Email: sfurukawa@southpasadenaca.gov<br>Phone: (626) 403-7240<br>Fax: (626) 403-7241 |
| City of Temple City<br>9701 Las Tunas Drive<br>Temple City, CA 91780                | Andrew J. Coyne<br>Email: acoyne@templecity.us<br>Phone: (626) 285-2171<br>Fax: (626) 285-8192        |