Response to Comments

COSTCO

COMMERCIAL COMPLEX

Final Environmental Impact Report Addendum

September 2004

Prepared for:

City of San Dimas
Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

ESA Environmental Science Associates

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RESPONSE TO COMMENTS
FINAL ENVIRONMENTAL IMPACT REPORT ADDENDUM
COSTCO COMMERCIAL COMPLEX

Prepared for:

CITY OF SAN DIMAS

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Chapter 1. Summary

1.1 INTRODUCTION

This Final Environmental Impact Report (Final EIR) for the Costco Commercial Complex has been prepared in accordance with the California Environmental Quality Act (CEQA) as amended (Public Resources Code Section 21000 *et seq.*) and *CEQA Guidelines* (California Administrative Code Section 15000 *et seq.*). The Final EIR is an informational document prepared by the Lead Agency that must be considered by decision-makers before approving or denying a proposed project. The Final EIR incorporates, by reference, the following CEQA documents:

- Costco Commercial Complex Draft Environmental Impact Report (August 2003) (SCH No. 2002051116)
- Costco Commercial Complex Recirculated Transportation/Traffic Section of Draft Environmental Impact Report (March 2004) (SCH No. 2002051116)
- Costco Commercial Complex Revised Recirculated Transportation/Traffic Section of Draft Environmental Impact Report (July 2004) (SCH No. 2002051116)

The Final EIR is organized as follows:

- Chapter 2 describes revisions to the Draft EIR and the Recirculated Transportation/Traffic Section of the Draft EIR due to comments received during public review
- Chapter 3 includes all written comments received during public review and responses to those comments; the comments themselves can be found
- Chapter 4 includes the Mitigation Monitoring Program (MMP) for the proposed project

1.2 ENVIRONMENTAL REVIEW PROCESS

A Draft Environmental Impact Report (Draft EIR) for the proposed new Costco Commercial Complex was completed and released for public review in August 2003 in accordance with the California Environmental Quality Act (CEQA). Comments were received from August 26, 2003 to October 10, 2003. A total of sixteen letters were received.

As a result of substantial comments on the Transportation/Traffic Section of the Draft EIR, the transportation/traffic analysis was revised and recirculated for public review from March 5, 2004 to April 19, 2004. This Recirculated Transportation/Traffic Section was designed to address all comments received during the public review period for the Draft EIR. Agencies and individuals who had previously commented on the Draft EIR

were informed that any further comments concerning transportation/traffic impacts of the proposed project must be received during the public review period for the Recirculated Transportation/Traffic Section. A total of thirteen letters were received concerning the Recirculated Traffic Section. Due to minor changes to the proposed project, the traffic analysis was again revised and recirculated for public review from July 16, 2004 to August 30, 2004. Seven comment letters were received concerning revised the Recirculated Traffic Section. This document includes responses to comments received during the three periods of public review.

In accordance with CEQA, the Final EIR will be available for public review prior to the Public Hearing at which the Planning Commission will consider recommending certification and adoption of the Final EIR to the City Council/Redevelopment Agency. The document will be available for review at San Dimas Planning Department, 245 E. Bonita Avenue, San Dimas, CA 91773. The Planning Commission Public Hearing will be held at the City Council Chambers, 245 E. Bonita Avenue, San Dimas, CA 91773, on October 6, 2004, at 7:30 PM. The City Council/Redevelopment Agency will consider the recommendation of the Planning Commission regarding certification and adoption of the Final EIR at a later public hearing.

1.3 PROJECT OVERVIEW

The City of San Dimas (City) proposes to construct a new Costco commercial complex on 22.83 acres of land within Specific Plan Area No. 24 in the City of San Dimas. The proposed project site is located on the southeast corner of Gladstone Street and Lone Hill Avenue in the City of San Dimas, bounded on the north by Gladstone Street, on the west by Lone Hill Avenue and on the east by the former Atchison, Topeka, and Santa Fe Railway Company (ATSF) right-of-way. East-west trending West 5th Street traverses the southern end of the proposed project site east of Lone Hill Avenue. Single-family residences occupy the southern boundary of the proposed project site (along West 5th Street), and are located adjacent to a corporate business park known as San Dimas Business Park.

This proposed development project includes the following: 149,710 square foot Costco warehouse/retail facility with a tire center and a gasoline service station; 3,500 square foot drive-thru fast-food restaurant; 7,000 square foot “quality” restaurant; two retail shops (8,000 square feet each) totaling 16,000 square feet; and, two major retail shops (15,000 and 30,000 square feet) totaling 45,000 square feet.

The majority of the proposed project site is vacant undeveloped or underdeveloped land and is located within the jurisdiction of the San Dimas Redevelopment Agency. Approximately 20 single-family residences are located within the proposed development project site. Some of these residential properties are also used for light industrial purposes such as contractor yards. The Ormco Sybron dental manufacturing facility, single-family residences and railroad tracks are located across Gladstone Street north of the proposed project site. Adjacent properties east of the MTA railroad right-of-way are occupied by single-family residences and a Cal Trans office. Adjacent properties to the west (across Lone Hill Avenue) include a Chevron retail gasoline service station and

thirteen single-family residences. A corporate business park, known as San Dimas Business Park occupies the adjacent property south of the proposed project site.

1.4 SUMMARY OF ENVIRONMENTAL IMPACTS AND MITIGATION

The Draft EIR the Recirculated Traffic Section, and the Revised Recirculated Traffic Section of the Draft EIR considered the environmental impacts associated with eleven issue areas. The results of this evaluation are presented on Table 1-1. Table 1-1 details the level of significance of each impact, applicable mitigation measures, and the level of significance after implementation of mitigation.

The impact analysis identified seven significant unavoidable impacts that would need to be considered in deciding on this project. These impacts include three significant unavoidable impacts to air quality and significant unavoidable traffic impacts to four intersections. These impacts are summarized below:

- Construction of the proposed project would emit criteria air pollutants. Estimated daily average construction emissions would exceed significance thresholds for NOx set by the South Coast Air Quality Management District (SCAQMD).

- Operational air emissions would increase as a result of implementation of the proposed project and exceed operational emission standards of the SCAQMD.

- Cumulative air emissions of the proposed project and other area projects would exceed emission standards of the SCAQMD.

- Operation of the proposed project would cause significant unavoidable traffic impacts to the Lone Hill Avenue/Arrow Highway intersection.

- Operation of the proposed project would cause significant unavoidable traffic impacts at the following intersections:

    - Lone Hill Avenue/Route 66
    - Lone Hill Avenue/I-210 Westbound Ramps
    - Lone Hill Avenue/Auto Center Drive.
    - Willow Street/Gladstone Street
    - Valley Center Avenue/Gladstone Street
    - Lone Hill Avenue/Kenoma Avenue

  Because these intersections are located within the City of Glendora and, therefore, outside the jurisdiction of the Lead Agency, the implementation of mitigation measures cannot be assured; for purposes of this EIR, these are considered to remain significant and unavoidable. However, the City of San Dimas and the applicant will pursue implementation of these measures.

Traffic could be impacted in the vicinity of two schools. The Willow Elementary and Gladstone Elementary schools are located in the vicinity of the Valley Center Avenue/Gladstone Street and Willow Street/Gladstone Street intersections; both intersections are mitigable but located in the City of Glendora (see above).

TABLE 1-1: SUMMARY OF IMPACTS AND MITIGATION FOR THE COSTCO COMMERCIAL COMPLEX

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3A. Aesthetics			
3A1. The proposed project would not have a substantial adverse effect on a scenic vista, damage scenic resources and/or degrade the existing visual character or quality of the site.	LTS/M	**M-3A.1** In accordance with the City of San Dimas General Plan, underground utilities shall be provided in an effort to improve the visual environment. **M-3A.2** Proposed ornamental landscaping shall include replacing existing mature trees with trees of similar scale in an effort to preserve the visual character of the project area. **M-3A.3** In conjunction with consideration of grading and site plan approvals, the applicant shall inventory existing trees by size, species, location and condition. Where feasible after consideration of grading requirements, existing trees in good condition deemed appropriate for retention shall be protected in place and preserved. Trees approved for removal shall be replaced pursuant to the standards set forth in the San Dimas Municipal Code Chapter 18.162. **M-3A.4** Prior to the issuance of a grading permit for the proposed project, the applicant shall obtain a Tree Removal Permit from the City of San Dimas, as required by San Dimas Municipal Code Section 18.162.	Less than significant.
3A2. The proposed project would be consistent with established plans or policies concerning visual resources.	LTS	No mitigation is required.	Less than significant.
3A3. The proposed project would not create significant new sources of light or glare that could affect surrounding uses.	LTS/M	**M-3A.5** The applicant shall install high-pressure sodium light fixtures that do not exceed 250 watts, however, landscape and accent lighting may exceed this limitation, if necessary. Light standards that maintain light emissions close to	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		90 degrees horizontal shall be selected. Shielding shall be implemented to reduce light emissions onto adjoining properties. The overall height of the light pole and fixture shall not exceed 15 feet, and poles shall be steel, aluminum or other similar approved material. The style of the poles shall compliment the fixture design. All architectural accent and ground lighting fixtures shall be subterranean unless the fixture is designed as an architectural element. **M-3A.6** As per the City of San Dimas Lighting Guidelines, the applicant shall submit a lighting plan for approval by the City of San Dimas.	
3A4. Together with other area projects, the proposed project would not have cumulative aesthetic impacts.		No mitigation is required.	Not cumulatively considerable.
3B. Air Quality			
3B1. The proposed project would be consistent with the Air Quality Management Plan (AQMP). It would not conflict with or obstruct implementation of the AQMP.	LTS	No mitigation is required.	Less than significant.
3B2. Construction of the proposed project would emit criteria pollutants. Estimated daily average construction emissions of NO_x during site grading would exceed significance thresholds set by the SCAQMD, resulting in a short term (4 months) significant impact.	S	**M-3B.1** Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard. **M-3B.2** Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.	**Significant and unavoidable.**

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		M-3B.3 Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers. **M-3B.4** Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets. **M-3B.5** Hydroseed or apply non-toxic stabilizers to inactive construction areas. **M-3B.6** Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.). **M-3B.7** Limit traffic speeds on unpaved roads to 15 miles per hour. **M-3B.8** Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April). **M-3B.9** Replant vegetation in disturbed areas as quickly as possible. **M-3B.10** All construction equipment shall be properly tuned and maintained. **M-3B.11** General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions. **M-3B.12** Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.	

TABLE 1-1: SUMMARY OF IMPACTS AND MITIGATION FOR THE COSTCO COMMERCIAL COMPLEX

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3B3. Operation of the proposed project would emit criteria pollutants. Estimated daily average emissions would exceed significance thresholds set by the SCAQMD.	S	**M-3B.13** In compliance with the City of San Dimas' Transportation System Management (TSM) and Travel Demand Management (TDM) programs, the applicant shall support programs with the objective of increasing vehicle occupancy rates and encourage public support for the development of a balanced circulation system through a well organized public relations program. **M-3B.14** In compliance with SCAQMD Rule 2202, the applicant shall implement an On-Road Motor Vehicle Mitigation Plan to encourage employees to participate in ride sharing. **M-3B.15** Consideration shall be given to installing publicly available electric vehicle charging stations at the proposed project site.	**Significant and unavoidable.**
3B4. The proposed project is not anticipated to create objectionable odors affecting a substantial number of people.	LTS/M	**M-3B.16** Restaurant and food handling operations shall adhere to SCAQMD Rule 402 (Nuisance).	Less than significant.
3B5. The proposed project would contribute air emissions to the region that would add to the cumulative baseline.	S	No mitigation is feasible.	**Significant and unavoidable.**
3C. Biological Resources			
3C1. The proposed project would not result in a disturbance to or loss of habitat for state and/or federally listed threatened and endangered species or to any sensitive natural communities.	LTS	No mitigation is required.	Less than significant.
3C2. The proposed project would require the removal of mature trees	LTS/M	See Chapter 3A. Aesthetics, Impact 3A1.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
which are protected by the City of San Dimas Tree Protection Ordinance.			
3C3. The proposed project could result in the destruction of bird nests during tree removal.	LTS/M	**M-3C.1** A qualified biologist shall conduct an intensive nest search in all trees slated for removal to avoid destruction of resident native bird nests. Tree removal may be delayed until October, to ensure reproductive success for native species using the site for nesting purposes.	Less than significant.
3C4. Together with other area projects, the proposed project would not have significant cumulative biological impacts.	LTS	No mitigation is required.	Not cumulatively considerable.
3D. Cultural Resources			
3D1. The proposed project would not cause a substantial adverse change in the significance of a historical resource.	LTS/M	**M-3D.1** The two single-family residences located on the proposed project site at 932 West 5th Street, San Dimas, California, 91773-1721 and 948 West 5th Street, San Dimas, California, 91773-1721 shall be put up for sale for a period of sixty days. The sale must be upon the condition that the structures be moved to a vacant location outside of the proposed project site but within the limits of the City of San Dimas. In the event the houses are not sold and relocated, a photodocumentation of the structures and sites will be conducted and placed in the record of the local historic preservation society.	Less than significant.
3D2. The proposed project would not cause a substantial adverse change in the significance of a unique archaeological resource.	LTS/M	**M-3D.2** A qualified archaeologist/paleontologist and Native American monitor shall be on-call to monitor any disturbance of native soils. The archaeologist/paleontologist will be on-call during any activity when new soils are to be moved or exported in previously undisturbed	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		portions of the proposed project area. The archaeologist/paleontologist shall be authorized to and must halt the proposed project and mark, collect, and evaluate any archaeological/paleontological materials discovered during construction. Copies of any paleontological surveys, studies, or reports of field observation during grading and land modification shall be prepared and certified by the on-call paleontologist and submitted to the Natural History Museum of Los Angeles County Paleontological Repository. The Native American Monitor shall oversee the subsequent repatriation of any Native American remains or sacred religious materials discovered during construction, as mandated by the Native American Graves and Repatriation Act.	
3D3. The proposed project would not directly or indirectly affect a unique paleontological resource or site or unique geologic feature.	LTS/M	See Mitigation Measure **M-3D.2**.	Less than significant.
3D4. The proposed project could result in the disturbance human remains, including those interred outside of formal cemeteries.	LTS/M	**M-3D.3** In the event human remains are encountered, the Los Angeles County Coroner must be contacted to determine whether or not investigation of the cause of death is required. In the event the remains are of Native American origin, the Native American Heritage Commission shall be contacted by the Native American Monitor to determine necessary procedures for protection and preservation of remains, including reburial, as provided in the CEQA Guidelines, Section 15064.5(e).	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3D5. Together with other area projects, the proposed project would not have cumulative impacts on cultural resources in the proposed project area.	LTS	No mitigation is required.	Not cumulatively considerable.
3E. Geology and Soils			
3E1. The proposed project could expose people or structures to strong ground shaking in the event of an earthquake.	LTS/M	**M-3E.1** The applicant shall implement recommendations of site-specific geotechnical studies and secure a qualified engineer to design all buildings, facilities, and landscaping to withstand ground-shaking potential, as stipulated in the California Building Code and applicable City of San Dimas building and safety standards.	Less than significant.
3E2. The proposed project could expose people or structures to ground failure, including liquefaction, due to seismic activity.	LTS/M	**M-3E.2** The applicant shall complete a geotechnical investigation of the remaining portions of the proposed project site that were inaccessible during the preliminary investigation. A certified engineer shall design all buildings, facilities, and landscaping to adequately minimizes geologic hazards including liquefaction, settlement, subsidence, and expansive soils as stipulated in the California Building Code and applicable City of San Dimas building and safety standards.	Less than significant.
3E3. The proposed project could cause wind or water induced soil erosion during construction of the proposed project.	LTS	No mitigation is required.	Less than significant.
3E4. The proposed project could be located on soil prone to subsidence, settlement, or expansion/shrinkage.	LTS/M	Refer to mitigation measure **M-3E.2**.	Less than significant.
3E5. Together with other area projects, the proposed project would not have	LTS	No mitigation is required.	Not cumulatively considerable.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
cumulative impacts on geology and soils in the project area.			
3F. Hazards and Hazardous Materials			
3F1. The proposed project could create a significant hazard to the public or environment through routine transport, storage, use, or disposal of hazardous materials.	LTS/M	**M-3F.1** Any contaminated soils encountered on the proposed project site during demolition, site clearance, or construction activities shall be removed from the proposed project site and disposed of off-site. The removal and disposal of these hazardous materials would be in accordance with guidelines specified by the Environmental Protection Agency and at a minimum the following measures would be taken to minimize potential health and safety risks associated with removal activities: • Maintain slow speeds with all vehicles. • Load impacted soil directly into transportation trucks to minimize soil handling. • Water/mist soil as it is being excavated and loaded onto the transportation trucks. • During dumping, minimize soil drop height into transportation trucks or stockpiles. • During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks. • Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		• Place stockpiled soil on polyethylene sheeting and cover with similar material. • Place stockpiled soil in areas shielded from prevailing winds. **M-3F.2** The gas station operator shall obtain a permit for installation of USTs from the County of Los Angeles County Fire Certified Unified Program Agency (CUPA) and the Environmental Programs Division of the Los Angeles County Department of Public Works. UST design, installation, and monitoring shall follow all applicable regulations set forth by CUPA. **M-3F.3** On-site storage, use and generation of hazardous materials, including fuel, shall comply with state and federal regulations, and storage and dispensing permits shall be obtained as necessary.	
3F2. The proposed project would not create a significant hazard to the public through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment.	LTS/M	**M-3F.4** Best management practices shall be instituted to help limit the extent of accidental releases of hazardous materials at the proposed project site. **M-3F.5** Any accidental release of hazardous materials shall be reported to the County Environmental Health Department and State Office of Emergency Services. For a spill involving water resources, the US EPA and RWQCB shall be contacted. **M-3F.6** Spills and operational upset involving aquatic, terrestrial or airborne releases shall be reported to the California Department of Conservation, Division of Oil and Gas and the SCAQMD.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		M-3F.7 Accidental releases of hazardous materials shall be investigated and remediated immediately in compliance with applicable regulations. If soil contamination is suspected, appropriate health and safety procedures shall be implemented. In addition, soil samples in the area of the release shall be collected and analyzed for potential contamination. If contamination in the soil exists, the County will provide the appropriate regulatory oversight for required investigations and remediation.	
3F3. The proposed project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within ¼-mile of an existing or proposed school.	LTS	No mitigation is required.	Less than significant.
3F4. The proposed project is located on a site that is either known to contain hazardous materials or is listed on a site compiled pursuant to Government Code Section 65962.5, and as a result could create a significant hazard to the public or the environment.	LTS/M	Refer to mitigation measure **M-3F.1**.	Less than significant.
3F5. The proposed project is not located on a site within an airport land use plan, a public airport or a private airstrip, and therefore, would not result in a safety hazard for people residing or working in the project area.	LTS	No mitigation is required.	Less than significant.
3F6. The proposed project would not impair or interfere with the implementation of an adopted	LTS	No mitigation is required.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
emergency response plan or emergency evacuation plan.			
3F7. The proposed project would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.	LTS	No mitigation is required.	Less than significant.
3F8. Together with other area projects have cumulative hazards impacts.	LTS	No mitigation is required.	Not cumulatively considerable.
3G. Hydrology and Water Quality			
3G1. The proposed project could violate water quality standards.	LTS/M	**M-3G.1** The applicant shall comply with all applicable storm water regulations for the proposed development and shall include design features and BMPs to reduce, to the maximum extent practicable, the presence of constituents causing impairment in runoff from the proposed project site.	Less than significant.
3G2. The proposed project could deplete groundwater supplies or interfere with groundwater recharge.	LTS	No mitigation is required.	Less than significant.
3G3. The proposed project would alter existing drainage patterns, which could result in substantial erosion, and/or exceed the capacity of existing or planned storm drains and produce flooding on- or off-site.	LTS/M	**M-3G.2** The applicant shall prepare a Drainage Plan with estimated runoff volumes to accompany the site grading plan, which shall be submitted for approval to the Public Works Department of the City of San Dimas. If the storm drain line does not have the required capacity, the proposed project design shall be modified to detain or retain storm runoff on-site.	Less than significant.
3G4. The proposed project could degrade groundwater quality.	LTS	No mitigation is required.	Less than significant.

TABLE 1-1: SUMMARY OF IMPACTS AND MITIGATION FOR THE COSTCO COMMERCIAL COMPLEX

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3G5. Together with other area projects, the proposed project could have cumulative impacts on hydrology and water quality in the project area.	LTS/M	Refer to mitigation measure **M-3G.1**.	Not cumulatively considerable.
3H. Land Use and Recreation			
3H1. The proposed project would not physically divide an established community.	LTS	No mitigation is required.	Less than significant.
3H2. The proposed project would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project.	LTS	No mitigation is required.	Less than significant.
3H3. The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.	LTS	No mitigation is required.	Less than significant.
3H4. Together with other area projects, the proposed project would not have cumulative land use impacts.	LTS	No mitigation is required.	Not cumulatively considerable.
3I. Noise			
3I1. The proposed project would not expose persons to, or generate, noise levels in excess of standards established in the City Noise Ordinance.	LTS/M	**M-3I.1** Parking lot sweeping at the proposed Costco Commercial Complex shall not occur from 9:00 p.m. to 7:00 a.m.	Less than significant.
3I2. The proposed project would not result in excessive noise levels during construction activity occurring within 500 feet of a school zone or residence.	LTS/M	**M-3I.2** During construction, the contractor shall ensure that all construction be performed in accordance with the City of San Dimas noise standards. No noise intensive construction or repair work shall be performed between the hours of 8:00 PM and	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		7:00 AM on any weekday or Saturday or at any time on Sundays or holidays. **M-3I.3** During construction activities, the contractor shall locate portable equipment as far as possible from the adjacent residents. **M-3I.4** During construction phases, the contractor shall store and maintain equipment as far as possible from the adjacent residents. **M-3I.5** The contractor shall be restricted from playing loud music in the open construction area. **M-3I.6** During construction activities the construction manager shall serve as the contact person in the event that noise levels become disruptive to local residents. A sign will be posted at the proposed project site with the contact phone number.	
3I3. The proposed project would not expose persons to, or generate, excessive groundborne vibration or groundborne noise levels.	LTS	No mitigation is required.	Less than significant.
3I4. Together with other area projects the proposed project would not have cumulative noise impacts.	LTS	No mitigation is required.	Not cumulatively significant.
3J. Population and Housing			
3J1. The proposed project would not result in the inducement of substantial population growth in the project area.	LTS	No mitigation is required.	Less than significant.
3J2. The proposed project would not result in the displacement of substantial	LTS	No mitigation is required.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
numbers of people and housing necessitating the construction of replacement housing elsewhere.			
3J3. Together with other area projects, the proposed project would not have cumulative impacts on population and housing.	LTS	No mitigation is required.	Not cumulatively considerable.
3K. Public Services and Utilities			
3K1. The proposed project would not significantly impact the demand for fire protection services during construction and operation.	LTS/M	**M-3K.1** The applicant shall work with the LACFD to ensure that access roads, building safety features, fire flow and other requirements of the LACFD are met. **M-3K.2** All buildings constructed as part of the proposed project shall be built in accordance with LACFD requirements and the California Building Code.	Less than significant.
3K2. The proposed project would not significantly impact the demand for police protection services during construction and operation.	LTS/M	**M-3K.3** The applicant shall submit a security plan to the San Dimas Sheriff's Department prior to commencing operation of the proposed project. The security plan shall include the implementation of such measures as 24-hour security cameras and personnel on-site during operation of the proposed commercial complex.	Less than significant.
3K3. The proposed project would not significantly impact area school services during construction and operation.	LTS	No mitigation is required.	Less than significant.
3K4. The proposed project would not impact area parks and recreation facilities during construction and operation.	LTS	No mitigation is required.	Less than significant.

TABLE 1-1: SUMMARY OF IMPACTS AND MITIGATION FOR THE COSTCO COMMERCIAL COMPLEX

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3K5. The proposed project would increase the demand for wastewater facilities.	LTS	No mitigation is required.	Less than significant.
3K6. The proposed project would not significantly impact the demand for water drainage facilities during construction and operation.	LTS/M	**Construction** **M-3K.4** Prior to the stabilization of the construction site area, sediment flows shall be prevented from entering storm drainage systems by the construction of temporary filter inlets around existing storm drain inlets. The sediment trapped in these impounding areas shall be removed after each storm. **Operation** See Chapter 3G. Hydrology and Water Quality, mitigation measure **M-3G.2**.	Less than significant.
3K7. The proposed project would not exceed wastewater treatment requirements of the Los Angeles Regional Water Quality Control Board.	LTS/M	**Construction** Refer to **M-3K.4**. **Operation** No mitigation is required.	Less than significant.
3K8. The proposed project would have sufficient water supplies available; new or expanded facilities would not be needed.	LTS	**Construction** No mitigation is required. **Operation** No mitigation is required.	Less than significant.
3K9. The proposed project would be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	LTS/M	**M-3K.5** A solid waste management plan shall be developed by the applicant. This plan shall identify methods to promote recycling and re-use of material, as well as safe disposal consistent with the policies and programs outlined by the City of San Dimas.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		M-3K.6 The applicant shall investigate suitable private sites that will accept all fill and earth materials for re-use, in order to avoid the deposition of such materials at solid waste landfills serving the County of Los Angeles. Documentation supporting the investigation of private sites for re-use of fill and earth materials, or of a re-use recycling program if a suitable site is located, shall be provided to the City of San Dimas Department of Public Works, prior to the issuance of haul route permits.	
		M-3K.7 The applicant shall demonstrate that all construction and demolition debris, to the maximum extent feasible, shall be salvaged and recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program shall be provided to the City of San Dimas Department of Public Works, prior to the issuance of a Certificate of Occupancy.	
		M-3K.8 The applicant shall consult with Waste Management for materials collections and trash/recyclables hauling, including tires.	
3K10. The proposed project would comply with federal, state, and local statutes and regulations related to solid waste.	LTS/M	**M-3K.9** The applicant shall work with the City's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction and operation in compliance with state and local requirements such as those described in Chapter 4 of Title 14 of the California Code of Regulations and AB939.	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
3K11. The proposed project would not significantly affect electricity requirements.	LTS	No mitigation is required.	Less than significant.
3K12. The proposed project would not significantly affect natural gas requirements.	LTS	No mitigation is required.	Less than significant.
3K13. Together with other area projects, the proposed project would not have significant cumulative impacts on area public services and utilities.	LTS	No mitigation is required.	Not cumulatively considerable.
3L. Transportation/Traffic			
3L1. The proposed project would impact local intersections and exceed significance criteria established by the City of San Dimas at nine intersections.	S	**M-3L.1** A traffic signal shall be constructed at the intersection of Lone Hill Avenue and the proposed project site's full access (south driveway). **M-3L.2** The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for the implementation of a second eastbound exclusive right turn lane at the intersection of Lone Hill Avenue/Route 66. Northbound U-turns onto southbound Lone Hill Avenue would be prohibited. **M-3L.3** The applicant shall make fair-share contributions, as reasonably determined by the City of San Dimas based on a nexus study, for future improvements at the following intersections: • Lone Hill Avenue and I-210 Westbound Ramps	**Significant and unavoidable.** Impacts can be mitigated at eight of the nine intersections. However, six of these intersections are outside the jurisdiction of the Lead Agency and mitigation cannot be assured. Therefore, for purposes of this EIR, they are considered to remain significant. **Unmitigable Impact:** • Lone Hill Avenue/Arrow Highway **Mitigable but Outside Lead Agency Jurisdiction:** • Lone Hill Avenue/Route 66

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		• Lone Hill Avenue and Auto Center Drive **M-3L.4** The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future improvements at the Arrow Highway/Bonita Avenue/SR-57 Northbound Ramps intersection. **M-3L.5** The intersection of Lone Hill Avenue and Gladstone Street shall be improved with an additional northbound left turn lane and an additional southbound left turn lane. **M-3L.6** The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future signalization at the Willow Street/Gladstone Street,, Valley Center Avenue/Gladstone Street, and Lone Hill Avenue/Kenoma Street intersections.	• Lone Hill Avenue/I-210 Westbound Ramps • Lone Hill Avenue/Auto Center Drive • Willow Street/Gladstone Street • Valley Center Avenue/Gladstone Street • Lone Hill Avenue/Kenoma Avenue
3L2. The proposed project would have a less than significant impact on residences located west of the proposed project site along Lone Hill Avenue.	LTS	**M-3L.7** It is recommended that Option 3 (Alternative), Option 3/4 or Option 3/4 (Alternative) or other feasible design variations be implemented to provide better access for residences located west of the proposed project site, along Lone Hill Avenue. The City of San Dimas and the applicant shall work directly with these residents to determine the most feasible design option.	Less than significant.
3L3. The proposed project would provide adequate parking supply.	LTS	No mitigation required.	Less than significant.
3L4. The proposed project would not substantially increase hazards due to a design feature or incompatible use.	LTS	**M-3L.8** With the exception of the middle full access driveway along Lone Hill Avenue, a median shall be constructed fronting access driveways	Less than significant.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		off of Gladstone Street and Lone Hill Avenue to limit the driveways to right turn in/out only. **M-3L.9** The service driveway proposed at the east side of the proposed project site shall be restricted to right-turn only. Furthermore, a fence shall be built between the proposed Costco site and the railroad right-of-way. **M-3L.10** The applicant shall submit a truck routing plan detailing the routes delivery vehicles will take for entering and exiting the proposed commercial complex. **M-3L.11** The proposed project traffic signal at the intersection of the west access driveway and Lone Hill Avenue shall be coordinated with the signal at the intersection of Lone Hill Avenue and Gladstone Street. The final coordination plan will be based on an assessment of traffic operations at these intersections, which should be conducted after the opening of the project.	
3L5. The proposed project would have adequate emergency access.	LTS	No mitigation is required.	Less than significant.
3L6. The proposed project would significantly impact traffic in the vicinity of schools.	S	**M-3L.12** It is recommended that, with the cooperation and approval of the City of Glendora, the applicant make a fair share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for the construction of a traffic signal at the Valley Center Avenue/Gladstone Street intersection, as well as for the widening and re-striping of Gladstone Street in the vicinity of Gladstone Elementary School to provide for one through-lane, a left-turn lane and parking along the south side of Gladstone Street.	**Significant and unavoidable**. Mitigation measures are available to mitigate impacts at two intersections in the vicinity of Willow Elementary and Gladstone Elementary schools however, these intersections (Valley Center/Gladstone and Willow/Gladstone) are in the City of Glendora and mitigation can not be assured.

Impact	Significance	Mitigation Measure(s)	Level of Significance After Mitigation
		See also M-3L.6.	
3L7. With mitigation, the proposed project would not exceed either individually or cumulatively the established LOS standards at CMP facilities in the project area.	LTS/M	Refer to mitigation measure **M-3L.4**.	Less than significant.
3L8. Cumulative development would significantly impact area traffic	S	Refer to mitigation measures **M-3L.1** through **M-3L.6 M-3L.12**.	**Significant and unavoidable.** See Impact 3L1. for explanation.

Chapter 2. Revisions to the Documents

2.1 INTRODUCTION

This section contains revisions to information contained in (1) the Draft EIR and (2) the Recirculated Transportation/Traffic Study. Strikeout is utilized to indicate where words have been deleted. Underline is utilized to indicate where language has been added.

2.2 REVISIONS TO DRAFT EIR

2.2.1 Global Changes

Throughout the document, references to the ATSF right-of-way are modified to read MTA right-of-way (former ATSF right-of-way).

2.2.2 Specific Changes

Mitigation measure **M-3F.2** on page 3F-8 of the Draft EIR is clarified, as follows:

M-3F.2 *The gas station operator shall obtain permits for installation of USTs from the County of Los Angeles County Fire Certified Unified Program Agency (CUPA) and the Environmental Programs Division of the Los Angeles County Department of Public Works. UST design, installation, and monitoring shall follow all applicable regulations set forth by these agencies.*

The last line of the third paragraph of page 3K-1 of the Draft EIR is clarified as follows:

> Table 3K-1 depicts the existing resources nearest the project site available to the LACFD for responses to calls for service from the proposed project site.

2.3 REVISIONS TO RECIRCULATED TRANSPORTATION/TRAFFIC SECTION

Row 3, column 4 of the Impact Summary Chart of the Executive Summary on page ES-4 of the Recirculated Transportation/Traffic Section is clarified to read:

> **Significant and unavoidable.**
>
> Mitigation measures are available to mitigate impacts at two intersections in the vicinity of Willow Elementary and Gladstone Elementary schools however, these intersections (Valley Center/Gladstone and Willow/Gladstone) are in the City of Glendora and mitigation can not be assured.

The third sentence of the fifth paragraph of page 3L-2 is corrected to read:

The two nearest signalized intersections are Gladstone Street north of the proposed project site and ~~Arrow Highway~~ Overland Court south of the proposed project site.

The first sentence of the sixth paragraph of page 3L-2 is revised to read:

Amelia Avenue is a two-lane north-south secondary roadway that is located ~~on the eastern end~~ east of the site.

Footnote 2 is revised to read:

~~City~~ County of Los Angeles, *Congestion Management Plan*, 1998.

The first two sentences of the third paragraph of page 3L-49 are revised to read:

The proposed project would include the construction of ~~two~~ three driveways on the east side of Lone Hill Avenue. It is proposed that the ~~southern~~ middle driveway be signalized.

Sentences two and three of the second paragraph of page 3L-61 are revised to read:

The access driveways on Gladstone Street and the ~~northerly~~ southerly access on Lone Hill Avenue will be right in/out only driveways. The ~~southerly~~ middle access on Lone Hill Avenue will be a full access driveway.

The first sentence of the third paragraph of page 3L-61 is revised to read:

The proposed project includes the installation of a new traffic signal at the ~~southern~~ middle project access driveway on Lone Hill Avenue.

Mitigation measure **M-3L.8** is revised to read:

M-3L.8 *With the exception of the ~~southerly~~ middle full access driveway along Lone Hill Avenue, a median shall be constructed fronting access driveways off of Gladstone Street and Lone Hill Avenue to limit the driveways to right turn in/out only.*

Chapter 3. Response to Written Comments

3.1 INTRODUCTION

This section contains responses to written comments received during public review of the Draft EIR (August 26, 2003 to October 10, 2003), public review of the Recirculated Transportation/Traffic Section (March 5, 2004 to April 19, 2004), and public review of the Revised Recirculated Transportation/Traffic Section (July 16, 2004 to August 30, 2004). The section is organized as follows:

- Section 3.2 contains responses to comments received during public review of the Draft EIR.
- Section 3.3 contains responses to comments from received during public review of the Recirculated Transportation/Traffic Section.
- Section 3.4 contains responses to comments from received during public review of the Revised Recirculated Transportation/Traffic Section.

Table 3-1 list the comment letters received during all three public review periods and identify the types of issues raised in each comment letter.

TABLE 3-1: MATRIX OF COMMENTS ON THE EIR

Letter No. and Commentor	Project Description and Alternatives	Air Quality	Geology / Soils	Hazards / Hazardous Materials	Hydrology / Water Quality	Noise	Transportation / Traffic	Public Services and Utilities	Other	Opinion
1. State of California Public Utilities Commission							■			
2. Department of Transportation, District 7							■			
3. State of California, Governor's Office of Planning and Research									■	
4. Southern California Association of Governments									■	
5. City of Pomona									■	
6. City of Glendora							■			
7. City of La Verne									■	
8. County of Los Angeles Department of Public Works			■	■			■	■		
9. Bonita Unified School District		■					■			
10. Southern California Regional Rail Authority, Metrolink							■	■	■	
11. County of Los Angeles Fire Department								■		■
12. City of Glendora	■						■			■
13. Crain & Associates of Southern California							■			
14. Spellman, Rita										■
15. Resident at 615 N. Lone Hill									■	
16. Mauthe, W. J.							■			
17. Department of Transportation, District 7							■			
18. State of California, Governor's Office of Planning and Research									■	
19. City of La Verne									■	
20. Southern California Association of Governments									■	

TABLE 3-1: MATRIX OF COMMENTS ON THE EIR

Letter No. and Commentor	Project Description and Alternatives	Air Quality	Geology / Soils	Hazards / Hazardous Materials	Hydrology / Water Quality	Noise	Transportation / Traffic	Public Services and Utilities	Other	Opinion
21. Bonita Unified School District							■			
22. County of Los Angeles Sheriff Department							■			
23. City of Glendora							■			
24. County of Los Angeles Department of Public Works					■		■			
25. County of Los Angeles Fire Department								■		■
26. Williams, Greg						■				
27. Hunt, Mr. & Mrs. Arnold J.							■			
28. Kane, Maurice										■
29. Piston, Claudia							■			
30. Department of Transportation, District 7							■			
31. State of California, Governor's Office of Planning and Research									■	
32. City of Glendora							■			
33. County of Los Angeles Department of Public Works							■			
34. Southern California Edison								■		
35. Gonzalez, Gil							■			
36. Mauthe, W. J. and Cynthia							■			

3.2 RESPONSE TO WRITTEN COMMENTS ON DRAFT EIR

Letter 1

Date Received: September 19, 2003

State of California, Public Utilities Commission
505 Van Ness Avenue
San Francisco, Ca 94102-3298
Mike Robertson, Senior Utilities Engineer

1a. The comment states that the proposed project should take into consideration safety factors including, grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. The comment is noted. The applicant will coordinate with the Public Utilities Commission prior to implementation of the proposed project in order to help improve rail safety.

Letter 2

Date Received: October 8, 2003

Department of Transportation
District 7, Regional Planning
120 So. Spring Street
Los Angeles, CA 90012
Stephen Buswell, IGR/CEQA Branch Chief

2a. Project volumes that would utilize the I-210/SR-210 and SR-57 freeway facilities were documented in the EIR traffic section. The following is a summary of the data, in more detail. Based on the Project volumes that would utilize these freeway segments, and based on the overall percentage increases in volume that would occur on these segments, it is unlikely that any additional traffic impacts could be identified. Base data was taken from Caltrans Average Annual Daily Traffic (AADT) traffic reports for the year 2003.

Facility:	I-210, West of Lone Hill Avenue		SR-57, South of Auto Centre Drive	
Base Peak-Hour Volume:	15,700		11,700	
Project Trips:	AM Peak	PM Peak	AM Peak	PM Peak
	36	86	72	151
Project-Related Increase in Volume:	AM Peak	PM Peak	AM Peak	PM Peak
	+0.23%	+0.55%	+0.62%	+1.29%

The Caltrans document entitled "Guide For the Preparation of Traffic Impact Studies" does not define significant impact thresholds for freeway facilities, nor does it identify feasible mitigation. It identifies a "fair-share" approach without specifying proposed improvements, costs or a method for collection of any "fair share" fee. With the lack of such a Caltrans-defined impact threshold, the impact threshold defined in the Los Angeles County Congestion Management Program (CMP) was utilized. This threshold – a 2% increase in volumes on a facility due to Project traffic – was utilized to determine significant impacts of the Project on nearby freeway segments. The projected maximum increase in freeway segment volumes of 1.29% indicates that the Project will cause no significant impacts on any nearby freeway segments. No further analysis is necessary.

2b. See response to comment 2a above.

2c. See response to comment 2a above.

All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which was recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

Letter 3

Date Received: October 14, 2003

State of California, Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95812-3044
Terry Roberts, Director

3a. The comment states that the State Clearinghouse submitted the Draft EIR for the review and the review period closed on October 9, 2003. Comment noted.

Letter 4

Date Received: September 11, 2003

Southern California Association of Governments
818 West Seventh Street
Los Angeles, CA 90071
Jeffrey Smith, Senior Regional Planner

4a. The comment states that the proposed project is not considered regionally significant and that the Southern California Association of Governments has no comments at this time. Comment noted.

Letter 5

Date Received: September 15, 2003

City of Pomona
505 S. Garey Avenue, Box 660
Pomona, CA 91769
Paul Samaras, Assistant Planner

5a. The comment states that the City of Pomona has no comments at this time. Comment noted.

Letter 6

Date Received: September 22, 2003

City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741
David Chantarangsu, City Planner

6a. Counts provided by the City of Glendora from the Route 66 Specific Plan analysis for the intersections of Lone Hill Avenue/Auto Centre Drive, Lone Hill Avenue/SR-210 Eastbound Ramps, Lone Hill Avenue/SR-210 Westbound Ramps, and Lone Hill Avenue/Route 66 were utilized in the revised recirculated traffic analysis. The proposed Project has significant impacts at the Lone Hill Avenue intersection with the 210 freeway westbound ramps. Mitigation of this impact would require widening of the freeway underpass. Such an improvement was considered infeasible within the Project scope, given the probable cost and magnitude of the improvements. A fair-share contribution toward future improvements at the Lone Hill/210 interchange was recommended within the traffic analysis to help mitigate the impacts to the intersection. However, this intersection is within the City of Glendora and mitigation can not be assured.

All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

Letter 7

Date Received: September 23, 2003

City of La Verne
3660 "D" Street
La Verne, CA 91750
Patrick Prescott, Assistant Planner

7a. The comment states that there are no outstanding concerns that would impact the community of the City of La Verne. Thank you for your comment.

Letter 8

Date Received: September 26, 2003

County of Los Angeles, Department of Public Works
900 South Freemont Avenue
Alhambra, CA 91803-1331
Rod Kubomoto, Assistant Deputy Director

8a. The comment concerns the identification of mitigation measures to reduce impacts of solid waste. Mitigation measure **M-3K.6** of the Draft EIR states that the applicant shall investigate suitable private sites that will accept fill and earth materials for reuse. Mitigation measure **M-3K.7** states that the applicant shall demonstrate that all construction and demolition debris shall be salvaged and recycled to the maximum extent feasible during the construction phase. Documentation of this recycling program shall be provided to the City of San Department of Public Works prior to the issuance of a Certificate of occupancy. The implementation of these two measures would ensure that impacts to solid waste management infrastructure are minimized.

8b. The comment states that each development project must provide adequate storage for collection and removal of recyclable material. A solid waste management plan shall be developed by the applicant, as stated in mitigation measure **M-3K.5** of the Draft EIR. The plan shall identify methods to promote recycling and re-use of material consistent with the policies and programs outlined by the City of San Dimas.

8c. The comment states that the proposed project may generate hazardous waste and/or household hazardous waste, which could adversely impact existing hazardous waste management infrastructure since existing infrastructure in the County is inadequate to handle the hazardous waste currently being generated. The Draft EIR identifies potential hazardous materials that would be used under the proposed project in Chapter CF. Hazards and Hazardous Materials. The discussion in Impact 3F1 on page 3F-7 of the Draft EIR states that the transport, storage, use and disposal of hazardous materials at the proposed project site would be subject to federal, state, and local health and safety requirements. As part of compliance, the applicant would be required to contract with a

hazardous waste recycler in the area. This feature would be incorporated into the operation of the commercial complex and would ensure that impacts to hazardous waste management infrastructure would be less than significant.

8d. The comment states that the Environmental Programs Department must be contacted for required approvals and operating permits for any underground storage tanks. Thank you for your comment. The proposed project does include the development of a gas station, which would store gasoline in underground storage tanks (USTs). Mitigation measure **M-3F.2** on page 3F-8 of the Draft EIR is clarified, as follows:

> *The gas station operator shall obtain permits for installation of USTs from the County of Los Angeles County Fire Certified Unified Program Agency (CUPA) <u>and the Environmental Programs Division of the Los Angeles County Department of Public Works</u>. UST design, installation, and monitoring shall follow all applicable regulations set forth by these agencies.*

8e. The comment states that food service establishments may be required to provide a grease treatment device and will be subject to review and approval by the Environmental Programs Division. Comment noted. The types of and equipment necessary for the food service establishments have yet to be determined. Once this determination has been made, each establishment will undergo a period of review and approval by the appropriate agencies. This would include the County Department of Public Works, Environmental Programs Division, should grease treatment equipment be necessary.

8f. The comment discusses handling of excavated soil that may be contaminated or classified as hazardous waste. Excavated soil from the project site is not anticipated to contain hazardous materials. Mitigation measure **M-3K.6** of the Draft EIR states that the applicant shall investigate suitable private sites that will accept all fill and earth materials for re-use. As stated in response 6a, this measure would ensure that impacts to solid waste management infrastructure are minimized.

8g. The comments states that detailed liquefaction analysis must be performed at the tentative map and/or grading/building plan stages. As stated in mitigation measure **M-3E.2** of the Draft EIR, an additional geotechnical investigation of the proposed project site shall be performed prior to construction. The geotechnical investigation would conform to the requirements of the State of California Division of Mines and Geology Special Publication 117.

8h. The comment states that a drainage concept/Standard Urban Storm Water Mitigation Plan (SUSMP) report will be required under the proposed project. In accordance with City of San Dimas standard procedures with respect to new development, a drainage concept/Standard Urban Storm Water Mitigation Plan (SUSMP) report will be prepared. As noted in Mitigation Measure **M-3G.1**, the applicant shall comply with all applicable storm water regulations for the proposed development (page 3G-7 of the DEIR). This includes the preparation of a SUSMP, which will address increases in runoff, any change in drainage patterns, treatment methods, and the capacity of existing storm drain

facilities. The plan will be forwarded to the County Department of Public Works for their review and approval prior to construction of the proposed project.

8i. All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Section, which was circulated for public review from March 5 to April 19, 2004.

8j. The comment states that the proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall, eliminate incremental increases in storm water runoff, and provide filtering of flows to capture contaminants. As noted in Mitigation Measure **M-3G.1**, the applicant shall comply with all applicable storm water regulations for the proposed development (page 3G-7 of the DEIR). This includes the preparation of a SUSMP, which will address minimization of increases to storm water runoff, changes in drainage patterns, treatment methods, and the capacity of existing storm drain facilities. The plan will be forwarded to the County Department of Public Works for their review and approval prior to construction of the proposed project.

Letter 9

Date Received: October 8, 2003

Bonita Unified School District
115 West Allen Avenue
San Dimas, CA 91773
Ann Sparks, Assistant Superintendent

9a. The comment states that the Bonita Unified School District is concerned about how the Costco project will affect operations of their schools. Comment noted. Your specific concerns with respect to the analysis presented within the DEIR are addressed below.

9b. All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Section, which was circulated for public review from March 5 to April 19, 2004.

9c. The comment states that even after implementation of mitigation measures, certain air quality and traffic impacts of the proposed project remain significant and unavoidable. Comment noted. This comment does not state a concern or question regarding the adequacy of the analysis contained in the DEIR, but expresses a concern with regard to the potential impacts of the proposed project, as outlined in the DEIR. No further response is required under CEQA. However, the commentor's concerns are noted and will be forwarded to the City Council for their consideration.

9d.-9e. All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

Letter 10

Date Received: October 8, 2003

Metrolink, Southern California Regional Rail Authority
700 South Flower Street, 26th Floor
Los Angeles, CA 90017-4101
Ron Mathieu, Manager Public Projects

10a. The comment states that the railroad right-of-way immediately adjacent to the proposed project site should be labeled "MTA Right-of-Way" throughout the Draft EIR. Per consultation with Mr. Robert Wong of the California Department of Transportation, Office of Public Transportation, Rail and Goods Movement on June 3, 2003, ESA referred to the existing railway right-of-way located to the east of the project site as the "ATSF right-of-way" in the DEIR. However, per MTA's comment, the title is modified throughout the EIR from its previous title to "MTA right-of-way (former ATSF right-of-way)".

10b.-10d. All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

10e. The comment states that storm water from the railroad property currently flows onto the proposed project site. Since the proposed project may alter the existing drainage pattern, the proposed project should provide adequate drainage facilities to drain the railroad property. The comment is noted. As stated in mitigation measure **M-3G.2** on page 3G-10 of the Draft EIR, the applicant shall prepare a Drainage Plan with estimated runoff volumes to accompany the site grading plan, which shall be submitted for approval to the Public Works Department of the City of San Dimas. Impacts to on-site drainage of the adjacent railroad property shall be taken into consideration in the Drainage Plan.

10f. The comment suggests that landscaping or wall-clinging vines be provided on the railroad side of the screen wall to discourage graffiti. Comment is noted. This issue will be addressed in final design and landscaping of the proposed project.

10g. The comment states that the applicant would be required to enter into SCRAA's Right-of-Entry agreement in order to enter MTA's railroad right-of-way for construction of the project. Comment is noted. As part of the final design and approval process, the applicant will contact SCRAA regarding temporary encroachment on the MTA Right-of-Way prior to project construction.

Letter 11

Date Received: October 10, 2003

County of Los Angeles, Fire Department
1320 North Eastern Avenue
Los Angeles, CA 90063
David Leininger, Chief, Forestry Division

11a. The comment states that the Fire Department needs information about square footages of existing buildings at the proposed project site and square footages of buildings under the proposed project in order to assess impacts of the proposed project on fire services. In compliance with the Fire Department's request, ESA has been in contact with Danny Kulker of the Planning Division of the Fire Department. Mr. Kulker has affirmed that the proposed project would not represent a significant impact on the local emergency fire protection services, consistent with the findings of the DEIR.

11b. Comment noted. The last line of the third paragraph of page 3K-1 of the Draft EIR is clarified as follows:

> Table 3K-1 depicts the existing resources <u>nearest the project site</u> available to the LACFD for responses to calls for service from the proposed project site.

11c. The comment states that development of the proposed project must comply with all applicable codes and ordinance requirements for construction, access, water mains, fire flow, and hydrants. As stated in mitigation measure **M-3K.1** of the Draft EIR, the applicant shall work with the Los Angeles County Fire Department (LACFD) to ensure that access roads, building safety features, fire flow and other requirements of the LACFD are met. With implementation of this mitigation, the proposed project would comply with all applicable code and ordinance requirements, including construction, access, water mains, fire flow, and hydrants.

11d. The comment states that specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. As stated in mitigation measure **M-3K.2** of the Draft EIR, all buildings constructed as part of the proposed project shall be built in accordance with LACFD requirements and the California Building Code. Implementation of this mitigation measure would ensure that specific fire and life safety requirement for the construction phase be addressed at the building fire plan check.

11e.-11k. These comments detail construction and design requirements of the Fire Department. As stated in mitigation measure **M-3K.2** of the Draft EIR, all buildings constructed as part of the proposed project shall be built in accordance with LACFD requirements and the California Building Code. The requirements stated in comments 11e through 11j would be met with implementation of this mitigation measure.

11l. The comment states that all proposed traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) should be submitted for review to the LACFD prior to

implementation. Comment is noted. As stated in mitigation measure **M-3K.1** of the Draft EIR, the applicant shall work with the Los Angeles County Fire Department (LACFD) to ensure that access roads, building safety features, fire flow and other requirements of the LACFD are met.

11m. The comment states that all issues germane to statutory responsibilities of LACFD Forestry Division, including erosion control, watershed management, etc., have been addressed by the Draft EIR. Thank you for your comment.

Letter 12

Date Received: October 10, 2003

City of Glendora
116 E. Foothill Boulevard
Glendora, CA 91741
David Chantarangsu, City Planner

All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

12a. The revised traffic analysis utilized updated traffic counts, mostly conducted by Katz, Okitsu & Associates in January, 2004. Additional counts were utilized from the City of Glendora Route 66 Specific Plan Amendment Traffic Impact Study. Counts were conducted for that study in June, 2003.

12b. The gas station use was included in the trip generation table within the revised traffic analysis. The ITE trip generation manual provides both weighted average rates and formulas for calculating trip generation of various uses. The decision to utilize rates over formulas is not an indication that "faulty" data is being utilized. The utilization of trip generation rates is an established industry methodology. The ITE Trip Generation Handbook does not mandate that formulas or rates are utilized for specific uses. The rates utilized are based on average trip generation from more than 90 developments (more than 400 for the p.m. peak rate) surveyed in various cities. Furthermore, when there are a high number of trip generation observations for a given land use, as there are in this case, a higher level of confidence can be applied to the average rate. In this case, the standard deviation for the peak-hour is only 1.4, indicating a high level of accuracy for the average rate for this use. It is concluded that the use of trip generation rates is acceptable for the calculation of Project trip generation.

Furthermore, calculation of Project trip generation is consistent with the methodology utilized in the City of Glendora Route 66 Corridor Specific Plan Amendment Traffic Impact Study produced by the City of Glendora in October, 2003. Within this study, multiple planned retail/shopping center-type uses were examined. Trip generation rates were utilized to analyze these uses, rather than trip generation formulas. As the Costco traffic analysis is consistent with traffic analysis conducted by a consultant under contract

with the City of Glendora, it is concluded that the use of "average" trip generation rates is standard practice.

12c. In the revised traffic analysis, additional intersections have been added on Lone Hill Avenue between Auto Centre Drive and Route 66. Counts for many of these intersections were based on the City of Glendora Route 66 Corridor Specific Plan Amendment Traffic Impact Study conducted by the City of Glendora.

12d. The revised traffic study utilizes an updated trip distribution methodology, which distributes Project traffic to the Lone Hill Avenue/SR-210 ramps, Lone Hill Avenue/Route 66 and other locations such as Amelia Avenue that were not included in the previous EIR document.

12e. The updated EIR and traffic study documents consider the possible operation of the Gold Line in the project vicinity to the extent feasible, given the uncertainty as to many aspects of that project. Among other things, the EIR acknowledges the potential for delays at Lone Hill Avenue and Gladstone Street at-grade railroad crossings if the Gold Line ultimately crosses these streets. At this time, however, the precise route and operating frequency of the line cannot be known. The draft EIR for the Gold Line analyzes a number of project alternatives. One of the alternatives is a bus improvement alternative with no rail service at all. Moreover, the Gold Line draft EIR does not identify any specific traffic impacts from the Gold Line within the project area, nor does it propose any mitigation measures to avoid potential delays. Quantifying potential delay on Lone Hill Avenue and Gladstone Street would be speculative at this time. CEQA does not require speculation. Interpolation of impacts from existing Gold Line operations would be inadequate for the determination of roadway impacts. Current long-term plans for the Gold Line would create separate operating schemes for Phase I (Los Angeles-Pasadena) and Phase II (Pasadena-Montclair) of the light rail line. The Phase II segment would be operated at a lower frequency (selected trains would turnaround at Pasadena and head back to Los Angeles). These operating details have not been defined, as operations may not begin until the year 2009 or later. Furthermore, there are no funding commitments to operate the Pasadena-Montclair Gold Line extension project.

12f. The updated traffic study provides a planning-level analysis of the operation of the four traffic signals between Lone Hill Avenue/Auto Centre Drive and the Lone Hill Avenue/Costco Driveway intersections.

12g. The Intersection Capacity Utilization (ICU) methodology was utilized for the calculation of Level of Service as it is a recommended methodology within the County of Los Angeles guidelines for traffic studies. In addition, such a methodology was utilized within the City of Glendora Route 66 Corridor Specific Plan Amendment Traffic Impact Study. Therefore, it is concluded that the use of the ICU methodology is common industry practice and has been utilized in other traffic studies for nearby projects.

12h. The comment states that the EIR should have provided a reduced project alternative that considered a stand-alone Costco development, which would meet most of the project

objectives. As stated in Section 4.1 of the Draft EIR, the range of alternatives required in an EIR is governed by the "rule of reason" that requires an EIR to set forth only those alternatives necessary to permit a reasoned choice. The alternatives analysis included in the Draft EIR analyzed five project alternatives. These alternatives were based on criteria pursuant to CEQA including the potential to reduce or eliminate significant impacts and attain most of the project objectives. Further, the discussion of alternatives need not be exhaustive, and there is no requirement within CEQA that specific alternatives advocated by an individual or interest group be included.

The Reduced Project Alternative (analyzed on page 4-8 of the Draft EIR) consists of the development of a commercial complex that is reduced in size. This alternative would not create as many new temporary and permanent employment opportunities in the Redevelopment Project Area as the proposed project. It would also generate less revenues as a small project would have a smaller area for merchandise with fewer produced lines. Further the Reduced Project Alternative does not address goals and objectives set forth in section 2.1.3 to the same extent as the project. The same argument would be true for a stand-alone Costco. A separate analysis of such an alternative is not required under CEQA.

12i. The comment states that the City of Glendora believes that the Draft EIR must be recirculated to disclose additional traffic impacts not disclosed in the Draft EIR. The Recirculated Transportation/Traffic Section, which was circulated for public review from March 5 to April 19, 2004 and July 16, 2004 to August 30, 2004, fully discloses all impacts to traffic that would result from the proposed project

12j.-12r. All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

Letter 13

Date Received: October 14, 2003

Crain & Associates of Southern California
2007 Sawtelle Boulevard, Suite 4
Los Angeles, CA 90025
Dan Barnett, Senior Design Engineer

13a. Summary of the previous traffic study is noted.

13b. Comments on the mitigation measures from the previous traffic study for the intersections of Auto Centre Drive/Lone Hill Avenue, Arrow Highway/Lone Hill Avenue, and Bonita Avenue-SR-57 Northbound Ramps/Arrow Highway are noted. The traffic section provides an updated analysis at these locations, and mitigation measures that relate to updated existing conditions. The updated mitigation measures for these intersections include the addition of a fourth approach lane at the intersection of Auto

Centre Drive/Lone Hill Avenue, and the addition of a third lane to the off-ramp approach at the intersection of Bonita Avenue-SR-57 Northbound Ramps/Arrow Highway. No feasible physical mitigation measure was defined for the intersection of Arrow Highway/Lone Hill Avenue.

13c. Comments on the previous mitigation measures from the previous traffic study for the intersections of Gladstone Street/Valley Center Avenue, Lone Hill Avenue/Costco Driveway, Lone Hill Avenue/Gladstone Street, and Bonita Avenue-SR-57 Northbound Ramps/Arrow Highway are noted. For the intersection of Gladstone Street/Valley Center Avenue, a fair-share contribution toward future signalization has been recommended as a mitigation measure in the revised traffic analysis. For the intersection of Lone Hill Avenue/Costco Driveway, a traffic signal would be provided as part of Project construction. For the intersection of Lone Hill Avenue/Gladstone Street, the recommended mitigation measures include an additional northbound left turn lane and an additional southbound left turn lane. These improvements would require roadway widening, but match conceptual drawings developed by Crain & Associates in December, 2003. Also, see response to comment 13b

13d-e. The proposed mitigation measure for the intersection of Bonita Avenue-SR-57 Northbound Ramps/Arrow Highway in the updated traffic analysis would require one additional lane. Also, see response to comment 13b.

13f. The Project site will be designed to provide for right-in/right-out restrictions at the proposed driveways on Gladstone Street. This treatment will minimize conflicts between those making left turns at the Lone Hill Avenue intersections and through traffic on Gladstone Street.

All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

Letter 14

Date Received: September 2, 2003

Rita Spellman
616 Florham Avenue
San Dimas, CA

14a. The comment expresses the commenter's excitement at having a Costco located in a more convenient location to her. Comment noted.

Letter 15

Date Received: September 3, 2003

Resident
615 N. Lonehill Avenue
San Dimas, CA

15a. As shown in Sections 3B (Air Quality) and 3I (Noise), the proposed project would not significantly increase the level of operational noise in the area, nor would it significantly increase the amount of dust or odors due to project operation. The City has existing housing programs which can assist with window replacement and air conditioning for eligible families. At this time, identified environmental mitigations do not provide for these improvements, the City has no immediate plans to provide compensation for any households other than those directly impacted by the proposed project.

15b. The City considered acquisition as one alternative but after meetings with neighbors has identified preferable alternatives.

Letter 16

Date Received: October 10, 2003

W. J. Mauthe
734 Amelia Avenue
San Dimas, CA 91773

16a. Project impacts were analyzed at the defined study intersections, and mitigations were recommended at impacted intersections per County of Los Angeles traffic impact analysis guidelines. No additional mitigation measures are recommended for the Allen/Amelia intersection.

16b. Project trips were distributed to the Allen/Amelia intersection, per the traffic analysis trip distribution methodology.

16c. As no significant impacts were found in the area, no measures to discourage "shortcut" traffic were considered as part of recommended mitigation measures. It is recognized that some Project traffic will utilize Amelia Avenue, but that it would not be possible to eliminate Project traffic from this roadway without inhibiting access for residents. A traffic monitoring program could be implemented to identify any traffic increases in the area after Project opening. Such a program would attempt to ameliorate any significant traffic volume increases in the area, and could be included in a neighborhood traffic management program.

16d. Please see response to comment 16a.

16e. Modifications to the Amelia/Gladstone intersection, such as prohibition of peak-hour left turn movements, are not recommended as part of Project mitigation measures as there is no significant impact at this location. Analysis of such modifications could be part of a neighborhood traffic management program. Also, see response to comment 16c.

16f. Please see responses to comments 16a, 16c, and 16e.

All comments concerning Chapter 3L. Transportation/Traffic of the Draft EIR were addressed with the Recirculated Transportation/Traffic Sections, which were recirculated for public review from March 5 to April 19, 2004, and July 16 to August 30, 2004.

3.3 RESPONSE TO WRITTEN COMMENTS ON RECIRCULATED TRANSPORTATION/TRAFFIC SECTION OF THE DRAFT EIR

Letter 17

Date Received: April 20, 2004

Department of Transportation
District 7, Regional Planning
120 So. Spring Street.
Los Angeles, CA 90012
Cheryl Powell, IGR/CEQA Branch Chief

17a. Please see responses to comments 2a-2c.

All comments concerning the Recirculated Transportation/Traffic Section of the Draft EIR were addressed with the Revised Recirculated Transportation/Traffic Section, which was recirculated for public review from July 16 to August 30, 2004.

Letter 18

Date Received: April 22, 2004

State of California, Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95812-3044
Terry Roberts, Director

18a. The comment states that the State Clearinghouse submitted the Draft EIR for the review and the review period closed on April 19, 2004. Comment noted.

Letter 19

Date Received: March 17, 2004

City of La Verne
3660 "D" Street
La Verne, CA 91750
Patrick Prescott, Assistant Planner

19a. The comment states that there are no outstanding concerns that would impact the community of the City of La Verne. Thank you for your comment.

Letter 20

Date Received: March 25, 2004

Southern California Association of Governments
818 West Seventh Street
Los Angeles, CA 90071
Jeffrey Smith, Senior Regional Planner

20a. The comment states that the proposed project is not considered regionally significant and that the Southern California Association of Governments has no comments at this time. Comment noted.

Letter 21

Date Received: April 9, 2004

Bonita Unified School District
115 West Allen Avenue
San Dimas, CA 91773
Ann Sparks, Assistant Superintendent

21a. The comment acknowledges that the Recirculated Transportation/Traffic Section studied the Amelia Avenue/Gladstone Street intersection and the Amelia Avenue/Auto Center Drive/Allen Avenue intersection and found that the proposed project would have no significant impact to traffic at these intersections. The comment expresses continued concern for student safety in these areas. Comment noted. This comment does not state a concern or question regarding the adequacy of the analysis contained in the Recirculated Transportation/Traffic Section. Therefore, no further response is required under CEQA. However, the commentor's concerns are noted and will be forwarded to the City Council for their consideration. Traffic impacts in the vicinity of schools are evaluated in impact 3L6. No significantly impacted intersections are located in the vicinity of Bonita Unified School District schools.

Letter 22

Date Received: April 13, 2004

County of Los Angeles, Sheriff Department
4700 Ramona Boulevard
Monterey Park, California 91754-2169
James Curtis, Captain

22a. The commenter suggests that Gladstone Street be widened between the railroad tracks on the east side of the Project site and Lone Hill Avenue. Roadway improvements will be designed to the applicable standards of the local jurisdictions in order to meet required safety standards. The Project site plan incorporates improvements at the westbound approach of the Lone Hill/Gladstone intersection. Mitigation measures on Gladstone include median treatments to limit turns at the eastern driveway.

22b. A number of alternative treatments to Lone Hill Avenue in the vicinity of the Project site were examined in the Revised Recirculated Transportation/Traffic Section. Three options were identified as possible mitigation measures to reduce an impact which is adverse but not significant. The City and the applicant will work with residents to determine the most feasible design option.

Letter 23

Date Received: April 19, 2004

City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741
Stan Wong, Director

23a. Chapter four of this final EIR includes a mitigation monitoring program. All of the required traffic mitigation measures are intended to be implemented, whether it is fair-share payments or physical improvements, before the opening date of the proposed Project. The payment of in lieu fees is recognized as adequate mitigation under CEQA. The traffic analysis shows that the proposed mitigation will reduce potentially significant cumulative impacts to a level of insignificance.

Fair-share calculations at all of the impacted study intersections, based on future conditions with related/area projects and Project traffic percentage share, are provided below. These percentages are based on p.m. peak hour conditions:

- Lone Hill/Route 66-Foothill Blvd.: 2.4%
- Lone Hill/Kenoma Avenue: 4.3%
- Lone Hill/SR-210 Westbound Ramps: 5.2%
- Lone Hill/Auto Centre Drive: 9.8%

- Willow St./Gladstone St.: 5,1%
- Valley Center Avenue/Gladstone St.: 3.8%
- Lone Hill Avenue/Gladstone St.: 18.0%
- Lone Hill Avenue/Arrow Highway: 4.8%
- Bonita Avenue - SR-57 Northbound Ramps/Arrow Highway: 1.2%

As discussed in the Recirculated Transportation/Traffic Sections, six of the significantly impacted intersections are located within the City of Glendora and outside the jurisdiction of the Lead Agency. For the purposes of the EIR, these impacts were considered to remain significant and unavoidable. However, the City of San Dimas and the applicant will pursue implementation of these measures.

23b. Please see response to comment 23a.

23c. The EIR considers the possible operation of the Gold Line in the project vicinity to the extent feasible, given the uncertainty as to many aspects of that project. Among other things, the EIR acknowledges the potential for delays at Lone Hill Avenue and Gladstone Street at-grade railroad crossings if the Gold Line ultimately crosses these streets. At this time, however, the precise route and operating frequency of the line cannot be known. The draft EIR for the Gold Line analyzes a number of project alternatives. One of the alternatives is a bus improvement alternative with no rail service at all. Moreover, the Gold Line draft EIR does not identify any specific traffic impacts from the Gold Line within the project area, nor does it propose any mitigation measures to avoid potential delays. Quantifying potential delay on Lone Hill Avenue and Gladstone Street would be speculative at this time. CEQA does not require speculation. Interpolation of impacts from existing Gold Line operations would be inadequate for the determination of roadway impacts. Current long-term plans for the Gold Line would create separate operating schemes for Phase I (Los Angeles-Pasadena) and Phase II (Pasadena-Montclair) of the light rail line. The Phase II segment would be operated at a lower frequency (selected trains would turnaround at Pasadena and head back to Los Angeles). These operating details have not been defined, as operations may not begin until the year 2009 or later. Furthermore, there are no funding commitments to operate the Pasadena-Montclair Gold Line extension project.

23d. For the purposes of the Costco traffic study, land acquisition measures that could affect the site layout of adjacent properties were considered infeasible.

23e. At locations where Project traffic would worse worsen LOS levels, and signal warrant analysis indicated that signalization was justified, impacts were identified. Additional lane capacities at the eastbound and westbound approaches to this intersection were not assumed, as on-street parking is allowed in the area. The use of these on-street parking areas during peak periods (when residents may have not left for the day in the a.m. peak period, or have already returned for the day in the p.m. peak period) could prohibit capacities at these approaches. In addition, signal warrant analysis was supplemented with peak-hour volume analysis per the MUTCD guidelines. Significant impact measures at unsignalized intersections were not determined solely on the merit of LOS

changes. The analysis, as defined for this intersection, provides a conservative analysis in its simulation of worst-case traffic conditions. Analyzing the east and west approaches of the intersections with two lanes each would overestimate the capacity of this intersection.

Responses to these comments are included in the traffic analysis recirculated July 16 to August 30, 2004.

Letter 24

Date Received: April 30, 2004

County of Los Angeles, Department of Public Works
900 South Freemont Avenue
Alhambra, CA 91803-1331
Rob Kubomoto, Assistant Deputy Director

24a. See below.

24b. This comment states that impacts have not been defined based on County standards. It is specifically concerned with the intersections of Sunflower Avenue at Arrow Highway, Valley Center Avenue at Arrow Highway, and Valley Center Avenue at Badillo Street. These intersections are south of the study area, and were not included due to their distance from the Project site. Significant regional access to the Project site is unlikely to occur via these intersections. Therefore, the study area as utilized for the traffic study is considered valid.

24c. See response to comment 8j.

Letter 25

Date Received: June 4, 2004

County of Los Angeles, Fire Department
1320 North Eastern Avenue
Los Angeles, CA 90063
David Leininger, Chief, Forestry Division

25a. The comment states that the Land Development Unit has no additional comments at this time. See Responses to Comments for Letter 11 for responses to October 7, 2003 letter.

25b. The comment states that the Forestry Division's comments from its October 7, 2003 letter remain unchanged. See Responses to Comments for Letter 11 for responses to October 7, 2003 letter.

Letter 26

Date Received: March 10, 2004

Greg Williams
531 Pearlanna
San Dimas, CA 91773

26a. The comment states that the proposed project would result in increased traffic and, therefore, would contribute an increase in noise from freeway traffic at SR-57; the comment suggests that a sound wall be built at SR-57. Page 3I-19 of the Draft EIR discusses noise increases from traffic of the proposed project and related significance thresholds. As shown in Table 3I-3, calculated traffic noise levels on adjacent streets will not increase enough to constitute a significant impact. Traffic noise levels on SR-57 would also be insignificant, as the project would add relatively less traffic to SR-57. Since traffic-related noise impacts of the proposed project would be less than significant, construction of a sound wall at the SR-57 freeway would not be necessary.

Letter 27

Date Received: March 16, 2004

Mr. & Mrs. Arnold J. Hunt
1447 Kirkwall Road
San Dimas, CA 91773

27a. The comment states that it has become increasingly difficult and dangerous to make a left turn from Gladstone Street onto Shellman Avenue since development of the Glendora Market Place shopping center; there is no left turn lane available. Based on the analysis conducted for the Project traffic study, this intersection remains at LOS B or C (meaning the intersection continues to operate reasonably well) within all of the scenarios examined. There is no LOS change caused by Project traffic to cause a significant impact to occur. A warrant analysis was conducted and it also confirmed that a traffic signal did not meet required warrants. Therefore, no improvements have been recommended at this intersection.

27b. The comment states that many cars with children turn at the intersection of Shellman Avenue and Gladstone Street due to the nearby Gladstone Elementary School, a parochial elementary school, and Lone Hill Park, which has baseball diamonds and hosts games and practices. See response to comment 27a.

27c. The comment states that the corner of Shellman Avenue and Gladstone Street is currently "an accident waiting to happen". The comment suggests that traffic at this intersection could be made safer with the implementation of at least a turn lane, a 3-way stop sign, or a traffic signal. As discussed in the response to comment 18a, the traffic study indicates

that the intersection will continue to operate at acceptable levels of service (B or C) and that a traffic signal is unwarranted.

Letter 28

Date Received: March 18, 2004

Maurice Kane
1772 Avenida Entrada
San Dimas, CA 91773

28a. The commenter states his approval of the proposed project. Comment noted.

Letter 29

Date Received: April 19, 2004

Claudia Piston
246 North Country Club Road
Glendora, CA 91741

29a. The comment expresses concern that the increases in traffic on Lone Hill Avenue will cause commuters to seek alternative routes, resulting in increased traffic on Amelia Avenue where two elementary schools (Shull and Southerland) are located. Amelia Avenue does not provide access between the project site and nearby regional arterials or freeway ramps. Trip distribution for the Project traffic study was determined based on roadway hierarchy and sub-regional access routes to the Project. The Costco project will draw from a larger population area than that contained by the city limits of San Dimas or Glendora.

29b. The comment states that findings of "significant and unavoidable" impacts to traffic and air quality are unacceptable. The comment does not address the adequacy of the analysis provided in the Recirculated Transportation/Traffic Section. Therefore, no further response is required under CEQA.

29c. The comment summarizes traffic impacts of the proposed project and quotes the Notice of Availability for the Recirculated Transportation/Traffic Section. This is a summary of the document. No response is necessary.

29d. The comment states that even after implementation of the proposed project mitigation, the impacts to area traffic and air quality are "Significant and Unavoidable". This is a summary of findings of the Recirculated Transportation/Traffic Section. No response is necessary.

29e. The comment states that of the five proposed traffic mitigation measures, only two mitigation measures, **M-3L.1** and **M-3L.5**, were considered feasible for the proposed

project. The remaining three mitigation measures were identified as mitigable but outside lead agency jurisdiction and, therefore, "for purposes of this EIR, are considered to remain significant". This comment is a summary of findings of the Recirculated Transportation/Traffic Section. If these three intersections were located within the City of San Dimas, the lead agency could definitively assure that mitigation measures would be implemented and impacts to these intersections would be less than significant. However, because these intersections are not located within the City of San Dimas, the lead agency has no jurisdiction to implement this mitigation and must rely on coordination with the City of Glendora for implementation of the proposed mitigation. This impact is discussed in the Recirculated Transportation/Traffic Section. No further response is necessary.

29f. The comment expresses concern that mitigation measures **M-3L.3** and **M-3L.4** are complex, costly improvements that are unlikely to ever be made. This Final EIR/Response to Comments includes a mitigation monitoring plan, which details the timing of implementation of all mitigation measures. All physical mitigations or in-lieu (monetary contribution measures) would be in place or received by the relevant jurisdictions before the Project is operational. As stated in the Recirculated Transportation/Traffic Section, implementation of these mitigation measures cannot be assured because the impacted intersections are outside the jurisdiction of the lead agency. However, the mitigation monitoring plan details the efforts the lead agency will make to ensure that these measures are implemented.

29g. The comment states that the Recirculated Transportation/Traffic Section fails to identify two schools located within the vicinity of the project site, Sutherland Elementary School and Willow Elementary School. The traffic study document provides an analysis of study intersections defined by the local jurisdictions. The analysis of these intersections takes into account existing traffic volumes, existing and future lane/signal configurations, and future volume conditions. The presence or non-presence of a nearby school does not change this type of analysis typical to traffic studies. It is recognized that some Project traffic will pass by these schools. During the morning, when children are going to school, the amount of Project-related traffic will be low as most of the commercial uses are not open for business. During the afternoon there will be some additional vehicular exposure for students leaving school. The incremental increase in traffic attributable to the Project would not result in a discernable worsening of safety conditions.

29h. The comment summarizes the analysis of traffic impacts to Gladstone Elementary School and Shull Elementary School provided in the Recirculated Transportation/Traffic Section. The comment disagrees with the analysis of traffic impacts to Amelia Avenue and expresses concern that the project will result in a traffic safety hazard to the children who attend the four elementary schools in the project vicinity. The comment does not specifically address the adequacy of the traffic analysis included in the Recirculated Transportation/Traffic Section. Also, see response to comment 29g.

29i. The comment states the opinion that the significant environmental impacts to the community of the proposed project far outweigh the benefit of generation of new sources

of revenue for the City of San Dimas. This comment does not address the adequacy of the Recirculated Transportation/Traffic Section. No further response is required under CEQA. However, the commentor's concerns are noted and will be forwarded to the City Council for their consideration.

29j. The comment states the opinion that area residents would be better served by selection of the Reduced Project Alternative, especially if the project alternative was a type of market/store such as a Whole Foods Market or Bristol Farms that does not currently exist in the City of San Dimas or in the surrounding communities. This comment does not address the adequacy of the Recirculated Transportation/Traffic Section. No further response is required under CEQA. However, the commenter's concerns are noted and will be forwarded to the City Council for their consideration.

29k. Comment noted.

3.4 RESPONSE TO WRITTEN COMMENTS ON REVISED RECIRCULATED TRANSPORTATION/TRAFFIC SECTION OF THE DRAFT EIR

Letter 30

Date Received: August 16, 2004

California Department of Transportation
District 7, Regional Planning
120 So. Spring Street.
Los Angeles, CA 90012
Cheryl Powell, IGR/CEQA Chief

30a. Significant impact standards utilized in the traffic study are based on Los Angeles County thresholds for significant impacts, as allowed by the City of San Dimas. LOS change does not necessarily translate into a significant impact. The traffic analysis considered potential project impacts at Lone Hill Avenue/I-210 Eastbound and Westbound ramps, the SR-57 Northbound offramp and Auto Centre Drive, and the Arrow highway/Southbound SR-57 offramp and determined that the project would only significantly impact Lone Hill Avenue/I-210 Westbound on and offramps. In addition, additional approach capacity was recommended as a mitigation measure at Lone Hill/SR-210 based on the significant impact analysis. It was determined that a contribution toward future improvements of the interchange would be appropriate as a mitigation measure, based on the scope of the Costco project and the poor LOS at this location during the pre-Project analysis periods. See also response to comment 2a.

30b. The buildout year of the proposed Project is 2005. Pending related/area projects with estimated completion/opening dates before the end of 2005 were included in the traffic analysis. Mitigation measures proposed for project impacts improve the level of service to acceptable levels at all of the study intersections where cumulative project traffic would cause a level of service E or F.

30c-d. Please see responses to comments 2a and 30a.

Letter 31

Date Received: August 31, 2004

State of California, Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, CA 95812-3044
Terry Roberts, Director

31a. The comment states that the State Clearinghouse submitted the Draft EIR for the review and the review period closed on August 30, 2004. Comment noted.

Letter 32

Date Received: August 27, 2004

City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741
Stan Wong, Director

32a. Please see response to comment 23c.

32b. The ITE trip generation manual provides both weighted average rates and formulas for calculating trip generation of various uses. The decision to utilize rates over formulas is not an indication that "faulty" data is being utilized. The utilization of trip generation rates is an established industry methodology. The ITE Trip Generation Handbook does not mandate that formulas or rates are utilized for specific uses. The rates utilized are based on average trip generation from more than 90 developments (more than 400 for the p.m. peak rate) surveyed in various cities. Furthermore, when there are a high number of trip generation observations for a given land use, as there are in this case, a higher level of confidence can be applied to the average rate. In this case, the standard deviation for the peak-hour is only 1.4, indicating a high level of accuracy for the average rate for this use. It is concluded that the use of trip generation rates is acceptable for the calculation of Project trip generation.

Furthermore, calculation of Project trip generation is consistent with the methodology utilized in the City of Glendora Route 66 Corridor Specific Plan Amendment Traffic Impact Study produced by the City of Glendora in October, 2003. Within this study, multiple planned retail/shopping center-type uses were examined. Trip generation rates were utilized to analyze these uses, rather than trip generation formulas. As the Costco traffic analysis is consistent with traffic analysis conducted by a consultant under contract with the City of Glendora, it is concluded that the use of "average" trip generation rates is standard practice.

32c. Per Figure 11 of the traffic report dated February 24, 2004, distribution from the SR-57 northbound and SR-210/I-210 westbound freeways are as follows:

- 5% of total Project trips to the Arrow Highway off-ramp
- 16% of total Project trips to the Auto Centre Drive/Allen Avenue off-ramp
- 9% of total Project trips to the Lone Hill Avenue off-ramp

This distribution is a fair allocation of trips to these three off-ramp locations, and a higher proportion of trips were allocated to the Auto Centre Drive off-ramp. As the Auto Centre Drive off-ramp is the closest access point from the freeway for those heading to the Costco site from the south and east, this was given higher priority in the analysis. The Lone Hill Avenue off-ramp was given second-highest priority, and the Arrow Highway off-ramp was given the third-highest priority. The Arrow Highway off-ramp is the farthest off-ramp from the Project site.

32d. See response to comment 23a.

32e. See response to comment 23a.

32f. Valley Center Avenue does not provide the level of north-south regional access that a roadway like Sunflower Avenue provides. 1% of total project traffic was allocated to Valley Center Avenue, per Figure 11 of the traffic study document. 2% of project traffic was allocated to Lone Hill Avenue north of Route 66. At this point, Lone Hill Avenue does not provide significant sub-regional connectivity. Such regional access is provided by Route 66. Higher allocations to these roadways are not justified. Also see Response to Comment 32c.

32g. Please see response to comment 23e.

32h. The comment proposes widening northbound Lone Hill easterly across the Sam Dimas wash as alternative mitigation. The aerial structure of the SR-210 freeway prohibits such capacity improvements, as there are support structure elements in the median of Lone Hill Avenue and concrete berms on either side of the roadway underneath the aerial structure. The proposed alternative mitigation is therefore infeasible due to engineering reasons.

32i. The existing coordination plan for the Lone Hill Avenue corridor does not represent future conditions with traffic volume increases due to ambient growth, related-area project traffic, and traffic from the Costco project. The analysis of the corridor presented within the traffic study provides an analysis of this future scenario with all volumes included. The existing coordination plan may not necessarily meet the needs of future scenario traffic levels. Therefore, the analysis is considered valid based on signal timing and coordination optimization, utilizing future traffic levels and assumed geometric improvements.

The signal cycle times have been re-evaluated within the coordination analysis. At a standard weekday cycle length of 80 seconds in the p.m. peak period (optimized for all four signals within the analysis), there is likely to be no queuing traffic queuing issues between the Lone Hill/Gladstone intersection and the Lone Hill/Costco driveway intersection. With the Costco driveway intersection optimized separately from the other three signals (coordination of the three signals only), there continue to be no likely queuing problems between the intersections.

At a standard weekend peak period cycle length of 100 seconds, queuing issues could result if the Costco driveway intersection was not included in the coordination plan. With coordination of all four signals, queuing issues would not result in the distance between Hill/Gladstone intersection and the Lone Hill/Costco driveway intersection.

Time-space diagrams of these analysis scenarios are available for review at the San Dimas Planning Department.

Letter 33

Date Received: August 30, 2004

County of Los Angeles, Department of Public Works
900 South Freemont Avenue
Alhambra, CA 91803-1331
Thomas W. Hoaglund, Assistant Deputy Director

33a-b. This comment states that impacts have not been defined based on County standards. It is specifically concerned with the intersections of Sunflower Avenue at Arrow Highway, Valley Center Avenue at Arrow Highway, and Valley Center Avenue at Badillo Street. These intersections are south of the study area, and were not included due to their distance from the Project site. Significant regional access to the Project site is unlikely to occur via these intersections. Therefore, the study area as utilized for the traffic study is considered valid. Project traffic becomes more dispersed further from the site; in general if closer intersections are not impacted intersections further away will not be impacted. These intersections were reviewed but not analyzed because they are not expected to experience significant project traffic.

33c. See response to comment 8j.

Letter 34

Date Received: August 12, 2004

Southern California Edison
800 West Cienega Avenue
San Dimas, CA 91773
Jennetta Harris, Regional Manager

34a. Should the proposed project require relocation of SCE facilities at or above 50 kv, the City will coordinate with Southern California Edison and the California Public Utility Commission to ensure that such an activity is performed in accordance with General Order 131-D.

Letter 35

Date Received: August 31, 2004

Gil Gonzalez
2193 Terredbonne Ave

35a. Comment noted. The commenter has restated the EIR's conclusion that even with the presence of mitigation measures, the proposed project's impacts to local transportation/traffic would be considered significant.

Letter 36

Date Received: August 30, 2004

W. J. and Cynthia Mauthe
734 Amelia Avenue
San Dimas, CA 91773

36a. Trip distribution was based on roadway hierarchy around the Project site and within the study area. Sub-regional roadways were assumed to take a higher percentage of traffic, as Costco will draw from a wider population than just the residents within Glendora or San Dimas. A roadway's description within the traffic study does not necessarily affect trip distribution percentages. It is acknowledged that residential uses exist on Amelia Avenue. Amelia is a north-south street, not an east-west street; the report is revised accordingly.

36b. Trip distribution was defined based on roadway hierarchy and the presence of freeway access points. Routes to sub-regional and regional arterials, and direct routes to freeway access points received higher levels of distributed Project traffic. Please also see responses to comments 16a and 16c.

36c. It is recognized that Project trips will utilize Amelia Avenue. The Project is regional in nature, and a majority of the traffic will utilize freeway access ramps in close vicinity to the Project site. A neighborhood traffic management program could help to identify any significant traffic volume increases due to the Project. Please also see response to comment 16c.

36d. Inclusion of intersections in the Saturday mid-day peak period analysis was based on the previous analyses and an understanding of the probable locations of impacts. The definitions of the weekday and Saturday study areas were based on a scoping process with City staff and the public. Intersections were included that were considered the most likely to be impacted by Project traffic. The study area was also consistent with that utilized for the previous traffic studies prepared for this Project.

36e. See Response to Comment 36a.

36f. See Response to Comment 36a.

Chapter 4. Mitigation Monitoring Program

4.1 INTRODUCTION

Pursuant to California Public Resources Code 21081.6 and California Environmental Quality Act (CEQA) *Guidelines* Sections 15091 (d) and 15097, when a Lead Agency makes findings of significant effects in adopting the Environmental Impact Report (EIR), the agency must also adopt a program for the monitoring of mitigation measures identified in the EIR. The primary purposes of the monitoring program are to ensure that the mitigation measures identified in the EIR are implemented and that environmental effects are minimized. Additionally, the monitoring program provides a: (1) mechanism for giving agency staff and decision-makers feedback on the effectiveness of their actions; (2) learning opportunity for improved mitigation measures on future projects; and (3) means of identifying corrective actions, if necessary, before irreversible environmental damage occurs.

4.2 PROJECT LOCATION AND DESCRIPTION

The City of San Dimas (City) proposes to construct a new Costco commercial complex on 22.83 acres of land within Specific Plan Area No. 24 in the City of San Dimas. The proposed project site is located on the southeast corner of Gladstone Street and Lone Hill Avenue in the City of San Dimas, bounded on the north by Gladstone Street, on the west by Lone Hill Avenue and on the east by the former Atchison, Topeka, and Santa Fe Railway Company (ATSF) right-of-way. East-west trending West 5th Street traverses the southern end of the proposed project site east of Lone Hill Avenue. Single-family residences occupy the southern boundary of the proposed project site (along West 5th Street), and are located adjacent to a corporate business park known as San Dimas Business Park.

This proposed development project includes the following: 149,710 square foot Costco warehouse/retail facility with a tire center and a gasoline service station; 3,500 square foot drive-thru fast-food restaurant; 7,000 square foot “quality” restaurant; two retail shops (8,000 square feet each) totaling 16,000 square feet; and, two major retail shops (15,000 and 30,000 square feet) totaling 45,000 square feet.

The majority of the proposed project site is vacant undeveloped or underdeveloped land and is located within the jurisdiction of the San Dimas Redevelopment Agency. Approximately 20 single-family residences are located within the proposed development project site. Some of these residential properties are also used for light industrial purposes such as contractor yards. The Ormco Sybron dental manufacturing facility, single-family residences and railroad tracks are located across Gladstone Street north of the proposed project site. Adjacent properties east of the MTA railroad right-of-way are occupied by single-family residences and a Cal Trans office. Adjacent properties to the west (across Lone Hill Avenue) include a Chevron retail gasoline service station and thirteen single-family residences. A corporate business park, known as San Dimas Business Park occupies the adjacent property south of the proposed project site.

4.3 ROLES AND RESPONSIBILITIES

The City of San Dimas is acting as the Lead Agency under CEQA for the project. As Lead Agency, the City of San Dimas is required to monitor the development and operation of the project to ensure that the mitigation measures identified in the adopted EIR are implemented (California Public Resources Code 21081.6 and CEQA *Guidelines* Sections 15091(d) and 15097). However, because of the nature of some of the mitigation measures identified in the EIR, the City may delegate duties and responsibilities to environmental monitors or other professionals as warranted.

The proposed project will be required to comply with all applicable plans, permits, and conditions of approval. The mitigation measures presented in Table 4-1 will be implemented before construction, during construction, and during operation of the project.

TABLE 4-1: MITIGATION MEASURES AND IMPLEMENTATION PLAN

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
Impact a scenic vista, damage scenic resources and/or degrade the existing visual character or quality of the site.	**M-3A.1** In accordance with the City of San Dimas General Plan, underground utilities shall be provided in an effort to improve the visual environment.	Verify improvement plans during plan check.	City of San Dimas Planning & Engineering	Construction
	M-3A.2 Proposed ornamental landscaping shall include replacing existing mature trees with trees of similar scale in an effort to preserve the visual character of the project area.	Verify landscape plans during plan check and inspection.	City of San Dimas Planning	Construction
	M-3A.3 In conjunction with consideration of grading and site plan approvals, the applicant shall inventory existing trees by size, species, location and condition. Where feasible after consideration of grading requirements, existing trees in good condition deemed appropriate for retention shall be protected in place and preserved. Trees approved for removal shall be replaced pursuant to the standards set forth in the San Dimas Municipal Code Chapter 18.162.	Verify landscape plans during plan check.	City of San Dimas Planning & Engineering	Construction
	M-3A.4 Prior to the issuance of a grading permit for the proposed project, the applicant shall obtain a Tree Removal Permit from the City of San Dimas, as required by San Dimas Municipal Code Section 18.162.	Verify landscape plans during plan check.	City of San Dimas Planning & Engineering	Pre-Construction
Create new sources of light or glare that could affect surrounding uses.	**M-3A.5** The applicant shall install high-pressure sodium light fixtures that do not exceed 250 watts, however, landscape and accent lighting may exceed this limitation, if necessary. Light standards that maintain light emissions close to 90 degrees horizontal shall be selected. Shielding shall be implemented to reduce light emissions onto adjoining properties. The overall height of the light pole and fixture shall not exceed 15 feet, and	Verify lighting plans during plan check and inspection.	City of San Dimas Planning	Pre-Construction, Construction

TABLE 4-1: MITIGATION MEASURES AND IMPLEMENTATION PLAN

Impact	Mitigation Measures		Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
		poles shall be steel, aluminum or other similar approved material. The style of the poles shall compliment the fixture design. All architectural accent and ground lighting fixtures shall be subterranean unless the fixture is designed as an architectural element.			
	M-3A.6	As per the City of San Dimas Lighting Guidelines, the applicant shall submit a lighting plan for approval by the City of San Dimas.	Verify lighting plans during plan check and inspection.	City of San Dimas Planning	Pre-Construction
3B2. Construction of the proposed project would emit criteria pollutants. Estimated daily average construction emissions of NO_x during site grading would exceed significance thresholds set by the SCAQMD, resulting in a short term (4 months) significant impact.	**M-3B.1**	Cover all trucks hauling soil, sand, and other loose materials, or require all trucks to maintain at least two feet of freeboard.	**City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Pre-Construction and Construction
	M-3B.2	Pave, water (three times daily), or apply non-toxic soil stabilizers on all unpaved access roads, parking areas, and staging areas at construction sites.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.3	Sweep all paved access roads, parking areas, and staging areas at construction sites daily with water sweepers.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.4	Sweep streets daily with water sweepers if visible soil material is carried onto adjacent public streets.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.5	Hydroseed or apply non-toxic stabilizers to inactive construction areas.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	M-3B.6 Enclose, cover, water (twice daily), or apply non-toxic soil binders to exposed stockpiles (dirt, sand, etc.).	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.7 Limit traffic speeds on unpaved roads to 15 miles per hour.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.8 Install sandbags or other erosion control measures to prevent silt runoff to public roadways during rainy season construction (November through April).	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.9 Replant vegetation in disturbed areas as quickly as possible.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.10 All construction equipment shall be properly tuned and maintained.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.11 General contractors shall maintain and operate construction equipment so as to minimize exhaust emissions. During construction, trucks and vehicles in loading or unloading queues shall be kept with their engines off, when not in use, to reduce vehicle emissions.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3B.12 Construction activities shall be staged and scheduled to avoid emissions peaks, and discontinued during second-stage smog alerts.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction

TABLE 4-1: MITIGATION MEASURES AND IMPLEMENTATION PLAN

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
Operation of the proposed project would emit criteria pollutants. Estimated daily average emissions would exceed significance thresholds set by the SCAQMD.	**M-3B.13** In compliance with the City of San Dimas' Transportation System Management (TSM) and Travel Demand Management (TDM) programs, the applicant shall support programs with the objective of increasing vehicle occupancy rates and encourage public support for the development of a balanced circulation system through a well organized public relations program.	Applicant will verify compliance with this measure	City of San Dimas Planning & Engineering	Pre-Construction and Construction
	M-3B.14 In compliance with SCAQMD Rule 2202, the applicant shall implement an On-Road Motor Vehicle Mitigation Plan to encourage employees to participate in ride sharing.	Applicant will verify compliance with this measure; City of San Dimas to review	City of San Dimas Planning & Engineering	Pre-Construction
	M-3B.15 Consideration shall be given to installing publicly available electric vehicle charging stations at the proposed project site.	Applicant will verify compliance with this measure. Review options during precise plan review and plan check.	City of San Dimas Planning & Engineering	Pre-Construction
Create objectionable odors affecting a substantial number of people.	**M-3B.16** Restaurant and food handling operations shall adhere to SCAQMD Rule 402 (Nuisance).	Individual restaurant owners/managers will implement and provide evidence of implementation of this measure City inspectors to monitor compliance.	City of San Dimas Building & Planning	Pre-Construction and Construction
Potential destruction of bird nests during tree removal.	**M-3C.1** A qualified biologist shall conduct an intensive nest search in all trees slated for removal to avoid destruction of resident native bird nests. Tree removal may be delayed until October, to ensure reproductive success for native species using the site for nesting purposes.	Applicant will verify compliance with this measure; Report of survey to be submitted to City of San Dimas City inspectors to monitor compliance.	City of San Dimas Planning & Building	Pre-Construction
Potential impact to a historical resource.	**M-3D.1** The two single-family residences located on the proposed project site at 932 West 5th Street, San Dimas, California, 91773-1721	City of San Dimas will ensure implementation of this measure.	City of San Dimas Planning	Pre-Construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	and 948 West 5th Street, San Dimas, California, 91773-1721 shall be put up for sale for a period of sixty days. The sale must be upon the condition that the structures be moved to a vacant location outside of the proposed project site but within the limits of the City of San Dimas. In the event the houses are not sold and relocated, a photodocumentation of the structures and sites will be conducted and placed in the record of the local historic preservation society.			
Potential impact to a unique archaeological resource.	**M-3D.2** A qualified archaeologist/paleontologist and Native American monitor shall be on-call to monitor any disturbance of native soils. The archaeologist/paleontologist will be on-call during any activity when new soils are to be moved or exported in previously undisturbed portions of the proposed project area. The archaeologist/paleontologist shall be authorized to and must halt the proposed project and mark, collect, and evaluate any archaeological/paleontological materials discovered during construction. Copies of any paleontological surveys, studies, or reports of field observation during grading and land modification shall be prepared and certified by the on-call paleontologist and submitted to the Natural History Museum of Los Angeles County Paleontological Repository. The Native American Monitor shall oversee the subsequent repatriation of any Native American remains or sacred religious materials discovered during	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Planning & Building	Construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	construction, as mandated by the Native American Graves and Repatriation Act.			
Disturbance of human remains, including those interred outside of formal cemeteries.	**M-3D.3** In the event human remains are encountered, the Los Angeles County Coroner must be contacted to determine whether or not investigation of the cause of death is required. In the event the remains are of Native American origin, the Native American Heritage Commission shall be contacted by the Native American Monitor to determine necessary procedures for protection and preservation of remains, including reburial, as provided in the CEQA Guidelines, Section 15064.5(e).	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Planning & Building	Construction
Potential exposure of people or structures to strong ground shaking in the event of an earthquake.	**M-3E.1** The applicant shall implement recommendations of site-specific geotechnical studies and secure a qualified engineer to design all buildings, facilities, and landscaping to withstand ground-shaking potential, as stipulated in the California Building Code and applicable City of San Dimas building and safety standards.	Verify construction plans during plan check and inspection	City of San Dimas Building & Engineering	Pre-Construction
Potentially expose people or structures to ground failure, including liquefaction, due to seismic activity.	**M-3E.2** The applicant shall complete a geotechnical investigation of the remaining portions of the proposed project site that were inaccessible during the preliminary investigation. A certified engineer shall design all buildings, facilities, and landscaping to adequately minimizes geologic hazards including liquefaction, settlement, subsidence, and expansive soils as stipulated in the California Building Code and applicable City of San Dimas building and safety standards.	Verify construction plans during plan check and inspection	City of San Dimas Building & Engineering	Pre-construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
Potential hazard to the public or environment through routine transport, storage, use, or disposal of hazardous materials.	**M-3F.1** Any contaminated soils encountered on the proposed project site during demolition, site clearance, or construction activities shall be removed from the proposed project site and disposed of off-site. The removal and disposal of these hazardous materials would be in accordance with guidelines specified by the Environmental Protection Agency and at a minimum the following measures would be taken to minimize potential health and safety risks associated with removal activities: • Maintain slow speeds with all vehicles. • Load impacted soil directly into transportation trucks to minimize soil handling. • Water/mist soil as it is being excavated and loaded onto the transportation trucks. • During dumping, minimize soil drop height into transportation trucks or stockpiles. • During transport, cover or enclose trucks transporting soils, increase freeboard requirements, and repair trucks exhibiting spillage due to leaks. • Cover the bottom of the excavated area with polyethylene sheeting when work is not being performed. • Place stockpiled soil on polyethylene sheeting and cover with similar material.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Pre-construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	• Place stockpiled soil in areas shielded from prevailing winds.			
	M-3F.2 The gas station operator shall obtain a permit for installation of USTs from the County of Los Angeles County Fire Certified Unified Program Agency (CUPA) and the Environmental Programs Division of the Los Angeles County Department of Public Works. UST design, installation, and monitoring shall follow all applicable regulations set forth by CUPA.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Pre-Construction and Construction
	M-3F.3 On-site storage, use and generation of hazardous materials, including fuel, shall comply with state and federal regulations, and storage and dispensing permits shall be obtained as necessary.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
Potential hazards resulting from upset and accident conditions involving the release of hazardous materials into the environment.	**M-3F.4** Best management practices shall be instituted to help limit the extent of accidental releases of hazardous materials at the proposed project site.	Applicant will verify implementation of this measure City inspectors to monitor compliance.	City of San Dimas Building & Engineering	Construction
	M-3F.5 Any accidental release of hazardous materials shall be reported to the County Environmental Health Department and State Office of Emergency Services. For a spill involving water resources, the US EPA and RWQCB shall be contacted.	Applicant will verify implementation of this measure City inspectors to monitor compliance.	City of San Dimas Building & Engineering	Construction and Operation
	M-3F.6 Spills and operational upset involving aquatic, terrestrial or airborne releases shall be reported to the California Department of Conservation, Division of Oil and Gas and the SCAQMD.	Applicant will verify implementation of this measure. City inspectors to monitor compliance.	City of San Dimas Building & Engineering	Construction and Operation
	M-3F.7 Accidental releases of hazardous materials shall be investigated and remediated	Applicant will verify implementation of this measure.	City of San Dimas, County of Los	Construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	immediately in compliance with applicable regulations. If soil contamination is suspected, appropriate health and safety procedures shall be implemented. In addition, soil samples in the area of the release shall be collected and analyzed for potential contamination. If contamination in the soil exists, the County will provide the appropriate regulatory oversight for required investigations and remediation.	City inspectors to monitor compliance.	Angeles Building & Engineering	and Operation
Potential violation of water quality standards.	**M-3G.1** The applicant shall comply with all applicable storm water regulations for the proposed development and shall include design features and BMPs to reduce, to the maximum extent practicable, the presence of constituents causing impairment in runoff from the proposed project site.	Applicant will verify implementation of this measure Verify construction plans during plan check and inspection City inspectors to monitor compliance.	City of San Dimas Building & Engineering	Construction and Operation
Alter existing drainage patterns, which could result in substantial erosion, and/or exceed the capacity of existing or planned storm drains and produce flooding on- or off-site.	**M-3G.2** The applicant shall prepare a Drainage Plan with estimated runoff volumes to accompany the site grading plan, which shall be submitted for approval to the Public Works Department of the City of San Dimas. If the storm drain line does not have the required capacity, the proposed project design shall be modified to detain or retain storm runoff on-site.	**Applicant will verify implementation of this measure.** Verify construction plans during plan check and inspection	City of San Dimas Building & Engineering	Pre-Construction
Exposure of persons to, or generate, noise levels in excess of standards established in the City Noise Ordinance.	**M-3I.1** Parking lot sweeping at the proposed Costco Commercial Complex shall not occur from 9:00 p.m. to 7:00 a.m.	Applicant will verify implementation of this measure. City inspectors to monitor compliance.	City of San Dimas Planning	Operation

TABLE 4-1: MITIGATION MEASURES AND IMPLEMENTATION PLAN

Impact	Mitigation Measures		Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
Elevated noise levels during construction activity occurring within 500 feet of a school zone or residence.	**M-3I.2**	During construction, the contractor shall ensure that all construction be performed in accordance with the City of San Dimas noise standards. No noise intensive construction or repair work shall be performed between the hours of 8:00 PM and 7:00 AM on any weekday or Saturday or at any time on Sundays or holidays.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Planning & Building	Construction
	M-3I.3	During construction activities, the contractor shall locate portable equipment as far as possible from the adjacent residents.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3I.4	During construction phases, the contractor shall store and maintain equipment as far as possible from the adjacent residents.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3I.5	The contractor shall be restricted from playing loud music in the open construction area.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
	M-3I.6	During construction activities the construction manager shall serve as the contact person in the event that noise levels become disruptive to local residents. A sign will be posted at the proposed project site with the contact phone number.	Construction Manager will verify implementation during construction. **City inspectors to monitor compliance.**	City of San Dimas Building & Engineering	Construction
Increased demand for fire protection services during construction and operation.	**M-3K.1**	The applicant shall work with the LACFD to ensure that access roads, building safety features, fire flow and other requirements of the LACFD are met.	**Applicant will verify implementation of this measure;** Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering & Building	Pre-Construction
	M-3K.2	All buildings constructed as part of the proposed project shall be built in accordance	Construction Manager will verify implementation during	City of San Dimas Planning &	Construction

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
	with LACFD requirements and the California Building Code.	construction. Verify construction plans during plan check and inspection	Engineering & Building	
Increased demand for police protection services during construction and operation.	**M-3K.3** The applicant shall submit a security plan to the San Dimas Sheriff's Department prior to commencing operation of the proposed project. The security plan shall include the implementation of such measures as 24-hour security cameras and personnel on-site during operation of the proposed commercial complex.	Applicant will coordinate with San Dimas Sheriff's Department to ensure implementation of this measure; City of San Dimas to review	City of San Dimas Planning & Sheriff	Pre-Operation
Increased demand for water drainage facilities during construction and operation.	**M-3K.4** Prior to the stabilization of the construction site area, sediment flows shall be prevented from entering storm drainage systems by the construction of temporary filter inlets around existing storm drain inlets. The sediment trapped in these impounding areas shall be removed after each storm.	Construction Manager will verify implementation during construction. Verify construction plans during plan check and inspection	City of San Dimas Building & Engineering	Pre-construction, construction
Served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs.	**M-3K.5** A solid waste management plan shall be developed by the applicant. This plan shall identify methods to promote recycling and re-use of material, as well as safe disposal consistent with the policies and programs outlined by the City of San Dimas.	**Applicant will verify implementation of this measure.** Verify construction plans during plan check and inspection	City of San Dimas Planning & Building	Pre-Operation
	M-3K.6 The applicant shall investigate suitable private sites that will accept all fill and earth materials for re-use, in order to avoid the deposition of such materials at solid waste landfills serving the County of Los Angeles. Documentation supporting the investigation of private sites for re-use of fill and earth materials, or of a re-use recycling program if a suitable site is located, shall be provided to the City of San Dimas Department of Public	Construction Manager will verify implementation during construction. Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering & Building	Pre-Construction

Impact	Mitigation Measures		Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
		Works, prior to the issuance of haul route permits.			
	M-3K.7	The applicant shall demonstrate that all construction and demolition debris, to the maximum extent feasible, shall be salvaged and recycled in a practical, available, and accessible manner during the construction phase. Documentation of this recycling program shall be provided to the City of San Dimas Department of Public Works, prior to the issuance of a Certificate of Occupancy.	Construction Manager will ensure implementation of this measure. Verify construction plans during plan check and inspection	City of San Dimas Planning & Building	Pre-Construction and Construction
	M-3K.8	The applicant shall consult with Waste Management for materials collections and trash/recyclables hauling, including tires.	Applicant will ensure implementation of this measure.	City of San Dimas Planning	Operation
Compliance with federal, state, and local statutes and regulations related to solid waste.	**M-3K.9**	The applicant shall work with the City's Recycling Coordinator to ensure that source reduction techniques and recycling measures are incorporated into project construction and operation in compliance with state and local requirements such as those described in Chapter 4 of Title 14 of the California Code of Regulations and AB939.	Applicant will verify implementation of this measure.	City of San Dimas Planning	Operation
Increased traffic at local intersections and exceedance of significance criteria established by the City of San Dimas.	**M-3L.1**	A traffic signal shall be constructed at the intersection of Lone Hill Avenue and the proposed project site's full access (south driveway).	**City of San Dimas/Applicant will ensure implementation of this measure.** Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering	Construction
	M-3L.2	The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for the implementation of a second eastbound exclusive right turn at the intersection of Lone Hill Avenue/Route 66. Northbound	Applicant will verify implementation of this measure. City/Applicant to complete nexus Study	City of San Dimas Planning & Engineering	Pre-Construction

Impact	Mitigation Measures		Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
		U-turns onto southbound Lone Hill Avenue would be prohibited.			
	M-3L.3	The applicant shall make fair-share contributions, as reasonably determined by the City of San Dimas based on a nexus study, for future improvements at the following intersections: • Lone Hill Avenue and I-210 Westbound Ramps • Lone Hill Avenue and Auto Center Drive	Applicant will verify implementation of this measure. City/Applicant to complete nexus Study	City of San Dimas Planning & Engineering	Pre-Construction
	M-3L.4	The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future improvements at the Arrow Highway/Bonita Avenue/SR-57 Northbound Ramps intersection.	Applicant will verify implementation of this measure. City/Applicant to complete nexus Study	City of San Dimas Planning & Engineering	Pre-Construction
	M-3L.5	The intersection of Lone Hill Avenue and Gladstone Street shall be improved with an additional northbound left turn lane and an additional southbound left turn lane.	**City of San Dimas/Applicant will ensure implementation of this measure.** Verify construction plans during plan check and inspection.	City of San Dimas Planning & Engineering	Construction
	M-3L.6	The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future signalization at the Willow Street/Gladstone Street,, Valley Center Avenue/Gladstone Street, and Lone Hill Avenue/Kenoma Street intersections.	Applicant will verify implementation of this measure. City/Applicant to complete nexus Study	City of San Dimas Planning & Engineering	Pre-Construction
Increased traffic congestion in the vicinity of the residences located	**M-3L.7**	It is recommended that Option 3 (Alternative), Option 3/4 or Option 3/4 (Alternative) or other feasible design	**Applicant will verify implementation of this measure.**	City of San Dimas Planning & Engineering	Pre-Construction

Impact	Mitigation Measures		Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
west of the proposed project site along Lone Hill Avenue.		variations be implemented to provide better access for residences located west of the proposed project site, along Lone Hill Avenue. The City of San Dimas and the applicant shall work directly with these residents to determine the most feasible design option.	Verify construction plans during plan check and inspection		
Increased traffic hazards due to a design feature or incompatible use.	**M-3L.8**	With the exception of the middle full access driveway along Lone Hill Avenue, a median shall be constructed fronting access driveways off of Gladstone Street and Lone Hill Avenue to limit the driveways to right turn in/out only.	Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering	Construction
	M-3L.9	The service driveway proposed at the east side of the proposed project site shall be restricted to right-turn only. Furthermore, a fence shall be built between the proposed Costco site and the railroad right-of-way.	Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering	Construction
	M-3L.10	The applicant shall submit a truck routing plan detailing the routes delivery vehicles will take for entering and exiting the proposed commercial complex.	Verify construction plans during plan check and inspection City inspectors to monitor compliance.	City of San Dimas Planning & Engineering	Pre-Construction
	M-3L.11	The proposed project traffic signal at the intersection of the west access driveway and Lone Hill Avenue shall be coordinated with the signal at the intersection of Lone Hill Avenue and Gladstone Street. The final coordination will be based on an assessment of traffic operations at these intersections, which should be conducted after the opening of the project.	Applicant will verify implementation of this measure. Verify construction plans during plan check and inspection	City of San Dimas Planning & Engineering	Pre-Operation

TABLE 4-1: MITIGATION MEASURES AND IMPLEMENTATION PLAN

Impact	Mitigation Measures	Monitoring/Reporting Action	Responsible Implementation Agency	Implementation Phase
Increased traffic in the vicinity of schools.	**M-3L.12** It is recommended that, with the cooperation and approval of the City of Glendora, the applicant make a fair share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for the construction of a traffic signal at the Valley Center Avenue/Gladstone Street intersection, as well as for the widening and re-striping of Gladstone Street in the vicinity of Gladstone Elementary School to provide for one through-lane, a left-turn lane and parking along the south side of Gladstone Street.	Applicant will verify implementation of this measure. City/Applicant to complete nexus Study	City of San Dimas Planning & Engineering	Pre-Construction

Intentionally left blank.

APPENDIX A

COMMENT LETTERS

STATE OF CALIFORNIA

PUBLIC UTILITIES COMMISSION
505 VAN NESS AVENUE
SAN FRANCISCO, CA 94102-3298

LETTER 1

GRAY DAVIS, *Governor*

September 18, 2003

SCH# 2002051116

Larry Stevens
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

RECEIVED
SEP 19 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

RE: Costco Commercial Complex Project

Dear Mr. Stevens:

As the state agency responsible for rail safety within California, we recommend that any commercial or housing projects planned adjacent to or near the rail corridors in the City are planned with the safety of these rail corridors in mind. New developments may contribute to an increase in traffic volumes not only on streets and at intersections, but also at at-grade highway-rail crossings.

Safety factors to consider include the planning for grade separations for major thoroughfares, improvements to existing at-grade highway-rail crossings due to increase in traffic volumes and appropriate fencing to limit the access of trespassers onto the railroad right-of-way. **1a**

The above-mentioned safety improvements should be considered when approval is sought for new development. Working with Commission staff early in the conceptual design phase will help improve the safety to motorists in the City.

If you have any questions in this matter, please call me at (213) 576-7082.

Very truly yours,

Mike Robertson
Senior Utilities Engineer
Consumer Protection and Safety Division

LETTER 2

STATE OF CALIFORNIA--BUSINESS, TRANSPORTATION AND HOUSING AGENCY GRAY DAVIS, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

RECEIVED
OCT 8 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Flex your power!
Be energy efficient!

Mr. Larry Stevens
Planning Department
City of San Dimas
245 E. Bonita Ave.
San Dimas, CA. 91773

RE: IGR/CEQA# 030901NY
DEIR/Costco Commercial Complex
SCH#2002051116
LA/210/45.42

October 6, 2003

Dear Mr. Stevens:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Costco Project in San Dimas.

The Department as a commenting agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. **2a**

Please provide additional Traffic Impact Analysis as follows:

1. Traffic impacts on Freeway 210 and and all significantly impacted ramps, streets, crossroads and controlling intersections, as well as analysis of existing and future conditions.
2. Traffic volume counts to include anticipated AM and PM peak-hour volumes.
3. Level of service (LOS) before and after development.

4. Future conditions, which include both, project and project plus cumulative traffic generated up to the completion year. **2a**
5. Discussion of mitigation measures appropriate to alleviate anticipated traffic impacts, including sharing of mitigation costs. **cont.**

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf **2b**

Apply the equitable share responsibility formula on page 2 of Appendix B **(Methodology for Calculating Equitable Mitigation Measures)** and set aside a portion of Transportation Impact Fees generated for the future State Highway improvement projects. To expedite the review process, you may send two copies to the undersigned at the following address: **2c**

Stephen Buswell
IGR/CEQA Branch Chief
Caltrans District 07
Regional Transportation Planning Office
120 S. Spring St., Los Angeles, CA 90012

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 030901NY.

Sincerely,

STEPHEN J. BUSWELL
IGR/CEQA Branch Chief
Transportation Planning Office

LETTER 3

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse

Gray Davis
Governor

Tal Finney
Interim Director

October 10, 2003

Larry Stevens
City of San Dimas
245 East Bonita Avenue/pob 307
San Dimas, CA 91773

RECEIVED
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Subject: Costco Commercial Complex
SCH#: 2002051116

Dear Larry Stevens:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on October 9, 2003, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. 3a

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH#	**2002051116**
Project Title	Costco Commercial Complex
Lead Agency	San Dimas, City of

Type	**EIR** Draft EIR
Description	Approximately 221,000 square foot commercial complex that includes a Costco warehouse/retail facility with a tire center and gasoline station, 1 fast food drive-thru, 1 "quality" restaurant, 2 small retail shops, and 2 large retail shops.

Lead Agency Contact

Name	Larry Stevens		
Agency	City of San Dimas		
Phone	909 394-6250	*Fax*	
email			
Address	245 East Bonita Avenue/pob 307		
City	San Dimas	*State* CA	*Zip* 91773

Project Location

County	Los Angeles		
City	San Dimas		
Region			
Cross Streets	Gladstone Street/Lone Hill Avenue		
Parcel No.			
Township	*Range*	*Section*	*Base*

Proximity to:

Highways	57, I-210
Airports	
Railways	ATSF Right-of-Way
Waterways	
Schools	Gladstone ES & Shull ES
Land Use	Industrial Zoning and General Plan Designation

Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Coastal Zone; Drainage/Absorption; Economics/Jobs; Fiscal Impacts; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Wildlife; Growth Inducing; Landuse; Cumulative Effects
Reviewing Agencies	Resources Agency; Department of Conservation; Department of Fish and Game, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Board, Region 4; Native American Heritage Commission; Public Utilities Commission

Date Received	08/26/2003	*Start of Review*	08/26/2003	*End of Review*	10/09/2003

Note: Blanks in data fields result from insufficient information provided by lead agency.

LETTER 4

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

t (213) 236-1800

f (213) 236-1825

www.scag.ca.gov

Officers: President: Mayor Bev Perry, Brea • First Vice President: Councilmember Ron Roberts, Temecula • Second Vice President: Supervisor Hank Kuiper, Imperial • Past President: Councilmember Ronald Bates, Los Alamitos

Imperial County: Hank Kuiper, Imperial County • Jo Shields, Brawley

Los Angeles County: Yvonne Brathwaite Burke, Los Angeles County • Zev Yaroslavsky, Los Angeles County • Melanie Andrews, Compton • Harry Baldwin, San Gabriel • Paul Bowlen, Cerritos • Tony Cardenas, Los Angeles • Margaret Clark, Rosemead • Gene Daniels, Paramount • Mike Dispenza, Palmdale • Judy Dunlap, Inglewood • Eric Garcetti, Los Angeles • Wendy Greuel, Los Angeles • Frank Gurulé, Cudahy • James Hahn, Los Angeles • Janice Hahn, Los Angeles • Sandra Jacobs, El Segundo • Tom LaBonge, Los Angeles • Bonnie Lowenthal, Long Beach • Martin Ludlow, Los Angeles • Keith McCarthy, Downey • Llewellyn Miller, Claremont • Cindy Miscikowski, Los Angeles • Paul Nowatka, Torrance • Pam O'Connor, Santa Monica • Alex Padilla, Los Angeles • Bernard Parks, Los Angeles • Jan Perry, Los Angeles • Beatrice Proo, Pico Rivera • Ed Reyes, Los Angeles • Greig Smith, Los Angeles • Dick Stanford, Azusa • Tom Sykes, Walnut • Paul Talbot, Alhambra • Sidney Tyler, Jr., Pasadena • Tonia Reyes Uranga, Long Beach • Antonio Villaraigosa, Los Angeles • Dennis Washburn, Calabasas • Jack Weiss, Los Angeles • Bob Yousefian, Glendale • Dennis P. Zine, Los Angeles

Orange County: Chris Norby, Orange County • Ron Bates, Los Alamitos • Art Brown, Buena Park • Lou Bone, Tustin • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathryn DeYoung, Laguna Niguel • Richard Dixon, Lake Forest • Alta Duke, La Palma • Bev Perry, Brea • Tod Ridgeway, Newport Beach

Riverside County: Marion Ashley, Riverside County • Ron Loveridge, Riverside • Jeff Miller, Corona • Greg Pettis, Cathedral City • Ron Roberts, Temecula • Charles White, Moreno Valley

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Edward Burgnon, Town of Apple Valley • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Susan Longville, San Bernardino • Gary Ovitt, Ontario • Deborah Robertson, Rialto

Ventura County: Judy Mikels, Ventura County • Glen Becerra, Simi Valley • Carl Morehouse, San Buenaventura • Toni Young, Port Hueneme

Riverside County Transportation Commission: Robin Lowe, Hemet

Ventura County Transportation Commission: Bill Davis, Simi Valley

Printed on Recycled Paper 559-09/04/03

RECEIVED
SEP 11 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

September 10, 2003

Mr. Larry L. Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RE: SCAG Clearinghouse No. I 20030495 Costco Commercial Complex

Dear Mr. Stevens:

Thank you for submitting the **Costco Commercial Complex** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Costco Commercial Complex**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is not a shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space. Therefore, the proposed Project does not warrant comments at this time. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. **4a**

A description of the proposed Project was published in SCAG's **August 16-31, 2003** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

Sep 20 04 11:13a City of San Dimas PW Dept 5093946249 p.4

LETTER 5

RICK GOMEZ
Community Development Department
Director

RECEIVED
SEP 15 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

THE CITY OF
POMONA

Planning Division

September 8, 2003

City of San Dimas
Community Development Department
245 E. Bonita Avenue
San Dimas, California 91773

Re: Notice of Preparation of a Draft Environmental Impact Report (DEIR)

To whom it may concern:

The City of Pomona Planning Division was pleased to receive a Notice of Public Hearing from your agency. We appreciate being included in the review process for the DEIR and General Plan Amendment 03-03 for the property located at the southeast corner of Lonehill and Gladstone. At this time our agency has no comments on the DEIR and the proposed General Plan Amendment.

Thank you again for including our agency in this process.

5a

Sincerely,

Paul Samaras,
Assistant Planner

I:\Economic Development\Planning\Master Planning\Staff\Paul Samaras\Tasks\Letters\San Dimas Costco project.doc

City Hall, 505 S. Garey Ave., Box 660, Pomona, CA 91769, (909) 620-2191, Fax (909) 469-2082

Sep 20 04 11:14a City of San Dimas PW Dept 9093946249 p.5

LETTER 6

CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

RECEIVED
SEP 22 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

September 18, 2003

Mr. Larry Stevens, AICP
Community Developrnent Director
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Re: Existing Traffic Count Data - Lone Hill Avenue

Dear Larry:

Enclosed please find copies of the referenced traffic data. As I mentioned at the public hearing last night, our traffic consultant is still finalizing traffic projections for the Route 66 Specific Plan EIR and we anticipate having the final traffic report completed prior to the close of the public comment period of the Costco DEIR.

Earlier today we met with our traffic consultant to resolve traffic issues we are having on Lone Hill Avenue related to the Route 66 Specific Plan analysis. While their analysis is not yet complete, the preliminary results appear to require widening of the on/off ramps at Lone Hill and I-210 as well as widening the physical right-of-way underneath the I-210 overpass. Needless to say we are hoping that further analysis will determine that this mitigation will not be needed. I also note I have recommended to our Planning Director that we coordinate the Lone Hill Avenue traffic analysis with the City of San Dimas. **6a**

Should you have any questions, please feel free to contact me at (626) 914-8217.

Sincerely,

David Chantarangsu, AICP
City Planner

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Auto Centre Dr. DAY: WEDNESDAY PROJECT# 03-0969-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL	NT 2	NR 1	SL 2	ST 2	SR	EL	ET	ER	WL 1.5	WT	WR 1.5	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		267	128	151	223					109		152	1030
4:15 PM		255	132	183	238					116		143	1067
4:30 PM		304	119	158	248					105		181	1115
4:45 PM		284	151	147	266					98		165	1111
5:00 PM		250	94	168	205					74		134	925
5:15 PM		192	80	132	187					97		148	836
5:30 PM		230	97	141	212					83		129	892
5:45 PM		199	86	120	198					72		117	792
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1981	NR 887	SL 1200	ST 1777	SR 0	EL 0	ET 0	ER 0	WL 754	WT 0	WR 1169	TOTAL 7768

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	1110	530	639	975	0	0	0	0	428	0	641	4323
PEAK HR. FACTOR:		0.943			0.958			0.000			0.934		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: I-210 SB Ramps DAY: WEDNESDAY PROJECT# 03-0969-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		3	1	1	3		1	.5	.5				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		304	126	65	321		87	2	83				988
4:15 PM		286	112	57	309		76	0	64				904
4:30 PM		319	97	79	284		83	1	76				939
4:45 PM		293	118	84	317		94	3	88				997
5:00 PM		328	134	91	352		109	0	99				1113
5:15 PM		272	109	72	313		90	2	68				926
5:30 PM		267	95	62	330		98	1	60				913
5:45 PM		245	103	51	308		81	0	79				867
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 2314	NR 894	SL 561	ST 2534	SR 0	EL 718	ET 9	ER 617	WL 0	WT 0	WR 0	TOTAL 7647

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	1212	458	326	1266	0	376	6	331	0	0	0	3975
PEAK HR. FACTOR:		0.904			0.898			0.857			0.000		0.893

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: I-210 NB Ramps DAY: WEDNESDAY PROJECT# 03-0969-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 2	NR	SL	ST 3	SR 1	EL	ET	ER	WL 1.3	WT .3	WR .3	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	211	163			310	54				98		146	982
4:15 PM	184	187			281	61				84		123	920
4:30 PM	287	142			257	72				96		139	993
4:45 PM	251	126			305	69				107		164	1022
5:00 PM	293	181			322	78				121		171	1166
5:15 PM	178	158			273	65				112		143	929
5:30 PM	229	134			294	57				94		130	938
5:45 PM	161	148			266	46				89		118	828
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1794	NT 1239	NR 0	SL 0	ST 2308	SR 502	EL 0	ET 0	ER 0	WL 801	WT 0	WR 1134	TOTAL 7778

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	1009	607	0	0	1157	284	0	0	0	436	0	617	4110
PEAK HR. FACTOR:		0.852			0.901			0.000			0.902		0.881

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Route 66 DAY: WEDNESDAY PROJECT# 03-0969-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 2	NT 2	NR 0	SL 1	ST 2	SR 1	EL 2	ET 2	ER 0	WL 1	WT 2	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	145	133	44	47	91	15	34	176	224	71	148	31	1159
4:15 PM	117	128	33	56	116	17	28	219	148	52	130	24	1068
4:30 PM	129	111	41	38	75	21	45	226	219	49	119	18	1091
4:45 PM	133	103	33	42	79	9	29	211	209	72	127	23	1070
5:00 PM	157	152	39	30	101	17	27	249	242	74	153	16	1257
5:15 PM	124	133	32	35	66	10	31	220	211	79	124	17	1082
5:30 PM	104	113	43	48	82	12	35	203	209	73	113	13	1048
5:45 PM	112	128	26	34	76	6	24	142	195	61	107	15	926
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1021	NT 1001	NR 291	SL 330	ST 686	SR 107	EL 253	ET 1646	ER 1657	WL 531	WT 1021	WR 157	TOTAL 8701

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	543	499	145	145	321	57	132	906	881	274	523	74	4500
PEAK HR. FACTOR:		0.853			0.883			0.926			0.896		0.895

CONTROL: Signalized;

EX-PM Tue Jul 29, 2003 14:36:54 Page 11-1

GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #9 Lone Hill Ave/Route 66

Cycle (sec): 100 Critical Vol./Cap. (X): 1.006
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	543	499	145	145	321	57	132	906	881	274	523	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	499	145	145	321	57	132	906	881	274	523	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	499	145	145	321	57	132	906	881	274	523	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	499	145	145	321	57	132	906	881	274	523	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	543	499	145	145	321	57	132	906	881	274	523	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3200	3200	1600	1600	3200	1600	1600	3200	1600	3200	2803	397
Capacity Analysis Module:												
Vol/Sat:	0.17	0.16	0.09	0.09	0.10	0.04	0.08	0.28	0.55	0.09	0.19	0.19
Crit Moves:	****				****				****	****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #10 Amelia Ave/Route 66

Cycle (sec): 100 Critical Vol./Cap. (X): 0.508
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	75	85	70	120	40	55	30	790	140	35	690	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	79	89	74	126	42	58	32	831	147	37	726	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	89	74	126	42	58	32	831	147	37	726	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	89	74	126	42	58	32	831	147	37	726	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	89	74	126	42	58	32	831	147	37	726	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.05	0.08	0.01	0.04	0.02	0.26	0.09	0.02	0.23	0.05
Crit Moves:			****	****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #13 Lone Hill Ave/I-210 WB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 1.357
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Control:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	1	0	2	0 0	0	0	3	0 1	0	0	0	0 0	1	0	1!	0 0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM																
Base Vol:	1009	607		0	0	1157	284		0	0		0	436		0	617
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:	1009	607		0	0	1157	284		0	0		0	436		0	617
User Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
PHF Volume:	1009	607		0	0	1157	284		0	0		0	436		0	617
Reduct Vol:	0	0		0	0	0	0		0	0		0	0		0	0
Reduced Vol:	1009	607		0	0	1157	284		0	0		0	436		0	617
PCE Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Final Vol.:	1009	607		0	0	1157	284		0	0		0	436		0	617
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600	1600		1600	1600		1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00	1.00
Lanes:	1.00	2.00		0.00	0.00	3.00	1.00		0.00	0.00		0.00	1.00		0.00	1.00
Final Sat.:	1600	3200		0	0	4800	1600		0	0		0	1600		0	1600
Capacity Analysis Module:																
Vol/Sat:	0.63	0.19		0.00	0.00	0.24	0.18		0.00	0.00		0.00	0.27		0.00	0.39
Crit Moves:	****					****										****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #14 Lone Hill Ave/I-210 EB Ramps

Cycle (sec): 100 Critical Vol./Cap. (X): 0.825
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0	0	3	0 1	1	0	3	0 0	1	0	0	1 0	0	0	0	0 0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM																
Base Vol:	0	1212		458	326	1266		0	376		6	331	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	1212		458	326	1266		0	376		6	331	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	1212		458	326	1266		0	376		6	331	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	0	1212		458	326	1266		0	376		6	331	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1212		458	326	1266		0	376		6	331	0		0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	3.00		1.00	1.00	3.00		0.00	1.00		0.02	0.98	0.00		0.00	0.00
Final Sat.:	0	4800		1600	1600	4800		0	1600		28	1572	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.25		0.29	0.20	0.26		0.00	0.24		0.21	0.21	0.00		0.00	0.00
Crit Moves:				****	****				****							

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #15 Lone Hill Ave/Auto Centre Dr

Cycle (sec): 100 Critical Vol./Cap. (X): 0.869
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 87 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:	Protected				Protected				Split Phase				Split Phase			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0	0		0	0	0		0	0	0		0	0	0	
Lanes:	0 0	2	0	1	2	0	2	0 0	0 0	0	0	0	1	0	1! 0	1
Volume Module: >> Count Date: 11 Jun 2003 << 4:00-5:00 PM																
Base Vol:	0	1110	530		639	975		0	0	0	0		428	0	641	
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	1110	530		639	975		0	0	0	0		428	0	641	
User Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	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	1110	530		639	975		0	0	0	0		428	0	641	
Reduct Vol:	0	0	0		0	0		0	0	0	0		0	0	0	
Reduced Vol:	0	1110	530		639	975		0	0	0	0		428	0	641	
PCE Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Final Vol.:	0	1110	530		639	975		0	0	0	0		428	0	641	
Saturation Flow Module:																
Sat/Lane:	1600	1600	1600		1600	1600		1600	1600	1600	1600		1600	1600	1600	
Adjustment:	1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00	1.00	1.00	
Lanes:	0.00	2.00	1.00		2.00	2.00		0.00	0.00	0.00	0.00		1.20	xxxx	1.80	
Final Sat.:	0	3200	1600		3200	3200		0	0	0	0		1922	0	2878	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.35	0.33		0.20	0.30		0.00	0.00	0.00	0.00		0.22	0.00	0.22	
Crit Moves:		****			****								****			

LETTER 7

CITY OF LA VERNE
CITY HALL
3660 "D" Street, LaVerne, California 91750

RECEIVED
SEP 23 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

September 18, 2003

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RE: DRAFT ENVIRONMENTAL IMPACT REPORT – COSTCO COMMERCIAL COMPLEX

Dear Mr. Stevens,

Thank you for the opportunity to review and comment on the Draft Environmental Impact Report for the Costco Commercial Complex project in the City of San Dimas. Our department has reviewed the Draft EIR and found no outstanding concerns that would impact our community. **7a**

If you have any questions or require further comment you may contact the City of La Verne Community Development Department at (909)596-8706.

Sincerely,

HAL G. FREDERICKSEN
Community Development Director

Patrick Prescott

By: Patrick Prescott
Assistant Planner

LETTER 8

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

JAMES A. NOYES, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE REFER TO FILE: WM-4

RECEIVED
SEP 26 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

September 23, 2003

Mr. Lawrence Stevens
Director of Community Development
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

RESPONSE TO A DRAFT ENVIRONMENTAL IMPACT REPORT
COSTCO COMMERCIAL COMPLEX PROJECT
CITY OF SAN DIMAS

Thank you for the opportunity to provide comments on the subject document. The project proposes the development of a 22.83-acre site with a Costco Commercial Complex, which includes a 149,710-square-foot Costco warehouse/retail facility with a tire center and gasoline service station, a 3,500-square-foot fast food restaurant with a drive-through, a 7,000-square-foot "quality" restaurant, two 8,000-square-foot retail shops and a 15,000-square-foot and 30,000-square-foot retail shop. The proposed site is bounded on the north by Gladstone Street, on the west by Lone Hill Avenue, on the east by the 57 Freeway, and on the south by the San Dimas Corporate Park in the City of San Dimas. We have reviewed the submittal and offer the following comments:

Environmental Programs

As projected in the Los Angeles County Countywide Siting Element, which was approved by a majority of the cities in the County of Los Angeles with a majority of the population in late 1997 and by the County Board of Supervisors in January 1998, a shortfall in permitted daily landfill capacity may be experienced in the County within the next few years. The construction, demolition, and/or predevelopment activities associated with the proposed project and the postdevelopment operation over the life of the proposed project will increase the generation of solid waste and may negatively impact the solid waste management infrastructure in the County. Therefore, the proposed environmental document must identify what measures the project proponent **8a**

plans to implement to mitigate the impact. Mitigation measures may include, but are not limited to, implementation of waste reduction and recycling programs to divert the solid waste, including construction and demolition waste, from the landfills. **8a (cont'd)**

The California Solid Waste Reuse and Recycling Access Act of 1991, as amended, requires each development project to provide an adequate storage area for collection and removal of recyclable materials. The environmental document should include/discuss standards to provide adequate recyclable storage areas for collection/storage of recyclable and green waste materials for this project. **8b**

The existing hazardous waste management (HWM) infrastructure in this County is inadequate to handle the hazardous waste currently being generated. The proposed project may generate hazardous waste and/or household hazardous waste, which could adversely impact existing HWM infrastructure. This issue should be addressed and mitigation measures provided. **8c**

Should any operation within the subject project include the construction, installation, modification, or removal of underground storage tanks, industrial waste treatment, or disposal facilities, and/or stormwater treatment facilities, our Environmental Programs Division must be contacted for required approvals and operating permits. **8d**

Food service establishments may be required to provide a grease treatment device and will be subject to review and approval our Environmental Programs Division. **8e**

If any excavated soil is contaminated by or classified as hazardous waste by an appropriate agency, discussion of its impact on the environment should be incorporated into the discussion of the project's impact on the County HWM facilities. If the excavated soil is not contaminated by or classified as hazardous waste, its impact should be incorporated into the discussion of generated solid waste as stated in the general comments above. **8f**

If you have any questions, please contact Ms. Stacey Haro at (626) 458-3547.

Geotechnical and Materials Engineering

The proposed project will not have significant environmental effects from a geology and soils standpoint, provided the appropriate ordinances and codes are followed. The project is located within a mapped potentially liquefiable area, per the State of California Seismic Hazard Zone Map, San Dimas Quadrangle. However, a liquefaction analysis is not warranted at this time. Detailed liquefaction analyses, conforming to the **8g**

requirements of the State of California Division of Mines and Geology Special Publication 117, must be conducted at the tentative map and/or grading/building plan stages. **8g (cont'd)**

If you have any questions, please contact Mr. Amir Alam at (626) 458-4925.

Land Development

Grading and Drainage

This report inadequately addresses water quality and drainage issues. The environmental document does not provide sufficient information to determine what drainage impacts, if any, the project may have toward area drainage. To properly assess any drainage and water quality impacts and to determine appropriate mitigation, a drainage concept/Standard Urban Storm Water Mitigation Plan (SUSMP) report will be required. This project may affect County-maintained Storm Drain No. 6901. SUSMP reports are required for all projects with 100,000 square feet of commercial development, all projects with restaurants, all projects with retail gasoline outlets, and all projects with 25 or more parking spaces. We recommend that the applicant prepare a drainage concept/SUSMP report showing the extent of drainage and water quality impacts, and if necessary, provide mitigation acceptable to the County. The analysis should address increases in runoff, any change in drainage patterns, treatment method proposed for SUSMP regulation, and the capacity of storm drain facilities. We recommend that this report not be approved until Public Works has reviewed and approved the drainage concept/SUSMP report. We also recommend that a copy of the drainage concept/SUSMP report, once approved, be included in the environmental document. **8h**

If you have any questions, please contact Mr. Michael Hales at (626) 458-4921.

Traffic and Lighting

The proposed project has the potential to significantly impact the shared County/City intersection of East Badillo Street and South Valley Center Avenue. We would like the opportunity to review the related environmental documents and traffic study upon its completion. The County's methodology shall be used when evaluating the County and/or County/City intersections. The study shall also address the cumulative impacts generated by this and nearby developments and include the level of service analysis for the affected intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer shall determine its proportionate share of **8i**

traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed. 8i (cont'd)

If you have any questions, please contact Ms. Marian Guirguis of our Traffic Studies Section at (626) 300-4848.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site. 8j

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:kk
D:\EIR325_Costco.doc

Enc.

Traffic Impact Analysis Report Guidelines

January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

James A. Noyes
Director of Public Works

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JHC:ce
T-2/ACCESS2
(01/22/99)

I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 458-5909.

II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds ~~certain~~ capacity thresholds of ~~an~~ intersection or roadway, ~~contributes to an unacceptable level of service (LOS), or exacerbates~~ an existing congested condition.

2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).

3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).

4. Nonresidential uses generate commuter or truck traffic through a residential area.

5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

III. TIA Report Contents

A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).

2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.

3. A vicinity map showing the site location and the study area relative to other transportation systems.

4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

B. Transportation Circulation Setting

The following information is required:

1. <u>Existing and Proposed Site Uses</u>

   A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

2. <u>Existing and Proposed Roadways and Intersections</u>

   A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

C. Analysis and Impact

The following information is required:

1. Trip Generation Analysis

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

4. **LOS Analysis**

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

(a) Existing traffic;
(b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
(c) Traffic in (b) plus project traffic;
(d) Traffic in (c) with the proposed mitigation measures (if necessary);
(e) Traffic in (c) plus the cumulative traffic of other known developments; and
(f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project's impact. For simplified analysis, use the established significant impact thresholds for two-lane roadways as shown on page 7.

5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project /C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

6. **Analysis Discussion**

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County's General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network's ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

D. Traffic Models and Model Generated TIA's

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA's prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).

2. The list of land use assumptions by traffic analysis zones (TAZ's) and their sources used in the traffic model in lieu of a related projects list.

3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ's and their corresponding centroidal connectors, as well as number of lanes should be displayed.

4. The list of trip generation rates used in the traffic model and their sources.

5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\textbf{Project Percentage Share} = \frac{\textbf{Project Traffic}}{\textbf{Project+Other Related Projects Traffic}}$$

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

1. **Traffic Engineering Techniques.**

   a. Locate access points to optimize visibility and reduce potential conflict.
   b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
   c. Provide additional off-street parking.
   d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
   e. Signalize or modify traffic signals at intersections.
   f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
   g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.[1]
   h. Widen intersection approaches to provide additional capacity.
   i. Prohibit left turns to and from the proposed development.
   j. Restrict on-street parking during peak hours to increase street capacity.[1]

2. **Contribute to a benefit district to fund major capital improvements**

---

1 Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

a. Construct a grade separation.
b. Improve or construct alternate routes.
c. Complete proposed routes shown on the Los Angeles Highway Plan.
d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

3. **Transportation System Management (TSM) Techniques**[2]

a. Establish flexible working hours.
b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
c. Establish preferential parking for carpools.
d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.

G. CMP Guidelines

The following information is required:

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study.

---

2 Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

The geographic area examined in the TIA must include the following, at a minimum.

- All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.

- Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

- Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce
T-2/ACCESS
(01/07/99)

Attach.

EXHIBIT A
TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.

CONTENT	YES/ NO	COMMENT
Site Plan • Access locations • Interior circulation		
Trip Generation Rates • Institute of Transportation Engineers (ITE) trip generation rates • Documentation for alternate rates		
Trip Distribution • Regional • Local project (am/pm) • Local related projects(am/pm)		
Traffic Counts • Taken within one year • Date/Time		
Discounting • Internal trip discounts for mixed use developments • Pass-by trip discounts for commercial/retail developments • Backup		
Level of Service Calculations • Intersection Capacity Utilization (ICU) or Criteria Movement Analysis • 10 percent yellow clearance for ICU planning method • 1,600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method • Calculation sheets • Scenarios as required per Guidelines • Existing/Future lane configurations		
Signal Warrant Analysis • Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
Mitigation Measures • Project impacts • Cumulative developments impacts • Projects percent share of the cost to mitigate cumulative development impacts		
Congestion Management Program Analysis		

JHC:ce
T-2/ACCESS3
02/22/99

LETTER 9

BONITA UNIFIED SCHOOL DISTRICT

115 West Allen Avenue San Dimas, California 91773 (909) 971-8200 Fax (909) 592-8703

Superintendent
Robert C. Otto, Ed.D.

Assistant Superintendents
Mitch Hovey, Ed.D. – Educational Services
William Brinegar, Ed.D. – Human Resources Development
Ann Sparks – Business Services

Board of Education
Robin Carder
Ed Jones
Patti Latourelle
Michele McClowry
Ron White

October 5, 2003

Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RECEIVED
OCT 8 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Dear Mr. Stevens:

The District has reviewed the Draft Environmental Impact Report (EIR) for the Costco Commercial Complex to be located in the City of San Dimas at the intersection of Lone Hill Avenue and Gladstone Street. While the District is very supportive of the City development efforts, we do have several concerns as to how the proposed Costco project might impact the operations of our schools, Gladstone Elementary located at 1314 W. Gladstone Street and Shull Elementary located at 825 N. Amelia Avenue. 9a

Our main concerns are related to air pollutants/emissions and increased traffic flow. During the period of construction, air pollutants/emissions will increase in the vicinity of Gladstone Elementary. Increased traffic on Gladstone Street between Lone Hill Avenue and Valley Center Avenue will have an impact on the traffic flow and pick up and drop off of students at Gladstone Elementary. The potential for increased traffic flow on Gladstone Street between Amelia Avenue and Lone Hill Avenue will impact the traffic flow and pick up and drop off of students at Shull Elementary. 9b

The Draft EIR describes mitigation measures that will be taken to address both the air pollutants/emissions and traffic issues related to the project. The EIR indicates that after the mitigation measures for air pollutants/emissions have been taken, the areas adjacent to the Costco project will still experience significant and unavoidable impacts. The effect of these exposures on our students is of great concern to the District. 9c

The mitigation measures to address traffic concerns in the area of Gladstone Elementary include the installation of a traffic signal at the corner of Valley Center Avenue and Gladstone Street and the widening and re-striping of Gladstone Street to provide one through-lane and a left-turn lane and parking on the south side of Gladstone Street. While these mitigations would improve traffic flow, the determination of when these modifications would occur has 9d

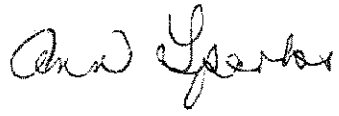
The Bonita Unified School District is an equal opportunity employer and does not discriminate on the basis of any class protected by law.

not been defined. The District believes that a criterion should be established in the EIR to determine the trigger that would start the implementation of the mitigation measures. **9d cont.**

The Draft EIR did not address any mitigation measures related to any increased traffic on Gladstone Street at Amelia Avenue. The District believes that the EIR should identify mitigation measures that would be needed to address these potential traffic issues. **9e**

Thank you for the opportunity to respond to the Draft EIR. If you have any questions or need additional information, please contact me at 971-8320 extension 5200.

Sincerely,



Ann Sparks
Assistant Superintendent
Business Services

cc: Dr. Robert C. Otto, Superintendent

LETTER 10

METROLINK

Southern California Regional Rail Authority
700 South Flower Street, 26th Floor
Los Angeles, California 90017-4101

RECEIVED
OCT 8 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

October 6, 2003

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RE: Comments on the Draft EIR for the Proposed Costco Commercial Complex at the corner of Lone Hill Avenue and Gladstone Street in the City of San Dimas

Dear Mr. Stevens:

The Southern California Regional Rail Authority (SCRRA) received the Notice of Availability for the document listed above. Thank you for this notification and the opportunity to comment on this draft document. As background information, SCRRA is a five-county Joint Powers Authority (JPA) that operates the regional commuter rail system known as Metrolink. Additionally, SCRRA provides rail engineering, construction, operations and maintenance services to its five JPA member agencies. The JPA consists of the Los Angeles County Metropolitan Transportation Authority (MTA), San Bernardino Associated Governments (SANBAG), Orange County Transportation Authority (OCTA), Riverside County Transportation Commission (RCTC) and Ventura County Transportation Commission (VCTC).

The railroad right of way immediately adjacent to the proposed project site is known as the Pasadena Subdivision. MTA purchased the Pasadena Subdivision right of way from the former Atchison Topeka & Santa Fe Railway (presently Burlington Northern Santa Fe) in 1992. The mention of "ATSF Right of Way" throughout this document is in error. The report should be revised to label this feature as "MTA Right of Way". Although SCRRA does not operate commuter rail service on the Pasadena Subdivision, SCRRA does maintain the right of way and dispatch the freight service on this line on behalf of the MTA and the Los Angeles to Pasadena Metro Blue Line Construction Authority (Authority). Please contact MTA and the Authority for further details on the planned future rail use for the Pasadena Subdivision through San Dimas. **10a**

The following are specific recommendations and requirements being conveyed by SCRRA after reviewing the DEIR:

1. It appears that additional lanes may be added to Gladstone Street (mitigation measure M-3L.1). The widening of the road may require modifications to MTA's existing track and signal system to meet California Public Utilities Commission (CPUC) standards. Funds should be allocated for any crossing modifications. The City/Developer will be required to submit engineering drawings for SCRRA review and approval. **10b**

2. The existing median islands located on either side of the Gladstone Street railroad crossing should be extended further (100 feet minimum) to provide safe conditions for the vehicles. This should be an additional traffic mitigation measure. **10c**

3. The entrance to the proposed gas station on the northeast side of the property should be consistent with CPUC requirements and should be located as far as possible from the railroad grade crossing. SCRRA recommends adding a traffic mitigation measure to eliminate left-turns into the northeast entrance (by the gas station). **10d**

4. Storm water from railroad property flows onto the subject property. The proposed drainage system for this development may substantially alter the existing drainage pattern of the adjacent areas; therefore, the proposed drainage system should provide adequate drainage facilities to drain the railroad property. Since the site plan calls for the installation of a screen wall along the northeast property line with the railroad right of way, some type of aboveground or underground drainage system should be considered as part of mitigation measure M-3G.2. There are at least two alternatives to accomplish this. One is to provide weep holes at regular intervals in the screen wall to allow the storm water to drain from the railroad right of way. The other is to construct a concrete V ditch along the screen wall in the railroad right of way and to tie this ditch to the subject property's underground drainage system. **10e**

5. It is suggested that landscaping or wall clinging vines should be provided on the railroad side of the screen wall to discourage graffiti. The property manager will be responsible for the removal of graffiti from the wall. **10f**

6. This development is located adjacent to MTA's railroad right-of-way, making it necessary for the developer or his contractor to enter the right-of-way for clearing, grubbing, grading, shoring, drainage and other improvements. The developer or his contractor will be required to enter into SCRRA's Right-of-Entry agreement (SCRRA Form No. 6) for the construction of the project. **10g**

Once again, thank you for requesting SCRRA's input on this Draft EIR. If you have any questions regarding these comments please contact Deadra Knox, Strategic Development Planner, at (213) 452-0359 or by e-mail at knoxd@scrra.net.

Sincerely,

RON MATHIEU
Manager Public Projects

cc: Joel Sandberg
Chief Projects Officer
LA to Pas Metro Blue Line Constr. Auth.
625 Fair Oaks Ave #200
South Pasadena, CA 91030

Greg Rousseau
Field Engineer
BNSF
740 Carnegie Drive
San Bernardino, CA 92408

Patricia Chen
MTA
One Gateway Plaza
MS 99-23-4
Los Angeles, CA 90012-2952

Steve Fox
MTA
One Gateway Plaza
MS 99-23-4
Los Angeles, CA 90012-2952

SCRRA Files

LETTER 11

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

October 7, 2003

RECEIVED
OCT 10 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Larry L. Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED COSTCO COMMERCIAL COMPLEX – "SAN DIMAS" (EIR #1788/2003)

The Draft Environmental Impact Report for the proposed Costco Commercial Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:

The Notice of Preparation stated that the project site is currently occupied by 20 single-family residences, some used for commercial purposes. Accordingly, our July 22, 2002, response letter (shown in Appendix A), requested information on the square footage of existing structures slated for demolition. As explained in the letter, the Fire Department is interested in the net square footage that will result from the redevelopment of the site, i.e., new construction minus demolition. Section 2.2 of the Draft Report, "Physical Environmental Setting," states that the project site is currently occupied by a variety of commercial and industrial structures in addition to the residential ones. This is reiterated in Section 3H, "Land Use." In the absence of information on the square footage of existing development to be removed, the project's impacts cannot be assessed. **11a**

Section 3-K, Public Services and Utilities, states: "Table 3K-1 depicts the existing resources available to the Los Angeles Consolidated Fire District for responses to calls for service from the proposed project site" (page 3-K1). This statement may be misconstrued as meaning that *only* the resources listed in the table may respond to the project site. As stated in our letter, the listed resources are the closest to the site. However, any County fire unit may respond to the project location depending on need and availability. **11b**

GENERAL REQUIREMENTS:

The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants. **11c**

Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time. **11d**

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building. **11e**

Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky. Trees overhanging fire access roads shall be maintained to provide a vertical clearance of thirteen (13) feet, six (6) inches. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds. **11f**

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade including topography difficulties shall be no more than 17%. Grade breaks shall not exceed 10% in ten (10) feet. **11g**

When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage. **11h**

COMMERCIAL:
Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant. **11i**
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.
4. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid block.
5. A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.
6. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for non-residential developments shall be increased when any of the following conditions will exist: **11j**

1. Provide 28 feet in width when a building has three or more stories, or is more than 35 feet in height above access level. The height of the building is measured from the lowest point of access to the height of the eaves. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.
2. Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.

4. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans. **11j**
5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use. **cont.**

LIMITED ACCESS DEVICES (GATES, ETC.):
All access devices and gates shall meet the following requirements:

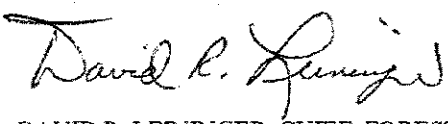
1. Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
2. Any divided gate opening (when each gate is used for a single direction of travel – i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky. **11k**
3. All limited access devices shall be of a type approved by the Fire Department.
4. Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:
All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation. Should any questions arise regarding design and construction, and/or water and access, please contact Inspector J. Scott Greenelsh at (323) 890-4235. **11l**

FORESTRY DIVISION:
The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities have been addressed. **11m**

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,



DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

LETTER 12

CITY OF GLENDORA CITY HALL

(626) 914-8200

116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

RECEIVED
OCT 10 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

October 10, 2003

Mr. Larry Stevens, AICP
Community Development Director
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Re: Costco Draft EIR Comments

Dear Larry:

The City of Glendora has completed its review of the draft EIR for the Costco development in the City of San Dimas. The City of Glendora provides the following comments to assist San Dimas in completing an adequate EIR for the project.

Traffic

1. The traffic study's methodology is flawed with respect to establishing baseline traffic conditions. The original traffic study was prepared in 2001 with an update prepared in 2003. The original study was prepared prior to the opening of the Glendora Marketplace and could not account for actual traffic patterns which developed after the Marketplace opened. The 2003 update could have been used to obtain actual traffic data but instead a two percent per year growth rate was applied to account for changes in traffic conditions since the original 2001 study. The traffic study also fails to include the opening of the I-210 extension which has resulted in substantially changed traffic patterns on Lone Hill Avenue. Therefore the EIR and traffic analysis fails to account for the increase in traffic volumes in the study area. For example the Lone Hill Avenue/ Auto Centre Drive intersection has experienced a traffic volume increase of over 50 percent. Since the traffic analysis understates the existing traffic volumes, not only is the baseline traffic information in the EIR and traffic study incorrect, the recommended mitigation measures are as well since the recommended mitigation measures are based on inaccurate data. A new traffic study must be prepared and new mitigation measures recommended. **12a**

2. The EIR and traffic study understates trip generation for the project by using an inappropriate trip generation rate and omitting the service station use from the analysis. The traffic study should have included trip generation for the service station use and the traffic study should have used the fitted curve equation (regression analysis) in determining trip generation rates for the remainder of the project. It is standard practice to use fitted curve equations when they are provide in ITE's trip generation manual. Since trip generation is understated, mitigation measures must also be revised since they are based on the traffic study's flawed traffic data. **12b**

   The combination of undercounting existing baseline traffic conditions and underestimation of project traffic amplifies the inadequacy of the traffic study and the mitigation measures

proposed to deal with traffic impacts. Therefore a new traffic study must be prepared and new mitigation measures evaluated. **12b cont.**

3. The City of Glendora does not believe the project EIR has adequately analyzed the project's traffic impacts on intersections within the City of Glendora – particularly on Lone Hill Avenue. The City has recently completed its own traffic analysis of Lone Hill Avenue and has determined that there are existing traffic levels which already exceed the City's allowable significance thresholds. Traffic from the Costco project will only exacerbate the existing, diminished LOS at intersections in the City of Glendora. Despite assigning 25 percent of the trips through Glendora's portion of Lone Hill Avenue, no traffic analysis of Glendora's Lone Hill Avenue intersections has been provided. The EIR and traffic study must analyze the Lone Hill Avenue intersections between Route 66 and Auto Centre Drive, and other intersections where trips were assigned to roadway segments and intersections in the City of Glendora as shown on Figure 3L-6 of the draft EIR. Failure to do so will result in a fatally flawed EIR. **12c**

4. The trip distribution proposed for the project is flawed. For example the analysis assumes only a two percent distribution of trips occurring at the SR 57/ Auto Centre Drive southbound on ramp. A higher trip distribution is provided to Arrow Highway on/off-ramps despite being further away from the project site than the Auto Centre Drive on/off-ramps and being more congested than Auto Centre Drive. Auto/Centre Drive will be a more convenient point of access to the project site than Arrow Highway. Consequently, traffic impacts at the Lone Hill Avenue/ Auto Centre Drive intersection are again understated and mitigation measures ineffective. The trip distribution used also assigns trips to Lone Hill Avenue north of Auto Centre Drive but assumes no trip assignments to I-210/ Lone Hill Avenue on/ off-ramps or the Lone Hill Avenue/ Route 66 intersection. Both will be major points of access to the project site. In addition no analysis of traffic impacts is provided on Lone Hill Avenue at the I-210/ Lone Hill Avenue on/off-ramps or the Lone Hill Avenue/ Route 66 intersection. Trips are also assigned to certain roadway segments such as Amelia Avenue yet no analysis of these intersections is provided. **12d**

   With the increasing volumes of traffic on Lone Hill Avenue, the trip distribution ignores the potential for trips to find other, less congested routes to and from the project. To be adequate, the trip distribution must assign trips to the Sunflower Avenue I-210 exit and all intervening intersections to the project site and the EIR and traffic study should be revised to reflect the additional traffic at these intersections.

5. The traffic analysis and EIR fail to disclose the potential for delays in traffic flows which will occur at the Lone Hill Avenue/ Auto Centre Drive intersection and Gladstone Street at the project site as a result of future Gold Line operations. The Gold Line operation will cause delays affecting intersection levels of service resulting in traffic conditions which are worse than what is presently stated in the EIR. If delays are not accounted for in the traffic analysis and EIR, planned mitigation measures could be rendered meaningless. **12e**

6. The traffic analysis fails to disclose the impacts the project will have on operational issues on the Lone Hill Avenue corridor. The addition of a signal at Lone Hill Avenue and the project's full-access driveway will result in four signalized intersections within a one-half mile segment. The existing three signals have been synchronized to provide a coordinated traffic flow, but neither the traffic study nor EIR analyze how the addition of a fourth signal will impact the traffic flow. A time-space diagram should be provided to support the existing signal coordination to minimize traffic impacts. **12f**

7. The ICU method used to analyze intersections, while providing information on an intersection's degree of saturation relative to its available capacity, does not account for delays in the signal operation and therefore recommended traffic mitigation will not be accurate. The EIR and traffic study should use the Highway Capacity Manual (HCM) methodology to obtain a more accurate analysis of the traffic impacts and mitigation measures. With the substantial traffic impacts on Lone Hill Avenue, a more conservative analysis using the HCM methodology should be used. **12g**

The City of Glendora's comments are supported by the Route 66 Specific Plan Draft EIR traffic analysis and also a technical analysis provided by Hartzog & Cradill, Inc. dated October 8, 2003. These documents are attached.

Project Alternatives

The EIR provides a reduced project alternative which was selected to intentionally fail the EIR's project objectives. The EIR's project objective states in part that the proposed project "seeks to provide a big box commercial complex"..."provide employment opportunities"..."generate additional property tax increment to improve, increase and preserve the supply of affordable housing"... and "generate additional sales tax". A reduced project alternative should have considered a stand alone Costco development, which meets most (if not all) of the project objectives.

The stand-alone Costco store project alternative would have met the project objectives stated in the EIR <u>and</u> provided a description of how significant environmental effects (such as air quality and traffic in this case) could have been reduced or avoided. The stand alone Costco alternative would result in a reduction of over 3,703 daily vehicle trips - nearly half the project traffic. This substantial reduction in traffic would reduce significant traffic and air quality impacts. This alternative must be discussed in the EIR. The EIR should include this alternative and disclose the reduced environmental impacts. The inclusion of this alternative is reasonable given the City of San Dimas does not yet own all of the parcels necessary to implement the project (a stand alone Costco may require less land area), a stand alone Costco project meets most if not all the project objectives, and a stand alone Costco project would substantially reduce traffic and air quality impacts. **12h**

Moreover, a stand-alone Costco project alternative qualifies for selection as the "environmentally superior alternative".

EIR Re-Circulation

The City of Glendora believes the draft EIR must be re-circulated to disclose the significant new information concerning traffic issues which were not disclosed in the draft EIR. **12i**

Should you have any questions, please feel free to contact me at (626) 914-8217.

Sincerely,

David Chantarangsu, AICP
City Planner

Attachments: (Hartzog & Crabill Letter of October 8, 2003/ Route 66 DEIR Traffic Study)

Hartzog & Crabill, Inc.

Tram Hartzog, President
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275 Centennial Way
Suite 208
Tustin, CA 92780

Phone: (714) 731-9455
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October 8, 2003

Mr. David Chantarangsu, AICP
City Planner
City of Glendora
116 E. Foothill Boulevard
Glendora, California 91741

Re: Review of Environmental Impact Report (EIR) for the Costco Commercial Complex

Dear Mr. Chantarangsu:

As requested, our office has completed the review of the Traffic/Transportation section of the draft Environmental Impact Report (EIR) for the Costco commercial complex. This review included an in depth look at both the May 29, 2001, traffic and circulation study prepared by RK Engineering Group, Inc., and the July 29, 2003, traffic study update prepared by George Dunn Engineering. Our finding is that both analyses fail to represent the potential impacts of the proposed project. Deficiencies were identified in four areas of the report including existing conditions, trip generation, trip distribution, and traffic operations. 12j

Existing Conditions

The 2003 traffic study update applied a two percent per year growth rate to "grow" the 2001 traffic count data to reflect existing 2003 conditions. It is an important fact that the first occupancy in the Glendora Marketplace did not occur until May 2001; and, since that time, business establishments have progressively opened with large traffic generators such as Kohl's and In-N-Out Burger opening just this year. 12k

Traffic count data collected as part of the Route 66 specific plan EIR at the intersection of Lone Hill Avenue and Auto Centre Drive on June 11, 2003, indicates a volume increase of over 50% from the February 28, 2001, counts used in the analysis. Current traffic count data is necessary to accurately represent existing conditions and to assess the potential impacts of the proposed project.

Trip Generation

It was identified in our review of the traffic study that the gasoline service station was omitted in the analysis. The Discount Club land use category (Costco) in the ITE Trip Generation manual does not include a gasoline service station; therefore, this land use should be analyzed separately. 12l

Additionally, the fitted curve equation for the Shopping Center trip generation was not used resulting in approximately 50% less project trips than the average trip generation rate for this land use. The Trip Generation manual does not provide fitted curve equations for all land uses; however, when they are provided it is standard practice to use them. 12m

Trip Distribution

The trip distribution for the project is flawed as evidenced by the complete absence of any project trips at the SR-57 ramps located on Auto Centre Drive. Furthermore, the proposed project trip distribution indicates that 25% of the trips will be generated from north of the project site and travel on Lone Hill Avenue; yet no analysis of the Lone Hill Avenue at the I-210/SR-30 ramps and Route 66 intersections is provided. This same problem —distributing trips and providing no analysis —occurs on Amelia Avenue. To adequately address the true impacts of this project a more reasonable trip distribution and an expanded study scope is necessary. 12n

Traffic Operations

Lastly, existing and future operational characteristics of Lone Hill Avenue between the project site and Auto Centre Drive have been ignored. As a mitigation measure, the draft EIR proposes the installation of a traffic signal at the intersection of Lone Hill Avenue and the proposed project site's full access driveway located south of Gladstone Street. It is estimated, from the project site plan, that this signal will be located 400- 500 feet south of Gladstone Street. This proposed signal will become the fourth in a series of signals in a distance of less than one-half mile.

Currently, operational issues are being encountered on Lone Hill Avenue due to the close spacing of the existing signals resulting in the need for signal coordination timing. The study needs to address level of service issues related to the progression of vehicles traveling north and south on this major arterial. Namely, a time-space diagram should be prepared to account for the existing signal coordination and the effects the proposed project signal will have on progression through these closely spaced intersections. 12o

Moreover, in addition to the Intersection Capacity Utilization (ICU) method used in both studies, an operational analysis needs to be completed for each intersection located in the City of Glendora using the 2000 Highway Capacity Manual (HCM) methodology. The ICU method is a short-cut method to look at the degree of saturation of an intersection relative to its available capacity. The HCM method bases intersection level of service on the average amount of control 12p

delay per vehicle (in seconds per vehicle). Control delay is the portion of the total delay attributed to traffic signal operation for signalized intersections and is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The HCM analysis for signalized intersections is based on known or projected signalization plans. It has always been recognized that signal timing (especially, pedestrian timing) is the major shortcoming of the ICU methodology. **12p cont.**

Another operational issue that needs to be addressed in the traffic study is the effect of the future Metro Gold Line light rail operation on Lone Hill Avenue traffic. The project schedule for the Phase II Gold Line extension, from East Pasadena to Claremont, identifies construction of the line beginning as early as January 2006 and ending in July 2009. The frequent headways typically associated with light rail transit and the additional trips generated by project may intensify congestion on Lone Hill Avenue between the I-210 freeway and the project site. **12q**

In summary, we believe that the discussion provided for each of these four areas underscores the finding that the Traffic/Transportation section of the Costco commercial complex draft EIR fails to accurately identify existing conditions and inadequately represents the potential impacts of the proposed project. Our recommendation is that the traffic study be revised to address these deficiencies. **12r**

It has been a pleasure to assist the City in the review of this document. If you have any questions or need clarification, please contact me

Very truly,
HARTZOG & CRABILL, INC.

Gerald Stock, P.E.
Vice President

REGISTERED PROFESSIONAL ENGINEER
GERALD J. STOCK
NO. [illegible]
TRAFFIC
STATE OF CALIFORNIA

CITY OF GLENDORA ROUTE 66 CORRIDOR SPECIFIC PLAN AMENDMENT TRAFFIC IMPACT STUDY

City of Glendora

Prepared for

City of Glendora

Prepared by

RBF CONSULTING

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October, 2003

JN 10-102313

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EXECUTIVE SUMMARY

This study analyzes the forecast traffic impacts associated with the proposed Route 66 Corridor Specific Plan project located north of Interstate 210 (I-210) along Route 66 between Barranca Parkway and Amelia Avenue in the City of Glendora.

The proposed Route 66 Corridor Specific Plan project consists of 549,700 square feet of general office, 1,169,350 square feet of specialty retail, 157,210 square feet of light industrial, and 536 residential condominium dwelling units. The Route 66 Corridor Specific Plan area is comprised of seven land use districts along the Route 66 Corridor.

The study intersections are currently operating at an acceptable LOS (LOS C or better) during the p.m. peak hour according to City of Glendora performance criteria, with the exception of four intersections:

- Lone Hill Avenue/Route 66;
- Lone Hill Avenue/Westbound I-210 Ramps;
- Lone Hill Avenue/Eastbound I-210 Ramp; and
- Lone Hill Avenue/Auto Centre Drive.

The study intersections are forecast to operate at an acceptable LOS (LOS C or better) during the p.m. peak hour according to City of Glendora performance criteria for forecast year 2020 without project conditions, with the exception of the following five intersections:

- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-ramp;
- Lone Hill Avenue/Westbound I-210 Ramps;
- Lone Hill Avenue/Eastbound I-210 Ramps; and
- Lone Hill Avenue/Auto Centre Drive.

The proposed project is forecast to generate approximately 58,963 daily trips, which includes approximately 4,562 p.m. peak hour trips.

The following seven intersections are operating at a deficient LOS (LOS D or worse) during the p.m. peak hour according to City of Glendora performance criteria for forecast year 2020 with project conditions:

- Grand Avenue/Route 66;
- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps;
- Lone Hill Avenue/I-210 EB Ramps;
- Lone Hill Avenue/Auto Centre Drive; and
- Grand Avenue/Baseline Road.

Also, based on City of Glendora thresholds of significance, seven significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

- Grand Avenue/Route 66;
- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps;
- Lone Hill Avenue/I-210 EB Ramps;
- Lone Hill Avenue/Auto Centre Drive; and
- Grand Avenue/Baseline Road.

The following mitigation measures are recommended to address the project-related significant impacts:

- **Grand Avenue/Route 66** - Widen the eastbound Route 66 approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left turn lane, three through lanes, and one right-turn lane.

- **Grand Avenue/Eastbound I-210 On-ramp** - Widen the southbound Grand Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.

- **Lone Hill Avenue/Westbound I-210 Ramps** - Widen the northbound Lone Hill Avenue approach from one left-turn lane and two through lanes to consist of three left-turn lanes and two through lanes; the two lane westbound I-210 on-ramp will need to be widened by one lane to accommodate the triple left-turn movement. Widen the southbound Lone Hill Avenue approach from three through lanes and one right-turn lane to consist of four through lanes and one right-turn lane. Widen the westbound I-210 off-ramp from one left-turn lane and one shared left-/right-turn lane to consist of two left-turn lanes and two right-turn lanes.

- **Lone Hill Avenue/Eastbound I-210 Ramps** - Widen the southbound Lone Hill Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.

- **Lone Hill Avenue/Auto Centre Drive** - Widen the westbound Auto Centre Drive approach from two left-turn lanes and one right-turn lane to consist of two left-turn lanes and two right-turn lanes.

- **Grand Avenue/Baseline Road** - Modify the eastbound and westbound Baseline Road approach signal phasing from split-phasing to consist of permitted phasing.

At the Lone Hill Avenue/Route 66 intersection, a Shell Service Station located in the southwest quadrant and an Arco Service Station located in the northwest quadrant of the intersection constrain

the physical right-of-way necessary at this intersection to implement physical improvements to mitigate the forecast significant impact.

Based on Los Angeles County CMP thresholds of significance, three significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps; and
- Lone Hill Avenue/I-210 EB Ramps.

The addition of project-generated trips at the CMP study segments does not result in a significant impact according to the Los Angeles County CMP established thresholds of significance for forecast year 2020 with project conditions.

INTRODUCTION

This study analyzes the forecast traffic impacts associated with the proposed Route 66 Corridor Specific Plan project located north of Interstate 210 (I-210) along Route 66 between Barranca Avenue and Amelia Avenue in the City of Glendora. Exhibit 1 shows the regional project location.

The proposed Route 66 Corridor Specific Plan project consists of 549,700 square feet of general office, 1,169,350 square feet of specialty retail, 157,210 square feet of light industrial, and 536 residential condominium dwelling units.

The Route 66 Corridor Specific Plan area is comprised of seven land use districts along the Route 66 Corridor. Exhibit 2 shows the Route 66 Corridor Specific Plan boundaries.

Study Area

City of Glendora staff identified the following sixteen intersections for analysis in this study:

- Barranca Avenue/Route 66;
- Vecino Drive/Route 66;
- Grand Avenue/Route 66;
- Vermont Avenue/Route 66;
- Glendora Avenue/Route 66;
- Pasadena Avenue/Route 66;
- Elwood Avenue/Route 66;
- Loraine Avenue/Route 66;
- Lone Hill Avenue/Route 66;
- Amelia Avenue/Route 66;
- Westbound I-210 Ramps/Baseline Road;
- Grand Avenue/Eastbound I-210 On-ramp;
- Westbound I-210 Ramps/Lone Hill Avenue;

- Eastbound I-210 Ramps/Lone Hill Avenue;
- Lone Hill Avenue/Auto Centre Drive; and
- Grand Avenue/Baseline Road.

Exhibit 3 shows the location of the study intersections, which are analyzed for the following study scenarios during the p.m. peak hour:

- Existing Conditions;
- Forecast Year 2020 Without Project Conditions; and
- Forecast Year 2020 With Proposed Project Conditions.

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. The *Intersection Capacity Utilization (ICU)* analysis method is utilized in this study to determine the operating LOS of the signalized study intersections.

The ICU analysis methodology describes the operation of an intersection using a range of LOS from LOS A (free-flow conditions) to LOS F (severely congested conditions), based on corresponding Volume/Capacity (V/C) ratios shown in Table 1.

Table 1
V/C & LOS Ranges

V/C Ratio	LOS
≤ 0.60	A
0.61 - 0.70	B
0.71 - 0.80	C
0.81 - 0.90	D
0.91 - 1.00	E
> 1.00	F

The City of Glendora target for peak hour intersection operation is LOS C or better.

Thresholds of Significance

To determine whether the addition of project-generated trips results in a significant impact at a study intersection, the City of Glendora utilizes the following threshold of significance:

- A significant project impact occurs when a proposed project increases traffic demand at a study intersection by two percent of capacity (V/C ≥ 0.02), causing or

worsening LOS F (V/C > 1.00).

EXISTING CONDITIONS

Roadway Descriptions

Characteristics of the roadway system in the vicinity of the project site are described below:

I-210 provides regional access for the project site as a six- to eight-lane freeway facility, traversing the San Gabriel Valley in an east-west orientation.

Route 66 is a four-lane divided roadway with a raised median, trending in an east-west direction, with on-street parking allowed.

Barranca Avenue is a four-lane divided roadway with a painted median, trending in a north-south direction.

Vecino Drive is a two-lane undivided roadway, trending in a north-south direction, with on-street parking allowed.

Grand Avenue is a four-lane divided roadway with a raised median, trending in a north-south direction Grand Avenue provides regional interchange access to the project site via an interchange with I-210.

Vermont Avenue is a two-lane undivided roadway, trending in a north-south direction, with on-street parking allowed.

Glendora Avenue is a four-lane divided roadway with a painted median, trending in a north-south direction, with on-street parking prohibited.

Pasadena Avenue is a two-lane undivided roadway, trending in a north-south direction, with on-street parking allowed.

Elwood Avenue is a two-lane undivided roadway, trending in a north-south direction, with on-street parking allowed.

Loraine Avenue is a four-lane undivided roadway, trending in a north-south direction, with on-street parking allowed.

Lone Hill Avenue is a four- to six-lane divided roadway with a raised median, trending in a north-south direction, with on-street parking prohibited. Lone Hill Avenue provides regional access to the project site via an interchange with I-210.

Amelia Avenue is a four-lane undivided roadway with a painted median, trending in a north-south direction, with on-street parking allowed.

Auto Centre Drive is a four-lane divided roadway with a raised median, trending in an east-west direction, with on-street parking prohibited. Auto Centre Drive provides regional access to the

project site via an interchange with SR-57.

Baseline Road is a four-lane divided roadway with a raised median, trending in an east-west direction, with on-street parking prohibited.

Existing Traffic Volumes

Existing (2003) p.m. peak hour traffic volumes were determined by applying a growth rate factor of 1.052 to existing traffic volumes contained in the *Traffic Analysis and Planning for the Alosta Avenue Corridor in the City of Glendora (KAKU Associates, June 2000)*, in accordance with the *2002 Congestion Management Program for Los Angeles County (Metropolitan Transportation Authority, June 2002)* forecast for current cumulative growth in the San Gabriel Valley. This is a conservative assumption, since the growth rate factor is applied to all vehicular movements at the study intersections.

Additionally, p.m. peak hour intersection movement counts were taken in June 2003 for the following six intersections:

- Lone Hill Avenue/Route 66;
- Westbound I-210 Ramps/Baseline Road;
- Grand Avenue/Eastbound I-210 On-ramp;
- Westbound I-210 Ramps/Lone Hill Avenue;
- Eastbound I-210 Ramps/Lone Hill Avenue; and
- Lone Hill Avenue/Auto Centre Drive.

Exhibit 4 shows existing (2003) p.m. peak hour volumes at the study intersections. Detailed traffic count data is included in Appendix A. Exhibit 5 shows existing study intersection geometry.

Existing Peak Hour Level of Service

Table 2 summarizes the existing p.m. peak hour V/C ratio and corresponding LOS of the study intersections based on existing peak hour intersection volumes shown in Exhibit 4; detailed ICU analysis sheets are provided in Appendix B.

As shown in Table 2, the study intersections are currently operating at an acceptable LOS (LOS C or better) during the p.m. peak hour according to City of Glendora performance criteria, with the exception of four intersections:

- Lone Hill Avenue/Route 66;
- Lone Hill Avenue/Westbound I-210 Ramps;
- Lone Hill Avenue/Eastbound I-210 Ramp; and
- Lone Hill Avenue/Auto Centre Drive.

Table 2
Existing PM Peak Hour LOS

Study Intersection	PM Peak Hour
	V/C - LOS
Barranca Avenue/Route 66	0.69 - B
Vecino Drive/Route 66	0.54 - A
Grand Avenue/Route 66	0.72 - C
Vermont Avenue/Route 66	0.52 - A
Glendora Avenue/Route 66	0.77 - C
Pasadena Avenue/Route 66	0.61 - B
Elwood Avenue/Route 66	0.62 - B
Loraine Avenue/Route 66	0.55 - A
Lone Hill Avenue/Route 66	**0.84 - D**
Amelia Avenue/Route 66	0.49 - A
Grand Avenue/Eastbound I-210 On-ramp	0.74 - C
Westbound I-210 Ramps/Baseline Road	0.55 - A
Lone Hill Avenue/Westbound I-210 Ramps	**1.34 - F**
Lone Hill Avenue/Eastbound I-210 Ramps	**0.81 - D**
Lone Hill Avenue/Auto Centre Drive	**0.83 - D**
Grand Avenue/Baseline Road	0.69 - B

Note: Deficient intersection operation shown in bold.

FORECAST YEAR 2020 WITHOUT PROJECT CONDITIONS

Forecast year 2020 traffic volumes were obtained from the *Traffic Analysis and Planning for the Alosta Avenue Corridor in the City of Glendora (KAKU Associates, June 2000)*.

Additionally, forecast year (2020) p.m. peak hour traffic volumes at the following seven intersections were determined by applying a growth rate factor of 1.162 to existing traffic volumes as directed by City staff in accordance with the *2002 Congestion Management Program for Los Angeles County (Metropolitan Transportation Authority, June 2002)* forecast for seventeen years of cumulative growth in the San Gabriel Valley:

- Lone Hill Avenue/Route 66;
- Westbound I-210 Ramps/Baseline Road;
- Grand Avenue/Eastbound I-210 On-ramp;
- Westbound I-210 Ramps/Lone Hill Avenue;

Mitigation Measure 3: **Lone Hill Avenue/Westbound I-210 Ramps** - Widen the northbound Lone Hill Avenue approach from one left-turn lane and two through lanes to consist of three left-turn lanes and two through lanes. Widen the southbound Lone Hill Avenue approach from three through lanes and one right-turn lane to consist of four through lanes and one right-turn lane; the two lane westbound I-210 on-ramp will need to be widened by one lane to accommodate the triple left-turn movement. Widen the westbound I-210 off-ramp from one left-turn lane and one shared left-/right-turn lane to consist of two left-turn lanes and two right-turn lanes.

Mitigation Measure 4: **Lone Hill Avenue/Eastbound I-210 Ramps** - Widen the southbound Lone Hill Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.

Mitigation Measure 5: **Lone Hill Avenue/Auto Centre Drive** - Widen the westbound Auto Centre Drive approach from two left-turn lanes and one right-turn lane to consist of two left-turn lanes and two right-turn lanes.

Mitigation Measure 6: **Grand Avenue/Baseline Road** - Modify the eastbound and westbound Baseline Road approach signal phasing from split-phasing to consist of permitted phasing.

Mitigation Measure 7: City staff will establish a fair share fee program, correlated to a trip ceiling program of project-generated trips, to fund identified project mitigation measures.

CONCLUSIONS

The study intersections are currently operating at an acceptable LOS (LOS C or better) during the p.m. peak hour according to City of Glendora performance criteria, with the exception of four intersections:

- Lone Hill Avenue/Route 66;
- Lone Hill Avenue/Westbound I-210 Ramps;
- Lone Hill Avenue/Eastbound I-210 Ramp; and
- Lone Hill Avenue/Auto Centre Drive.

The study intersections are forecast to operate at an acceptable LOS (LOS C or better) during the p.m. peak hour according to City of Glendora performance criteria for forecast year 2020 without project conditions, with the exception of the following five intersections:

- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-ramp;
- Lone Hill Avenue/Westbound I-210 Ramps;
- Lone Hill Avenue/Eastbound I-210 Ramps; and
- Lone Hill Avenue/Auto Centre Drive.

The proposed project is forecast to generate approximately 58,963 daily trips, which includes approximately 4,562 p.m. peak hour trips.

The following seven intersections are operating at a deficient LOS (LOS D or worse) during the p.m. peak hour according to City of Glendora performance criteria for forecast year 2020 with project conditions:

- Grand Avenue/Route 66;
- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps;
- Lone Hill Avenue/I-210 EB Ramps;
- Lone Hill Avenue/Auto Centre Drive; and
- Grand Avenue/Baseline Road.

Also, based on City of Glendora thresholds of significance, seven significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

- Grand Avenue/Route 66;
- Lone Hill Avenue/Route 66;
- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps;
- Lone Hill Avenue/I-210 EB Ramps;
- Lone Hill Avenue/Auto Centre Drive; and
- Grand Avenue/Baseline Road.

The following mitigation measures are recommended to address the project-related significant impacts:

- **Grand Avenue/Route 66** - Widen the eastbound Route 66 approach from one left-turn lane, two through lanes, and one right-turn lane to consist of one left turn lane, three through lanes, and one right-turn lane.

- **Grand Avenue/Eastbound I-210 On-ramp** - Widen the southbound Grand Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.
- **Lone Hill Avenue/Westbound I-210 Ramps** - Widen the northbound Lone Hill Avenue approach from one left-turn lane and two through lanes to consist of three left-turn lanes and two through lanes. Widen the southbound Lone Hill Avenue approach from three through lanes and one right-turn lane to consist of four through lanes and one right-turn lane. Widen the westbound I-210 off-ramp from one left-turn lane and one shared left-/right-turn lane to consist of two left-turn lanes and two right-turn lanes.
- **Lone Hill Avenue/Eastbound I-210 Ramps** - Widen the southbound Lone Hill Avenue approach from one left-turn lane and three through lanes to consist of two left-turn lanes and three through lanes.
- **Lone Hill Avenue/Auto Centre Drive** - Widen the westbound Auto Centre Drive approach from two left-turn lanes and one right-turn lane to consist of two left-turn lanes and two right-turn lanes.

- **Grand Avenue/Baseline Road** - Modify the eastbound and westbound Baseline Road approach signal phasing from split-phasing to consist of permitted phasing.

At the Lone Hill Avenue/Route 66 intersection, a Shell Service Station located in the southwest quadrant and an Arco Service Station located in the northwest quadrant of the intersection constrain the physical right-of-way necessary at this intersection to implement physical improvements to mitigate the forecast significant impact.

Based on Los Angeles County CMP thresholds of significance, three significant impacts are forecast to occur at the following intersections for forecast year 2020 with project conditions:

- Grand Avenue/Eastbound I-210 On-Ramp;
- Lone Hill Avenue/I-210 WB Ramps; and
- Lone Hill Avenue/I-210 EB Ramps.

The addition of project-generated trips at the CMP study segments does not result in a significant impact according to the Los Angeles County CMP established thresholds of significance for forecast year 2020 with project conditions.

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APPENDIX A

Existing Count Data

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-210 NB Ramps DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Base Line Rd. DAY: WEDNESDAY PROJECT# 03-0969-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1.3	.3	.3	0	1	0	1	1	1	1.5	1	.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	171	3	59	2	0	1	4	111	48	44	38	6	487
4:15 PM	146	1	57	0	0	5	8	102	56	48	43	5	471
4:30 PM	136	2	47	1	1	1	2	91	59	29	31	0	400
4:45 PM	169	0	57	1	1	0	3	94	48	57	39	0	469
5:00 PM	124	1	35	0	0	1	6	96	70	82	41	0	456
5:15 PM	173	2	61	3	1	2	10	121	71	49	43	2	538
5:30 PM	120	0	58	1	0	0	13	97	80	57	44	1	471
5:45 PM	158	0	64	2	1	2	13	76	62	57	30	1	466
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1197	NT 9	NR 438	SL 10	ST 4	SR 12	EL 59	ET 788	ER 494	WL 423	WT 309	WR 15	TOTAL 3758

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	586	3	211	5	2	3	32	408	269	245	167	3	1934
PEAK HR. FACTOR:		0.847			0.417			0.877			0.843		0.899

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: I-210 SB Off-Ramp DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Grand Ave. DAY: WEDNESDAY PROJECT# 03-0969-002

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	0	1	2				1			1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		198	18	138	215				107			114	790
4:15 PM		201	11	108	205				106			84	715
4:30 PM		223	18	138	183				133			132	827
4:45 PM		244	23	154	220				147			166	954
5:00 PM		277	21	190	256				165			153	1062
5:15 PM		281	20	158	249				139			164	1011
5:30 PM		288	21	156	216				143			162	986
5:45 PM		230	20	93	218				143			109	813
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1942	NR 152	SL 1135	ST 1762	SR 0	EL 0	ET 0	ER 1083	WL 0	WT 0	WR 1084	TOTAL 7158

PM Peak Hr Begins at: 445 PM

PEAK VOLUMES =	0	1090	85	658	941	0	0	0	594	0	0	645	4013
PEAK HR. FACTOR:		0.951			0.896			0.900			0.971		0.945

CONTROL: 1-Way Stop (S)

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Route 66 DAY: WEDNESDAY PROJECT# 03-0969-003

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	2	2	0	1	2	1	2	2	0	1	2	1	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	145	133	44	47	91	15	34	176	224	71	148	31	1159
4:15 PM	117	128	33	56	116	17	28	219	148	52	130	24	1068
4:30 PM	129	111	41	38	75	21	45	226	219	49	119	18	1091
4:45 PM	133	103	33	42	79	9	29	211	209	72	127	23	1070
5:00 PM	157	152	39	30	101	17	27	249	242	74	153	16	1257
5:15 PM	124	133	32	35	66	10	31	220	211	79	124	17	1082
5:30 PM	104	113	43	48	82	12	35	203	209	73	113	13	1048
5:45 PM	112	128	26	34	76	6	24	142	195	61	107	15	926
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1021	NT 1001	NR 291	SL 330	ST 686	SR 107	EL 253	ET 1646	ER 1657	WL 531	WT 1021	WR 157	TOTAL 8701

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	543	499	145	145	321	57	132	906	881	274	523	74	4500
PEAK HR. FACTOR:		0.853			0.883			0.926			0.896		0.895

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: I-210 NB Ramps DAY: WEDNESDAY PROJECT# 03-0969-004

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2			3	1				1.3	.3	.3	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	211	163			310	54				98		146	982
4:15 PM	184	187			281	61				84		123	920
4:30 PM	287	142			257	72				96		139	993
4:45 PM	251	126			305	69				107		164	1022
5:00 PM	293	181			322	78				121		171	1166
5:15 PM	178	158			273	65				112		143	929
5:30 PM	229	134			294	57				94		130	938
5:45 PM	161	148			266	46				89		118	828
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 1794	NT 1239	NR 0	SL 0	ST 2308	SR 502	EL 0	ET 0	ER 0	WL 801	WT 0	WR 1134	TOTAL 7778

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	1009	607	0	0	1157	284	0	0	0	436	0	617	4110
PEAK HR. FACTOR:		0.852			0.901			0.000			0.902		0.881

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: I-210 SB Ramps DAY: WEDNESDAY PROJECT# 03-0969-005

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		3	1	1	3		1	.5	.5				
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		304	126	65	321		87	2	83				988
4:15 PM		286	112	57	309		76	0	64				904
4:30 PM		319	97	79	284		83	1	76				939
4:45 PM		293	118	84	317		94	3	88				997
5:00 PM		328	134	91	352		109	0	99				1113
5:15 PM		272	109	72	313		90	2	68				926
5:30 PM		267	95	62	330		98	1	60				913
5:45 PM		245	103	51	308		81	0	79				867
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 2314	NR 894	SL 561	ST 2534	SR 0	EL 718	ET 9	ER 617	WL 0	WT 0	WR 0	TOTAL 7647

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	0	1212	458	326	1266	0	376	6	331	0	0	0	3975
PEAK HR. FACTOR:		0.904			0.898			0.857			0.000		0.893

CONTROL: Signalized;

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Lone Hill Ave. DATE: 6/11/2003 LOCATION: City of Glendora

E-W STREET: Auto Centre Dr. DAY: WEDNESDAY PROJECT# 03-0969-006

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:		2	1	2	2					1.5		1.5	
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM		267	128	151	223					109		152	1030
4:15 PM		255	132	183	238					116		143	1067
4:30 PM		304	119	158	248					105		181	1115
4:45 PM		284	151	147	266					98		165	1111
5:00 PM		250	94	168	205					74		134	925
5:15 PM		192	80	132	187					97		148	836
5:30 PM		230	97	141	212					83		129	892
5:45 PM		199	86	120	198					72		117	792
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 0	NT 1981	NR 887	SL 1200	ST 1777	SR 0	EL 0	ET 0	ER 0	WL 754	WT 0	WR 1169	TOTAL 7768

PM Peak Hr Begins at: 400 PM

PEAK VOLUMES =	0	1110	530	639	975	0	0	0	0	428	0	641	4323
PEAK HR. FACTOR:		0.943			0.958			0.000			0.934		0.969

CONTROL: Signalized

Intersection Turning Movement

Prepared by: Southland Car Counters

N-S STREET: Grand Ave.
E-W STREET: Base Line Rd.

DATE: 9/18/2003
DAY: THURSDAY

LOCATION: City of Glendora
PROJECT# 03-1413-001

	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
LANES:	NL 1	NT 3	NR 1	SL 1	ST 2	SR 1	EL 1	ET 2	ER 0	WL 1.5	WT 1.5	WR 1	TOTAL
1:00 PM													
1:15 PM													
1:30 PM													
1:45 PM													
2:00 PM													
2:15 PM													
2:30 PM													
2:45 PM													
3:00 PM													
3:15 PM													
3:30 PM													
3:45 PM													
4:00 PM	29	118	86	5	224	19	6	5	27	87	111	66	783
4:15 PM	22	165	102	9	172	27	4	9	33	55	143	103	844
4:30 PM	26	208	80	8	224	33	5	13	41	64	114	80	896
4:45 PM	25	316	145	6	201	33	15	34	42	63	132	103	1115
5:00 PM	15	171	120	31	255	30	13	15	37	65	96	73	921
5:15 PM	18	257	92	29	273	25	8	16	36	75	86	73	988
5:30 PM	19	217	103	14	226	28	6	6	16	66	86	69	856
5:45 PM	18	175	80	24	170	32	5	76	13	57	111	86	847
6:00 PM													
6:15 PM													
6:30 PM													
6:45 PM													
TOTAL VOLUMES =	NL 172	NT 1627	NR 808	SL 126	ST 1745	SR 227	EL 62	ET 174	ER 245	WL 532	WT 879	WR 653	TOTAL 7250

PM Peak Hr Begins at: 430 PM

PEAK VOLUMES =	84	952	437	74	953	121	41	78	156	267	428	329	3920
PEAK HR. FACTOR:		0.758			0.878			0.755			0.859		0.879

CONTROL: Signalized;

APPENDIX B

ICU Analysis Sheets

Existing Conditions

EX-PM Thu Sep 25, 2003 09:34:58 Page 3-1

GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #1 Barranca Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.685
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 50 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	160	435	115	115	450	65	75	680	100	140	470	85
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	168	458	121	121	473	68	79	715	105	147	494	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:	168	458	121	121	473	68	79	715	105	147	494	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	458	121	121	473	68	79	715	105	147	494	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
Final Vol.:	168	458	121	121	473	68	79	715	105	147	494	89
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.58	0.42	1.00	2.00	1.00	1.00	1.74	0.26	1.00	2.00	1.00
Final Sat.:	1600	2531	669	1600	3200	1600	1600	2790	410	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.18	0.08	0.15	0.04	0.05	0.26	0.26	0.09	0.15	0.06
Crit Moves:	****				****			****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #2 Vecino Dr/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.544
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 1		0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: PM PEAK HOUR												
Base Vol:	25	0	90	0	0	0	0	1020	30	100	770	0
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	26	0	95	0	0	0	0	1073	32	105	810	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:	26	0	95	0	0	0	0	1073	32	105	810	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	95	0	0	0	0	1073	32	105	810	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	0	95	0	0	0	0	1073	32	105	810	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.06	0.00	0.00	0.00	0.00	0.34	0.02	0.07	0.25	0.00
Crit Moves:			****					****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #3 Grand Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.718
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 55 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0 2 0 1			1 0 2 0 1			1 0 2 0 1			2 0 1 1 0		
Volume Module: PM PEAK HOUR												
Base Vol:	200	665	340	80	585	90	155	540	110	285	535	100
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	210	700	358	84	615	95	163	568	116	300	563	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	210	700	358	84	615	95	163	568	116	300	563	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	210	700	358	84	615	95	163	568	116	300	563	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	210	700	358	84	615	95	163	568	116	300	563	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.69	0.31
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	3200	2696	504
Capacity Analysis Module:												
Vol/Sat:	0.13	0.22	0.22	0.05	0.19	0.06	0.10	0.18	0.07	0.09	0.21	0.21
Crit Moves:	****				****		****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #4 Vermont Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.516
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 35 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1 0 0 1			0 1 0 0 1			1 0 2 0 1			1 0 2 0 1		
Volume Module: PM PEAK HOUR												
Base Vol:	5	20	10	60	30	125	50	965	15	25	675	65
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	5	21	11	63	32	132	53	1015	16	26	710	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	21	11	63	32	132	53	1015	16	26	710	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	21	11	63	32	132	53	1015	16	26	710	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	21	11	63	32	132	53	1015	16	26	710	68
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.20	0.80	1.00	0.67	0.33	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	320	1280	1600	1067	533	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.01	0.06	0.06	0.08	0.03	0.32	0.01	0.02	0.22	0.04
Crit Moves:	****					****		****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #5 Glendora Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.774
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 65 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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	85	480	370	200	390	70	75	830	85	195	590	130
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	89	505	389	210	410	74	79	873	89	205	621	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	505	389	210	410	74	79	873	89	205	621	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	505	389	210	410	74	79	873	89	205	621	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	89	505	389	210	410	74	79	873	89	205	621	137
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2713	487	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.16	0.24	0.13	0.15	0.15	0.05	0.27	0.06	0.13	0.19	0.09
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #6 Pasadena Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.609
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	25	20	60	35	25	45	65	1250	50	55	795	45
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	26	21	63	37	26	47	68	1315	53	58	836	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	21	63	37	26	47	68	1315	53	58	836	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	21	63	37	26	47	68	1315	53	58	836	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	21	63	37	26	47	68	1315	53	58	836	47
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.56	0.44	1.00	0.58	0.42	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	889	711	1600	933	667	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.04	0.04	0.04	0.03	0.04	0.41	0.03	0.04	0.26	0.03
Crit Moves:			****	****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #7 Elwood Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.618
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	60	10	15	60	10	60	95	1275	40	35	820	35
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	63	11	16	63	11	63	100	1341	42	37	863	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	11	16	63	11	63	100	1341	42	37	863	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	11	16	63	11	63	100	1341	42	37	863	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	63	11	16	63	11	63	100	1341	42	37	863	37
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.86	0.14	1.00	0.86	0.14	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1371	229	1600	1371	229	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.05	0.01	0.05	0.05	0.04	0.06	0.42	0.03	0.02	0.27	0.02
Crit Moves:	****				****			****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #8 Loraine Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.545
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	0	0	0	230	0	120	215	995	0	0	735	145
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	0	0	0	242	0	126	226	1047	0	0	773	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:	0	0	0	242	0	126	226	1047	0	0	773	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	242	0	126	226	1047	0	0	773	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
Final Vol.:	0	0	0	242	0	126	226	1047	0	0	773	153
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.08	0.14	0.33	0.00	0.00	0.24	0.10
Crit Moves:						****	****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #9 Lone Hill Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.842
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 83 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	543	499	145	145	321	57	132	906	881	274	523	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	543	499	145	145	321	57	132	906	881	274	523	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	543	499	145	145	321	57	132	906	881	274	523	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	499	145	145	321	57	132	906	881	274	523	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	543	499	145	145	321	57	132	906	881	274	523	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.55	0.45	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.75	0.25
Final Sat.:	3200	2480	720	1600	3200	1600	1600	3200	1600	3200	2803	397
Capacity Analysis Module:												
Vol/Sat:	0.17	0.20	0.20	0.09	0.10	0.04	0.08	0.28	0.55	0.09	0.19	0.19
Crit Moves:		****		****					****	****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #10 Amelia Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.491
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	75	85	70	120	40	55	30	790	140	35	690	70
Growth Adj:	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05	1.05
Initial Bse:	79	89	74	126	42	58	32	831	147	37	726	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	79	89	74	126	42	58	32	831	147	37	726	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	79	89	74	126	42	58	32	831	147	37	726	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	79	89	74	126	42	58	32	831	147	37	726	74
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.03	0.05	0.08	0.01	0.04	0.02	0.26	0.09	0.02	0.23	0.05
Crit Moves:			****	****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #11 Grand Ave/I-210 EB ON-Ramp

Cycle (sec): 120 Critical Vol./Cap. (X): 0.739
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 58 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
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM												
Base Vol:	0	1090	85	658	0	0	0	0	0	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1090	85	658	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	1.00
PHF Volume:	0	1090	85	658	0	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1090	85	658	0	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1090	85	658	0	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.78	0.22	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4453	347	1600	4800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.41	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #12 I-210 WB Ramps/Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.552
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 38 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1!	0 0	0 1	0 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM												
Base Vol:	586	3	211	5	2	3	32	408	269	245	167	3
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:	586	3	211	5	2	3	32	408	269	245	167	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	586	3	211	5	2	3	32	408	269	245	167	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	586	3	211	5	2	3	32	408	269	245	167	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	586	3	211	5	2	3	32	408	269	245	167	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.46	0.01	0.53	0.71	0.29	1.00	1.00	2.00	1.00	1.77	1.21	0.02
Final Sat.:	2344	12	844	1143	457	1600	1600	3200	1600	2833	1932	35
Capacity Analysis Module:												
Vol/Sat:	0.25	0.25	0.25	0.00	0.00	0.00	0.02	0.13	0.17	0.09	0.09	0.09
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #13 Lone Hill Ave/I-210 WB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 1.341
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	1009	607	0	0	1157	284	0	0	0	436	0	617
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:	1009	607	0	0	1157	284	0	0	0	436	0	617
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1009	607	0	0	1157	284	0	0	0	436	0	617
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1009	607	0	0	1157	284	0	0	0	436	0	617
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1009	607	0	0	1157	284	0	0	0	436	0	617
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	0	0	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.63	0.19	0.00	0.00	0.24	0.18	0.00	0.00	0.00	0.27	0.00	0.39
Crit Moves:	****				****							****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #14 Lone Hill Ave/I-210 EB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.808
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 73 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	0	1212	458	326	1266	0	376	6	331	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	1212	458	326	1266	0	376	6	331	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	1212	458	326	1266	0	376	6	331	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1212	458	326	1266	0	376	6	331	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1212	458	326	1266	0	376	6	331	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1600	28	1572	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.29	0.20	0.26	0.00	0.24	0.21	0.21	0.00	0.00	0.00
Crit Moves:			****	****			****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #15 Lone Hill Ave/Auto Centre Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.831
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 79 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module: >> Count Date: 11 Jun 2003 << 4:00-5:00 PM												
Base Vol:	0	1110	530	639	975	0	0	0	0	428	0	641
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	1110	530	639	975	0	0	0	0	428	0	641
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1110	530	639	975	0	0	0	0	428	0	641
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1110	530	639	975	0	0	0	0	428	0	641
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1110	530	639	975	0	0	0	0	428	0	641
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.20	0.30	0.00	0.00	0.00	0.00	0.13	0.00	0.40
Crit Moves:		****		****								****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
EXISTING CONDITIONS
PM PEAK HOUR

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

Intersection #20 Grand Ave/Base Line Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.691
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 51 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			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0	1 1	1 0	1
Volume Module: >> Count Date: 18 Sep 2003 << 4:30-5:30 PM												
Base Vol:	84	952	437	74	953	121	41	78	156	267	428	329
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:	84	952	437	74	953	121	41	78	156	267	428	329
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	952	437	74	953	121	41	78	156	267	428	329
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	952	437	74	953	121	41	78	156	267	428	329
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	84	952	437	74	953	121	41	78	156	267	428	329
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.15	1.85	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	1600	1600	1844	2956	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.20	0.27	0.05	0.30	0.08	0.03	0.05	0.10	0.14	0.14	0.21
Crit Moves:	****				****				****			****

Forecast Year 2020 Without Project

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #1 Barranca Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.572
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 39 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:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	1	1	0		1	0	2	0	1		1	0	1	1	0		1	0	2	0	1	
Volume Module: PM PEAK HOUR																								
Base Vol:	120		290		120		130		305		80		130		450		105		170		415		85	
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:	120		290		120		130		305		80		130		450		105		170		415		85	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	120		290		120		130		305		80		130		450		105		170		415		85	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	120		290		120		130		305		80		130		450		105		170		415		85	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	120		290		120		130		305		80		130		450		105		170		415		85	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		1.41		0.59		1.00		2.00		1.00		1.00		1.62		0.38		1.00		2.00		1.00	
Final Sat.:	1600		2263		937		1600		3200		1600		1600		2595		605		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.08		0.13		0.13		0.08		0.10		0.05		0.08		0.17		0.17		0.11		0.13		0.05	
Crit Moves:			****				****								****				****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #2 Vecino Dr/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.388
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 29 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						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	0	0	1		0	0	0	0	0		0	0	2	0	1		1	0	2	0	0	
Volume Module: PM PEAK HOUR																								
Base Vol:	25		0		75		0		0		0		0		675		15		75		640		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:	25		0		75		0		0		0		0		675		15		75		640		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:	25		0		75		0		0		0		0		675		15		75		640		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	25		0		75		0		0		0		0		675		15		75		640		0	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	25		0		75		0		0		0		0		675		15		75		640		0	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		0.00		1.00		0.00		0.00		0.00		0.00		2.00		1.00		1.00		2.00		0.00	
Final Sat.:	1600		0		1600		0		0		0		0		3200		1600		1600		3200		0	
Capacity Analysis Module:																								
Vol/Sat:	0.02		0.00		0.05		0.00		0.00		0.00		0.00		0.21		0.01		0.05		0.20		0.00	
Crit Moves:					****										****				****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #3 Grand Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.699
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: PM PEAK HOUR												
Base Vol:	160	495	220	115	860	155	140	470	125	300	405	105
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:	160	495	220	115	860	155	140	470	125	300	405	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	160	495	220	115	860	155	140	470	125	300	405	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	160	495	220	115	860	155	140	470	125	300	405	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	160	495	220	115	860	155	140	470	125	300	405	105
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.59	0.41
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	3200	2541	659
Capacity Analysis Module:												
Vol/Sat:	0.10	0.15	0.14	0.07	0.27	0.10	0.09	0.15	0.08	0.09	0.16	0.16
Crit Moves:	****				****		****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #4 Vermont Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.416
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 30 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	5	10	5	65	50	70	35	755	0	25	725	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	5	65	50	70	35	755	0	25	725	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	5	10	5	65	50	70	35	755	0	25	725	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	5	10	5	65	50	70	35	755	0	25	725	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	5	10	5	65	50	70	35	755	0	25	725	70
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.33	0.67	1.00	0.57	0.43	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	533	1067	1600	904	696	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.07	0.07	0.04	0.02	0.24	0.00	0.02	0.23	0.04
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #5 Glendora Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.602
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 42 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			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	115	355	210	165	310	80	105	655	45	160	670	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	355	210	165	310	80	105	655	45	160	670	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	355	210	165	310	80	105	655	45	160	670	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	355	210	165	310	80	105	655	45	160	670	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	115	355	210	165	310	80	105	655	45	160	670	115
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.59	0.41	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2544	656	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.13	0.10	0.12	0.12	0.07	0.20	0.03	0.10	0.21	0.07
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #6 Pasadena Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.458
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 32 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	20	55	30	20	45	75	900	45	50	825	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	55	30	20	45	75	900	45	50	825	45
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	30	20	55	30	20	45	75	900	45	50	825	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	20	55	30	20	45	75	900	45	50	825	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	30	20	55	30	20	45	75	900	45	50	825	45
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.60	0.40	1.00	0.60	0.40	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	960	640	1600	960	640	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.03	0.03	0.03	0.03	0.05	0.28	0.03	0.03	0.26	0.03
Crit Moves:	****				****			****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #7 Elwood Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.480
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	50	20	30	60	25	45	85	800	50	30	790	55
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	20	30	60	25	45	85	800	50	30	790	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:	50	20	30	60	25	45	85	800	50	30	790	55
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	20	30	60	25	45	85	800	50	30	790	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
Final Vol.:	50	20	30	60	25	45	85	800	50	30	790	55
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.71	0.29	1.00	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1143	457	1600	1129	471	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.02	0.05	0.05	0.03	0.05	0.25	0.03	0.02	0.25	0.03
Crit Moves:		****		****			****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #8 Loraine Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.476
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	0 0	0	2 0	0 0	1	1 0	2 0	0	0 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	0	0	0	190	0	130	130	750	0	0	735	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	190	0	130	130	750	0	0	735	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	190	0	130	130	750	0	0	735	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	190	0	130	130	750	0	0	735	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	0	0	190	0	130	130	750	0	0	735	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	1.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3200	0	1600	1600	3200	0	0	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.06	0.00	0.08	0.08	0.23	0.00	0.00	0.23	0.08
Crit Moves:						****	****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #9 Lone Hill Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.965
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 168 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:	Protected						Protected						Protected						Protected					
Rights:	Include						Include						Ovl						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	2	0	1	1	0		1	0	2	0	1		1	0	2	0	1		2	0	1	1	0	
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM																								
Base Vol:	543		499		145		145		321		57		132		906		881		274		523		74	
Growth Adj:	1.16		1.16		1.16		1.16		1.16		1.16		1.16		1.16		1.16		1.16		1.16		1.16	
Initial Bse:	631		580		168		168		373		66		153		1053		1024		318		608		86	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	631		580		168		168		373		66		153		1053		1024		318		608		86	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	631		580		168		168		373		66		153		1053		1024		318		608		86	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	631		580		168		168		373		66		153		1053		1024		318		608		86	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	2.00		1.55		0.45		1.00		2.00		1.00		1.00		2.00		1.00		2.00		1.75		0.25	
Final Sat.:	3200		2480		720		1600		3200		1600		1600		3200		1600		3200		2803		397	
Capacity Analysis Module:																								
Vol/Sat:	0.20		0.23		0.23		0.11		0.12		0.04		0.10		0.33		0.64		0.10		0.22		0.22	
Crit Moves:			****				****										****		****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #10 Amelia Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.349
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 27 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:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	1	0	2	0	1		1	0	2	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: PM PEAK HOUR																								
Base Vol:	70		45		40		85		55		55		45		480		70		50		510		65	
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:	70		45		40		85		55		55		45		480		70		50		510		65	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	70		45		40		85		55		55		45		480		70		50		510		65	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	70		45		40		85		55		55		45		480		70		50		510		65	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	70		45		40		85		55		55		45		480		70		50		510		65	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1600		3200		1600		1600		3200		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.04		0.01		0.03		0.05		0.02		0.03		0.03		0.15		0.04		0.03		0.16		0.04	
Crit Moves:					****		****						****								****			

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #11 Grand Ave/I-210 EB On-Ramp

Cycle (sec): 120 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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:	Protected				Protected				Protected				Protected			
Rights:	Include				Include				Include				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	0 0	2	1	0	1 0	3	0	0	0 0	0	0	0	0 0	0	0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM																
Base Vol:	0	1090		85	658		0	0	0		0	0	0		0	0
Growth Adj:	1.16	1.16		1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16	1.16
Initial Bse:	0	1267		99	765		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	1.00
PHF Volume:	0	1267		99	765		0	0	0		0	0	0		0	0
Reduct Vol:	0	0		0	0		0	0	0		0	0	0		0	0
Reduced Vol:	0	1267		99	765		0	0	0		0	0	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Final Vol.:	0	1267		99	765		0	0	0		0	0	0		0	0
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600		1600	1600	1600		1600	1600	1600		1600	1600
Adjustment:	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00
Lanes:	0.00	2.78		0.22	1.00		3.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Final Sat.:	0	4453		347	1600		4800	0	0		0	0	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.00	0.28		0.28	0.48		0.00	0.00	0.00		0.00	0.00	0.00		0.00	0.00
Crit Moves:		****			****											

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #12 I-210 WB Ramps/Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.628
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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				Split Phase				Split Phase			
Rights:	Include				Include				Ovl				Include			
Min. Green:	0	0		0	0	0		0	0	0		0	0	0		0
Lanes:	1 0	1!	0	0	0 1	0	0	1	1 0	2	0	1	1 1	0	1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM																
Base Vol:	586	3		211	5	2		3	32	408		269	245	167		3
Growth Adj:	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16	1.16	1.16		1.16
Initial Bse:	681	3		245	6	2		3	37	474		313	285	194		3
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
PHF Volume:	681	3		245	6	2		3	37	474		313	285	194		3
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	681	3		245	6	2		3	37	474		313	285	194		3
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Final Vol.:	681	3		245	6	2		3	37	474		313	285	194		3
Saturation Flow Module:																
Sat/Lane:	1600	1600		1600	1600	1600		1600	1600	1600		1600	1600	1600		1600
Adjustment:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
Lanes:	1.46	0.01		0.53	0.71	0.29		1.00	1.00	2.00		1.00	1.77	1.21		0.02
Final Sat.:	2344	12		844	1143	457		1600	1600	3200		1600	2833	1932		35
Capacity Analysis Module:																
Vol/Sat:	0.29	0.29		0.29	0.01	0.01		0.00	0.02	0.15		0.20	0.10	0.10		0.10
Crit Moves:		****			****					****			****			

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #13 Lone Hill Ave/I-210 WB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 1.544
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	1009	607	0	0	1157	284	0	0	0	436	0	617
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	1172	705	0	0	1344	330	0	0	0	507	0	717
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1172	705	0	0	1344	330	0	0	0	507	0	717
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	705	0	0	1344	330	0	0	0	507	0	717
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1172	705	0	0	1344	330	0	0	0	507	0	717
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	0	0	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.73	0.22	0.00	0.00	0.28	0.21	0.00	0.00	0.00	0.32	0.00	0.45
Crit Moves:	****				****							****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #14 Lone Hill Ave/I-210 EB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.926
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 127 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	0	1212	458	326	1266	0	376	6	331	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1408	532	379	1471	0	437	7	385	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	1408	532	379	1471	0	437	7	385	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1408	532	379	1471	0	437	7	385	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1408	532	379	1471	0	437	7	385	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1600	28	1572	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.33	0.24	0.31	0.00	0.27	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #15 Lone Hill Ave/Auto Centre Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.952
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 152 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:	Protected			Protected			Split Phase			Split Phase		
Rights:		Include			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 0	1	2 0	2 0	0	0 0	0 0	0	2 0	0 0	1
Volume Module: >> Count Date: 11 Jun 2003 << 4:00-5:00 PM												
Base Vol:	0	1110	530	639	975	0	0	0	0	428	0	641
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1290	616	743	1133	0	0	0	0	497	0	745
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1290	616	743	1133	0	0	0	0	497	0	745
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1290	616	743	1133	0	0	0	0	497	0	745
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1290	616	743	1133	0	0	0	0	497	0	745
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.38	0.23	0.35	0.00	0.00	0.00	0.00	0.16	0.00	0.47
Crit Moves:		****		****								****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITHOUT PROJECT
PM PEAK HOUR

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

Intersection #20 Grand Ave/Base Line Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.789
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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			Split Phase			Split Phase		
Rights:		Ovl			Include			Include			Ovl	
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3 0	1	1 0	2 0	1	1 0	1 1	0	1 1	1 0	1
Volume Module: >> Count Date: 18 Sep 2003 << 4:30-5:30 PM												
Base Vol:	84	952	437	74	953	121	41	78	156	267	428	329
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	98	1106	508	86	1107	141	48	91	181	310	497	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1106	508	86	1107	141	48	91	181	310	497	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1106	508	86	1107	141	48	91	181	310	497	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	1106	508	86	1107	141	48	91	181	310	497	382
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.15	1.85	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	1600	1600	1844	2956	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.32	0.05	0.35	0.09	0.03	0.06	0.11	0.17	0.17	0.24
Crit Moves:	****				****				****			****

Forecast Year 2020 With Project

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #1 Barranca Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.787
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 68 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1 1	0	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	120	290	120	130	305	80	130	450	105	170	415	85
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:	120	290	120	130	305	80	130	450	105	170	415	85
Added Vol:	0	3	98	46	4	6	5	194	0	150	308	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	293	218	176	309	86	135	644	105	320	723	135
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	293	218	176	309	86	135	644	105	320	723	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	293	218	176	309	86	135	644	105	320	723	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	120	293	218	176	309	86	135	644	105	320	723	135
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.15	0.85	1.00	2.00	1.00	1.00	1.72	0.28	1.00	2.00	1.00
Final Sat.:	1600	1835	1365	1600	3200	1600	1600	2751	449	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.08	0.16	0.16	0.11	0.10	0.05	0.08	0.23	0.23	0.20	0.23	0.08
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #2 Vecino Dr/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.541
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 37 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			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	0 0	1	0 0	0 0	0	0 0	2 0	1	1 0	2 0	0
Volume Module: PM PEAK HOUR												
Base Vol:	25	0	75	0	0	0	0	675	15	75	640	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:	25	0	75	0	0	0	0	675	15	75	640	0
Added Vol:	13	0	29	0	0	0	0	358	10	36	509	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	0	104	0	0	0	0	1033	25	111	1149	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:	38	0	104	0	0	0	0	1033	25	111	1149	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	104	0	0	0	0	1033	25	111	1149	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	38	0	104	0	0	0	0	1033	25	111	1149	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	1.00	2.00	0.00
Final Sat.:	1600	0	1600	0	0	0	0	3200	1600	1600	3200	0
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.07	0.00	0.00	0.00	0.00	0.32	0.02	0.07	0.36	0.00
Crit Moves:			****					****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #3 Grand Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 1.015
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: PM PEAK HOUR												
Base Vol:	160	495	220	115	860	155	140	470	125	300	405	105
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:	160	495	220	115	860	155	140	470	125	300	405	105
Added Vol:	142	42	330	20	38	25	32	290	157	418	427	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	537	550	135	898	180	172	760	282	718	832	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	537	550	135	898	180	172	760	282	718	832	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	537	550	135	898	180	172	760	282	718	832	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	302	537	550	135	898	180	172	760	282	718	832	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	3200	2782	418
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.08	0.28	0.11	0.11	0.24	0.18	0.22	0.30	0.30
Crit Moves:	****				****			****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #4 Vermont Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.799
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 70 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	5	10	5	65	50	70	35	755	0	25	725	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	5	10	5	65	50	70	35	755	0	25	725	70
Added Vol:	46	0	14	60	0	176	161	424	32	9	559	33
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	51	10	19	125	50	246	196	1179	32	34	1284	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:	51	10	19	125	50	246	196	1179	32	34	1284	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	10	19	125	50	246	196	1179	32	34	1284	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
Final Vol.:	51	10	19	125	50	246	196	1179	32	34	1284	103
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.84	0.16	1.00	0.71	0.29	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1338	262	1600	1143	457	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.01	0.11	0.11	0.15	0.12	0.37	0.02	0.02	0.40	0.06
Crit Moves:	****					****	****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #5 Glendora Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.846
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 84 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:	Protected			Protected			Protected			Protected		
Rights:	Ovl			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	1 1	0	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	115	355	210	165	310	80	105	655	45	160	670	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	115	355	210	165	310	80	105	655	45	160	670	115
Added Vol:	76	28	87	52	45	67	69	266	159	157	371	50
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	383	297	217	355	147	174	921	204	317	1041	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	383	297	217	355	147	174	921	204	317	1041	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	383	297	217	355	147	174	921	204	317	1041	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	191	383	297	217	355	147	174	921	204	317	1041	165
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	1.41	0.59	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	2263	937	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.19	0.14	0.16	0.16	0.11	0.29	0.13	0.20	0.33	0.10
Crit Moves:	****				****			****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #6 Pasadena Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.641
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 45 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 1	0 0	1	0 1	0 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module:												
Base Vol:	30	20	55	30	20	45	75	900	45	50	825	45
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	30	20	55	30	20	45	75	900	45	50	825	45
Added Vol:	8	0	11	36	0	21	7	371	2	6	506	14
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	20	66	66	20	66	82	1271	47	56	1331	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:	38	20	66	66	20	66	82	1271	47	56	1331	59
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	20	66	66	20	66	82	1271	47	56	1331	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
Final Vol.:	38	20	66	66	20	66	82	1271	47	56	1331	59
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.66	0.34	1.00	0.77	0.23	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1048	552	1600	1228	372	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.05	0.05	0.04	0.05	0.40	0.03	0.04	0.42	0.04
Crit Moves:		****		****			****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #7 Elwood Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.655
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 47 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:	Permitted						Permitted						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	1	0	0	1		0	1	0	0	1		1	0	2	0	1		1	0	2	0	1	
Volume Module: PM PEAK HOUR																								
Base Vol:	50		20		30		60		25		45		85		800		50		30		790		55	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	50		20		30		60		25		45		85		800		50		30		790		55	
Added Vol:	71		0		52		8		0		20		6		379		66		50		390		3	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	121		20		82		68		25		65		91		1179		116		80		1180		58	
User Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
PHF Volume:	121		20		82		68		25		65		91		1179		116		80		1180		58	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	121		20		82		68		25		65		91		1179		116		80		1180		58	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Final Vol.:	121		20		82		68		25		65		91		1179		116		80		1180		58	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.86		0.14		1.00		0.73		0.27		1.00		1.00		2.00		1.00		1.00		2.00		1.00	
Final Sat.:	1373		227		1600		1170		430		1600		1600		3200		1600		1600		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.09		0.09		0.05		0.06		0.06		0.04		0.06		0.37		0.07		0.05		0.37		0.04	
Crit Moves:	****								****				****								****			

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #8 Loraine Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.631
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 44 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						Protected						Protected					
Rights:	Include						Include						Include						Include					
Min. Green:	0		0		0		0		0		0		0		0		0		0		0		0	
Lanes:	0	0	0	0	0		2	0	0	0	1		1	0	2	0	0		0	0	2	0	1	
Volume Module: PM PEAK HOUR																								
Base Vol:	0		0		0		190		0		130		130		750		0		0		735		125	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		190		0		130		130		750		0		0		735		125	
Added Vol:	0		0		0		51		0		37		17		443		0		0		388		28	
PasserByVol:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		0		0		241		0		167		147		1193		0		0		1123		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:	0		0		0		241		0		167		147		1193		0		0		1123		153	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		0		0		241		0		167		147		1193		0		0		1123		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	
Final Vol.:	0		0		0		241		0		167		147		1193		0		0		1123		153	
Saturation Flow Module:																								
Sat/Lane:	1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600		1600	
Adjustment:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Lanes:	0.00		0.00		0.00		2.00		0.00		1.00		1.00		2.00		0.00		0.00		2.00		1.00	
Final Sat.:	0		0		0		3200		0		1600		1600		3200		0		0		3200		1600	
Capacity Analysis Module:																								
Vol/Sat:	0.00		0.00		0.00		0.08		0.00		0.10		0.09		0.37		0.00		0.00		0.35		0.10	
Crit Moves:											****		****								****			

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #9 Lone Hill Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 1.177
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	2 0	1 1	0	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	543	499	145	145	321	57	132	906	881	274	523	74
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	631	580	168	168	373	66	153	1053	1024	318	608	86
Added Vol:	165	14	57	8	16	15	17	288	275	194	232	7
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	796	594	225	176	389	81	170	1341	1299	512	840	93
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	796	594	225	176	389	81	170	1341	1299	512	840	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	796	594	225	176	389	81	170	1341	1299	512	840	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	796	594	225	176	389	81	170	1341	1299	512	840	93
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.45	0.55	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.80	0.20
Final Sat.:	3200	2319	881	1600	3200	1600	1600	3200	1600	3200	2881	319
Capacity Analysis Module:												
Vol/Sat:	0.25	0.26	0.26	0.11	0.12	0.05	0.11	0.42	0.81	0.16	0.29	0.29
Crit Moves:	****				****				****	****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #10 Amelia Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.496
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 34 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:	Permitted			Permitted			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1	1 0	2 0	1
Volume Module: PM PEAK HOUR												
Base Vol:	70	45	40	85	55	55	45	480	70	50	510	65
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:	70	45	40	85	55	55	45	480	70	50	510	65
Added Vol:	74	0	14	0	0	7	10	323	21	2	209	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	144	45	54	85	55	62	55	803	91	52	719	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	144	45	54	85	55	62	55	803	91	52	719	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	144	45	54	85	55	62	55	803	91	52	719	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	144	45	54	85	55	62	55	803	91	52	719	65
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	3200	1600	1600	3200	1600
Capacity Analysis Module:												
Vol/Sat:	0.09	0.01	0.03	0.05	0.02	0.04	0.03	0.25	0.06	0.03	0.22	0.04
Crit Moves:	****					****		****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #11 Grand Ave/I-210 EB On-Ramp

Cycle (sec): 120 Critical Vol./Cap. (X): 1.008
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Ignore			Ignore		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	1 0	3 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM												
Base Vol:	0	1090	85	658	0	0	0	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1267	99	765	0	0	0	0	0	0	0	0
Added Vol:	0	136	0	214	214	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1403	99	979	214	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	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1403	99	979	214	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1403	99	979	214	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Vol.:	0	1403	99	979	214	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.80	0.20	1.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4484	316	1600	4800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.61	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #12 I-210 WB Ramps/Baseline Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.729
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 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			Split Phase			Split Phase		
Rights:	Include			Include			Ovl			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	1! 0	0	0 1	0 0	1	1 0	2 0	1	1 1	0 1	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM												
Base Vol:	586	3	211	5	2	3	32	408	269	245	167	3
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	681	3	245	6	2	3	37	474	313	285	194	3
Added Vol:	61	0	36	0	0	0	0	51	0	212	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	742	3	281	6	2	3	37	525	313	497	194	3
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	742	3	281	6	2	3	37	525	313	497	194	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	742	3	281	6	2	3	37	525	313	497	194	3
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	742	3	281	6	2	3	37	525	313	497	194	3
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.44	0.01	0.55	0.71	0.29	1.00	1.00	2.00	1.00	2.00	0.98	0.02
Final Sat.:	2313	11	876	1143	457	1600	1600	3200	1600	3200	1572	28
Capacity Analysis Module:												
Vol/Sat:	0.32	0.32	0.32	0.01	0.01	0.00	0.02	0.16	0.20	0.16	0.12	0.12
Crit Moves:		****		****				****		****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #13 Lone Hill Ave/I-210 WB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 1.666
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	0	0 0	3 0	1	0 0	0 0	0	1 0	1! 0	0
Volume Module:												
Base Vol:	1009	607	0	0	1157	284	0	0	0	436	0	617
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	1172	705	0	0	1344	330	0	0	0	507	0	717
Added Vol:	0	159	0	0	378	116	0	0	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1172	864	0	0	1722	446	0	0	0	507	0	786
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1172	864	0	0	1722	446	0	0	0	507	0	786
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	864	0	0	1722	446	0	0	0	507	0	786
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1172	864	0	0	1722	446	0	0	0	507	0	786
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	0.00	0.00	3.00	1.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1600	3200	0	0	4800	1600	0	0	0	1600	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.73	0.27	0.00	0.00	0.36	0.28	0.00	0.00	0.00	0.32	0.00	0.49
Crit Moves:	****				****							****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #14 Lone Hill Ave/I-210 EB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 1.067
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	1 0	3 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	0	1212	458	326	1266	0	376	6	331	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1408	532	379	1471	0	437	7	385	0	0	0
Added Vol:	0	103	0	170	208	0	56	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1511	532	549	1679	0	493	7	385	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	1511	532	549	1679	0	493	7	385	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	532	549	1679	0	493	7	385	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1511	532	549	1679	0	493	7	385	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	1.00	3.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1600	28	1572	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.33	0.34	0.35	0.00	0.31	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
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Level Of Service Computation Report
ICU 1(Loss as Cycle Length %) Method (Future Volume Alternative)

Intersection #15 Lone Hill Ave/Auto Centre Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 1.002
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 1
Volume Module: >> Count Date: 11 Jun 2003 << 4:00-5:00 PM												
Base Vol:	0	1110	530	639	975	0	0	0	0	428	0	641
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1290	616	743	1133	0	0	0	0	497	0	745
Added Vol:	0	47	0	123	85	0	0	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1337	616	866	1218	0	0	0	0	497	0	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1337	616	866	1218	0	0	0	0	497	0	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1337	616	866	1218	0	0	0	0	497	0	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1337	616	866	1218	0	0	0	0	497	0	801
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	1600
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.38	0.27	0.38	0.00	0.00	0.00	0.00	0.16	0.00	0.50
Crit Moves:		****		****								****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #20 Grand Ave/Base Line Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 1.039
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Protected			Protected			Split Phase			Split Phase		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	0 1	1 0	1	1 0	1 1	1	0 1
Volume Module: >> Count Date: 18 Sep 2003 << 4:30-5:30 PM												
Base Vol:	84	952	437	74	953	121	41	78	156	267	428	329
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	98	1106	508	86	1107	141	48	91	181	310	497	382
Added Vol:	0	476	51	0	678	0	0	0	0	0	0	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1582	559	86	1785	141	48	91	181	310	497	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1582	559	86	1785	141	48	91	181	310	497	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1582	559	86	1785	141	48	91	181	310	497	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	1582	559	86	1785	141	48	91	181	310	497	443
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.15	1.85	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	1600	1600	1844	2956	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.35	0.05	0.56	0.09	0.03	0.06	0.11	0.17	0.17	0.28
Crit Moves:	****				****				****			****

Mitigated Forecast Year 2020 With Project

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #3 Grand Ave/Route 66

Cycle (sec): 120 Critical Vol./Cap. (X): 0.959
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 161 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:	Protected			Protected			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	2 0	1	1 0	2 0	1	1 0	3 0	1	2 0	1 1	0
Volume Module: PM PEAK HOUR												
Base Vol:	160	495	220	115	860	155	140	470	125	300	405	105
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:	160	495	220	115	860	155	140	470	125	300	405	105
Added Vol:	142	42	330	20	38	25	32	290	157	418	427	20
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	302	537	550	135	898	180	172	760	282	718	832	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	302	537	550	135	898	180	172	760	282	718	832	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	302	537	550	135	898	180	172	760	282	718	832	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	302	537	550	135	898	180	172	760	282	718	832	125
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	2.00	1.74	0.26
Final Sat.:	1600	3200	1600	1600	3200	1600	1600	4800	1600	3200	2782	418
Capacity Analysis Module:												
Vol/Sat:	0.19	0.17	0.34	0.08	0.28	0.11	0.11	0.16	0.18	0.22	0.30	0.30
Crit Moves:	****				****		****				****	

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #11 Grand Ave/I-210 EB On-Ramp

Cycle (sec): 120 Critical Vol./Cap. (X): 0.702
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 52 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			Protected			Protected		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2 1	0	2 0	3 0	0	0 0	0 0	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:45-5:45 PM												
Base Vol:	0	1090	85	658	0	0	0	0	0	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1267	99	765	0	0	0	0	0	0	0	0
Added Vol:	0	136	0	214	214	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1403	99	979	214	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	1403	99	979	214	0	0	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1403	99	979	214	0	0	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1403	99	979	214	0	0	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.80	0.20	2.00	3.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Final Sat.:	0	4484	316	3200	4800	0	0	0	0	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.31	0.04	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****								

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #13 Lone Hill Ave/I-210 WB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.852
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 86 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	3 0	2 0	0	0 0	4 0	1	0 0	0 0	0	2 0	0 0	2
Volume Module:												
Base Vol:	1009	607	0	0	1157	284	0	0	0	436	0	617
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	1172	705	0	0	1344	330	0	0	0	507	0	717
Added Vol:	0	159	0	0	378	116	0	0	0	0	0	69
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1172	864	0	0	1722	446	0	0	0	507	0	786
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1172	864	0	0	1722	446	0	0	0	507	0	786
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1172	864	0	0	1722	446	0	0	0	507	0	786
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	1172	864	0	0	1722	446	0	0	0	507	0	786
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	0.00	0.00	4.00	1.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	4800	3200	0	0	6400	1600	0	0	0	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.24	0.27	0.00	0.00	0.27	0.28	0.00	0.00	0.00	0.16	0.00	0.25
Crit Moves:	****					****						****

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #14 Lone Hill Ave/I-210 EB Ramps

Cycle (sec): 120 Critical Vol./Cap. (X): 0.896
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 106 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Include		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	3 0	1	2 0	3 0	0	1 0	0 1	0	0 0	0 0	0
Volume Module: >> Count Date: 11 Jun 2003 << 4:30-5:30 PM												
Base Vol:	0	1212	458	326	1266	0	376	6	331	0	0	0
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1408	532	379	1471	0	437	7	385	0	0	0
Added Vol:	0	103	0	170	208	0	56	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1511	532	549	1679	0	493	7	385	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	1511	532	549	1679	0	493	7	385	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1511	532	549	1679	0	493	7	385	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1511	532	549	1679	0	493	7	385	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	3.00	1.00	2.00	3.00	0.00	1.00	0.02	0.98	0.00	0.00	0.00
Final Sat.:	0	4800	1600	3200	4800	0	1600	28	1572	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.33	0.17	0.35	0.00	0.31	0.24	0.24	0.00	0.00	0.00
Crit Moves:			****	****			****					

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #15 Lone Hill Ave/Auto Centre Dr

Cycle (sec): 120 Critical Vol./Cap. (X): 0.927
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 128 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:	Protected			Protected			Split Phase			Split Phase		
Rights:	Include			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	0 0	2	0 1	2 0	2	0 0	0 0	0	0 0	2 0	0	0 2
Volume Module: >> Count Date: 11 Jun 2003 << 4:00-5:00 PM												
Base Vol:	0	1110	530	639	975	0	0	0	0	428	0	641
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	0	1290	616	743	1133	0	0	0	0	497	0	745
Added Vol:	0	47	0	123	85	0	0	0	0	0	0	56
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1337	616	866	1218	0	0	0	0	497	0	801
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1337	616	866	1218	0	0	0	0	497	0	801
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1337	616	866	1218	0	0	0	0	497	0	801
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	0	1337	616	866	1218	0	0	0	0	497	0	801
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	0.00	2.00	1.00	2.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	2.00
Final Sat.:	0	3200	1600	3200	3200	0	0	0	0	3200	0	3200
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.38	0.27	0.38	0.00	0.00	0.00	0.00	0.16	0.00	0.25
Crit Moves:		****		****						****		

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GLENDORA - ROUTE 66 CORRIDOR PROJECT
MITIGATED FORECAST YEAR 2020 WITH PROJECT
PM PEAK HOUR

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

Intersection #20 Grand Ave/Base Line Rd

Cycle (sec): 120 Critical Vol./Cap. (X): 0.984
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 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:	Protected			Protected			Permitted			Permitted		
Rights:	Ovl			Include			Include			Ovl		
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Lanes:	1 0	3	0 1	1 0	2	0 1	1 0	1	1 0	1 1	1	0 1
Volume Module: >> Count Date: 18 Sep 2003 << 4:30-5:30 PM												
Base Vol:	84	952	437	74	953	121	41	78	156	267	428	329
Growth Adj:	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16	1.16
Initial Bse:	98	1106	508	86	1107	141	48	91	181	310	497	382
Added Vol:	0	476	51	0	678	0	0	0	0	0	0	61
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1582	559	86	1785	141	48	91	181	310	497	443
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	98	1582	559	86	1785	141	48	91	181	310	497	443
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1582	559	86	1785	141	48	91	181	310	497	443
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	1582	559	86	1785	141	48	91	181	310	497	443
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00	1.15	1.85	1.00
Final Sat.:	1600	4800	1600	1600	3200	1600	1600	1600	1600	1844	2956	1600
Capacity Analysis Module:												
Vol/Sat:	0.06	0.33	0.35	0.05	0.56	0.09	0.03	0.06	0.11	0.17	0.17	0.28
Crit Moves:	****				****				****	****		

LETTER 13

Crain & Associates
Of Southern California

2007 Sawtelle Boulevard, Suite 4
Los Angeles, California 90025
Telephone (310) 473-6508
Facsimile (310) 444-9771

October 9, 2003

Mr. Peter Clement
Real Estate Development Manager
Costco Wholesale, Inc.
c/o Northwest Atlantic Partners, Inc.
17300 Red Hill Avenue, Suite 230
Irvine, California 92614

RE: Comments on Draft EIR for Costco Commercial Complex, San Dimas

Dear Peter,

This letter comments on several critical traffic issues and proposed mitigation measures discussed in the Draft EIR (DEIR) for the proposed Costco Commercial Complex in the City of San Dimas. The DEIR lists five traffic mitigation measures that must be implemented as part of the proposed project, with two of these improvements to be installed entirely at the expense of Costco. The remaining three improvements would require a "fair-share" contribution by Costco for implementation of these measures. 13a

As background, Crain & Associates had reviewed the report, Costco Traffic and Circulation Study (Revised), San Dimas, California, dated May 29, 2001, that was prepared by RK Engineering Group (RKEG). We found a number of inconsistencies and discrepancies in that report. In a subsequent and updated report by George Dunn Engineering (GDE), dated June 12, 2003, which was used for the DEIR, new traffic count data were provided and all of the substantial problems with the previous traffic study were corrected. Additionally, the GDE study indicated that several of the mitigation measures previously proposed for the project have since been implemented, and that no other mitigation would be required at those locations, as follows: 13b

- Auto Centre Drive/Lone Hill Avenue

  The RKEG study identified a significant impact at this intersection in the future, without or with the project. The RKEG study suggested the addition of a second southbound left-turn lane to mitigate the impacts of future growth. However, the second southbound left-turn lane is now in place and the updated analysis shows no significant impact at this intersection.

- Arrow Highway/Lone Hill Avenue

  The RKEG study identified a significant impact at this intersection in the future with the addition of project traffic during the PM peak hour. The addition of a westbound right-turn lane was recommended to mitigate the impacts of the project. Since that analysis, an exclusive northbound right-turn lane has been added. With the addition of this lane, project impacts are less than significant at this intersection.

- Arrow Highway/Bonita Avenue/57 Freeway Northbound Ramps

  The previous traffic study and the updated traffic study identified a significant impact, with or without the project, during the AM and PM peak hours at the Arrow Highway/Bonita Avenue/ 57 Freeway northbound ramps intersection. The earlier traffic study recommended the following mitigation measure for this intersection: 13b cont.

  - Construct two northbound left-turn lanes to provide two northbound left-turn lanes, one northbound through lane and one northbound through and right-turn lane.

  - Restripe the southbound approach to provide one-shared left and through lane, one through lane and two right-turn lanes with overlap phasing.

  Since the time of the earlier study, the southbound approach to the intersection has been reconstructed to provide an exclusive left-turn lane, two through lanes and an exclusive right-turn lane. However, capacity enhancements, such as additional off-ramp capacity and southbound right-turn movement capacity, would still be necessary to improve intersection operations to LOS D or better.

Thus, according to the DEIR, Mitigation Measures M-3L.1 through M-3L.5, as summarized below, would be necessary to mitigate the impacts of the proposed project, as well as the impacts caused by ambient traffic growth and other expected development in the surrounding area.

- Gladstone Street at Valley Center Avenue

  Install a traffic signal at Valley Center Avenue/Gladstone Street, as well as widen and restripe Gladstone Street near Gladstone Elementary School to provide for one through lane, a left-turn lane and parking along the south side of Gladstone Street. (Fair-Share Contribution) 13c

- Lone Hill Avenue at Main Costco Driveway

  Install a traffic signal at the project's main driveway on Lone Hill Avenue. (Costco to assume full cost of improvement.)

- Lone Hill Avenue at Gladstone Street

  Restripe Lone Hill Avenue approximately 300 feet north and south of Gladstone Street to provide dual north-south left-turn lanes, with protected left-turn phasing, as well as provide a setback along the proposed project frontage for installation of an exclusive northbound right-turn lane. Additionally, install southbound right-turn overlap signalization at the intersection of Lone Hill Avenue and Gladstone Street. (Costco to assume full cost of improvement.) 13c cont.

- Arrow Highway/Bonita Avenue/57 Freeway Northbound Ramps

  Construct two additional northbound off-ramp lanes from the 57 Freeway at Arrow Highway/Bonita Avenue to provide two left-turn lanes, one through lane and a right-turn-only lane. (Fair-Share Contribution)

  Restripe the southbound approach of Bonita Avenue at Arrow Highway/57 Freeway northbound on/off ramps to provide one shared left/through lane, one through lane and two right-turn lanes with overlap phasing. (Fair-Share Contribution)

Regarding the latter mitigation measure, we have serious concerns regarding the proposed addition of two more lanes on the 57 Freeway northbound off-ramp. The existing plan for this intersection is shown in attached Figure 1. The DEIR proposed improvement, conceptually shown in attached Figure 2, could prove to be very expensive and may even necessitate the realignment of the adjacent on-ramp, as well. At the very least, this improvement would require a substantial amount of retaining wall to remain within the existing Caltrans right-of-way. Even so, the new curb return where the expanded off-ramp meets Arrow Highway would cross onto adjacent private property, outside of the existing public right-of-way.

A simpler and less expensive mitigation improvement could be implemented, which would result in this intersection operating at Level of Service D or better at all times. The conceptual plan for this alternative mitigation, depicted in attached Figure 3, proposes the addition of one lane to the freeway off-ramp, which would be substantially less expensive than adding two lanes. The opposed phase signal operation could be retained, and the three off-ramp lanes would be designated as one left-turn lane, one shared left-turn/through lane and one shared through/right-turn lane. The four-lane approach on Bonita Avenue would be reconfigured to provide one shared left-turn/through lane, one through lane and two right-turn-only lanes. The right-turn overlap phasing that is displayed for Bonita Avenue would also be retained to operate in conjunction with the eastbound left-turn phase for Arrow Highway. If necessary in the future, the fourth off-ramp lane could be added as a right-turn-only lane, with the next (third) lane being converted to a through lane. The new right-turn-only lane could then be operated with an 13d

overlap phase in conjunction with the westbound left-turn phase for Arrow Highway. This improvement would likely require some minimal retaining wall sections to provide adequate drainage at the base of the added fill area (to maintain drainage within Caltrans right-of-way), but this design would not require added right-of-way acquisition from the adjacent property and/or a possible realignment of the existing on/off-ramps. **13d cont.**

We have prepared capacity analyses for the intersection of Arrow Highway/Bonita Avenue/57 Freeway Northbound Ramps, which are presented in attached Tables 1, 2, 3 and 4. These analyses show the V/C values and LOS for the mitigation proposed in the DEIR and for the alternative mitigation proposed by Crain & Associates. Comparison of the results indicate that the Crain & Associates alternative would be more effective during the more critical PM peak traffic period. **13e**

We also question the need for Mitigation Measure M-3L.7, which requires that a raised median be installed on Gladstone Street to restrict turns into and out of the project driveways to right-turns-only. The DEIR analysis indicates that approximately 51 project trips during the critical PM peak hour would be arriving from the east on Gladstone Street. These 51 trips could be adequately accommodated by a left turn lane installed in the raised median that would serve the westerly driveway on Gladstone Street. This would still leave enough distance between the westerly driveway and Lone Hill Avenue for a westbound left-turn lane on Gladstone Street at Lone Hill Avenue to adequately serve the projected demand. In addition, allowing left turns to exit the westerly driveway should not be a problem. It is estimated that up to 50 vehicles may choose to make left turns from this driveway during the PM peak hour, which is not expected to be disruptive to through traffic on Gladstone Street. By allowing full access at the westerly driveway on Gladstone Street, more circuitous travel for project trips would be avoided, and the left turn demand on westbound Gladstone Street at Lone Hill Avenue and on northbound Lone Hill Avenue at Gladstone Street would also be reduced. Consequently, allowing full access at the westerly driveway on Gladstone Street would have more overall benefit than would not allowing such access. **13f**

If you have questions, please do not hesitate to call me.

Sincerely,

Dan Barnett
Senior Design Engineer

DB:akb
C13777
attachments

Table 1

Intersection: 57 Freeway NB Ramps/Bonita Avenue & Arrow Highway

Condition: Opening Year (2005)[1], W/O Project & Existing Lanes

AM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	0.5	--	534	0	534	0.334*
NT	1.0	3200	240	0	240	0.261
NR	0.5	--	178	0	178	--
SL	1.0	1600	36	0	36	0.023
ST	2.0	3200	95	0	95	0.030
SR[3]	1.0	1600	585	0	585	0.366*
EL	2.0	2880	180	0	180	0.063
ET	3.0	4800	475	0	475	0.121*
ER	0.0	--	106	0	106	--
WL	1.0	1600	129	0	129	0.081*
WT	3.0	4800	596	0	596	0.127
WR	0.0	--	13	0	13	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.939

PM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	0.5	--	531	0	531	--
NT	1.0	3200	478	0	478	0.380*
NR	0.5	--	208	0	208	--
SL	1.0	1600	92	0	92	0.058
ST	2.0	3200	150	0	150	0.047
SR[3]	1.0	1600	621	0	621	0.388*
EL	2.0	2880	510	0	510	0.177
ET	2.5	4800	925	0	925	0.235*
ER	0.5	--	201	0	201	--
WL	1.0	1600	268	0	268	0.168*
WT	2.5	4800	906	0	906	0.198
WR	0.5	--	46	0	46	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	1.094

[1] Includes ambient growth and related projects in surrounding area.
[2] Partial lane designation indicates a lane shared proportionally with adjacent movement.
[3] With overlap phasing -- sum of critical movements adjusted for concurrent traffic movements.
* Denotes critical movement.

Table 2

Intersection: 57 Freeway NB Ramps/Bonita Avenue & Arrow Highway

Condition: Opening Year (2005)[2], W/Project & Existing Lanes

AM Intersection Capacity Analysis

Move	Lanes[3]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	0.5	--	534	0	534	0.334*
NT	1.0	3200	240	0	240	0.261
NR	0.5	--	178	0	178	--
SL	1.0	1600	36	0	36	0.023
ST	2.0	3200	95	0	95	0.030
SR[4]	1.0	1600	585	6	591	0.369*
EL	2.0	2880	180	4	184	0.063
ET	2.5	4800	475	10	485	0.123*
ER	0.5	--	106	0	106	--
WL	1.0	1600	129	0	129	0.081*
WT	2.5	4800	596	14	610	0.130
WR	0.5	--	13	0	13	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.944

PM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	0.5	--	531	0	531	--
NT	1.0	3200	478	0	478	0.380*
NR	0.5	--	208	0	208	--
SL	1.0	1600	92	0	92	0.058
ST	2.0	3200	150	0	150	0.047
SR[2]	1.0	1600	621	16	637	0.398*
EL	2.0	2880	510	16	526	0.183
ET	2.5	4800	925	39	964	0.243*
ER	0.5	--	201	0	201	--
WL	1.0	1600	268	0	268	0.168*
WT	2.5	4800	906	39	945	0.206
WR	0.5	--	46	0	46	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	1.106

[2] Includes ambient growth and related projects in surrounding area.
[3] Partial lane designation indicates a lane shared proportionally with adjacent movement.
[4] With overlap phasing -- sum of critical movements adjusted for concurrent traffic movements.
* Denotes critical movement.

Table 3

Intersection: 57 Freeway NB Ramps/Bonita Avenue & Arrow Highway

Condition: Opening Year (2005)[5], W/Project & DEIR Mitigation

AM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	2.0	2880	534	0	534	0.185*
NT	1.0	1600	240	0	240	0.150
NR	1.0	1600	178	0	178	0.111
SL	0.5	--	36	0	36	--
ST	1.5	3200	95	0	95	0.041
SR[3]	2.0	3200	585	6	591	0.185*
EL	2.0	2880	180	4	184	0.063
ET	2.5	4800	475	10	485	0.123*
ER	0.5	--	106	0	106	--
WL	1.0	1600	129	0	129	0.081*
WT	2.5	4800	596	14	610	0.130
WR	0.5	--	13	0	13	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.611

PM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	2.0	2880	531	0	531	0.184
NT	1.0	1600	478	0	478	0.299*
NR	1.0	1600	208	0	208	0.130
SL	0.5	--	92	0	92	--
ST	1.5	3200	150	0	150	0.076*
SR[3]	2.0	3200	621	16	637	0.199
EL	2.0	2880	510	16	526	0.183
ET	2.5	4800	925	39	964	0.243*
ER	0.5	--	201	0	201	--
WL	1.0	1600	268	0	268	0.168*
WT	2.5	4800	906	39	945	0.206
WR	0.5	--	46	0	46	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.886

[1] Includes ambient growth and related projects in surrounding area.
[2] Partial lane designation indicates a lane shared proportionally with adjacent movement.
[3] With overlap phasing -- sum of critical movements adjusted for concurrent traffic movements.
* Denotes critical movement.

Table 4

Intersection: 57 Freeway NB Ramps/Bonita Avenue & Arrow Highway

Condition: Opening Year (2005)[6], W/Project & Crain & Associates Alternative Mitigation

AM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	1.5	--	534	0	534	--
NT	1.0	4480	240	0	240	0.213
NR	0.5	--	178	0	178	--
SL	0.5	--	36	0	36	--
ST	1.5	3200	95	0	95	0.041
SR[3]	2.0	3200	585	6	591	0.185*
EL	2.0	2880	180	4	184	0.063
ET	2.5	4800	475	10	485	0.123*
ER	0.5	--	106	0	106	--
WL	1.0	1600	129	0	129	0.081*
WT	2.5	4800	596	14	610	0.130
WR	0.5	--	13	0	13	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.639

PM Intersection Capacity Analysis

Move	Lanes[2]	Capacity	Volumes Baseline[1]	Volumes Project	Volumes Total	V/C Ratio
NL	1.5	--	531	0	531	--
NT	1.0	4480	478	0	478	0.272*
NR	0.5	--	208	0	208	--
SL	0.5	--	92	0	92	--
ST	1.5	3200	150	0	150	0.076*
SR[3]	2.0	3200	621	16	637	0.199
EL	2.0	2880	510	16	526	0.183
ET	2.5	4800	925	39	964	0.243*
ER	0.5	--	201	0	201	--
WL	1.0	1600	268	0	268	0.168*
WT	2.5	4800	906	39	945	0.206
WR	0.5	--	46	0	46	--
					Clearance Interval Percentage	0.100
					Sum of Critical Movements	0.859

[1] Includes ambient growth and related projects in surrounding area.
[2] Partial lane designation indicates a lane shared proportionally with adjacent movement.
[3] With overlap phasing -- sum of critical movements adjusted for concurrent traffic movements.
* Denotes critical movement.

LETTER 14

August 30, 2003

RECEIVED
SEP - 2 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

City of San Dimas
245 E. Bonita Ave.
San Dimas, Ca. 91773

Re:- Costco

Planning Dept.:

I have been very excited about the possibility of have a quality retail store so convenient for the residents of San Dimas. The other Costco's haven't been too convenient for us, especially having to drive the distance home with frozen & refrig. foods. 14a

I am hoping this project is approved & the sooner the better.

Sincerely,
Rita Spellman
616 Florkam Ave.
San Dimas

Sep 20 04 11:12a City of San Dimas PW Dept 9093946249 p.2

LETTER 15

Question 2
Do you think the City will buy the homes that are located across the street from the upcoming Costco? Will it (the area from Gladstone to Overland become commercial?

15b

RECEIVED
SEP - 3 2003
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

NOTICE OF AVAILABILITY OF DRAFT ENVIRONMENTAL IMPACT REPORT

Costco Commercial Complex

Lone Hill Avenue/Gladstone Street
City of San Dimas

NOTICE

The City of San Dimas (City) has prepared a Draft Environmental Impact Report (DEIR) for the above-proposed project, which is available for public review. A DEIR is a detailed informational document that analyzes a proposed project's potentially significant environmental effects. A DEIR also identifies ways to reduce environmental effects and reasonable alternatives to avoid or minimize significant environmental effects.

PROJECT LOCATION AND DESCRIPTION

The proposed project site is located on the southeast corner of Gladstone Street and Lone Hill Avenue in the City of San Dimas. The specific plan which includes the proposed development project encompasses approximately 26.5 acres, bounded on the north by Gladstone Street and including some properties on the north side of Gladstone, on the west by Lone Hill Avenue, on the east by the 57 Freeway and on the south by the boundary of the San Dimas Corporate Park. The proposed development project is within Specific Plan Area No. 24 in the City of San Dimas and consists of a commercial complex on the 22.83 acres of land located south of Gladstone Street and west of the SCRRA right-of-way. The proposed project consists of redevelopment within Specific Plan Area No. 24 in the City of San Dimas. As part of the proposed project, the City's General Plan would need to be amended to allow for a commercial complex on a site that is currently designated "Industrial". The existing residential and commercial/light industrial structures located along West 5th Street and West 5th Street itself would be removed, and the residents and businesses would be relocated. The currently proposed development plans would involve the construction of a Costco retail center and other businesses as follows:

- 149,710 square-foot Costco warehouse/retail facility with a tire center and a gasoline service station;
- 3,500 square-foot fast-food restaurant with a drive-thru;
- 7,000 square-foot "quality" restaurant;
- Two retail shops (8,000 square feet each) totaling 16,000 square feet; and,

from resident @ 615 N. Lone Hill San Dimas

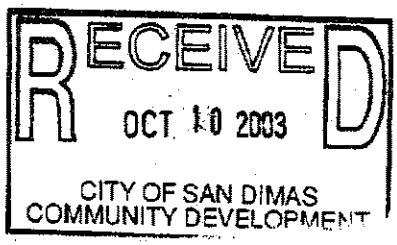
Question I
Will the city assist low income family of four, and having one child with asthma, get new windows + central heat + air for home? as it will be impossible to open windows - its already hoses, dusty, smell of pollution without Costco.

15a

Sep 20 04 11:12a City of San Dimas PW Dept 9093946249 p.3

LETTER 16

October 10, 2003



W. J. Mauthe
734 Amelia Avenue
San Dimas, CA 91773

Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 East Bonita Avenue
San Dimas, CA 91773

RE: Comments to Costco DEIR

Mr. Stevens:

After reviewing the subject DEIR, particularly Chapter 3L – Transportation / Traffic, I am submitting the following comments / questions for your consideration. As owner and resident of the above addressed property I believe I have a vested interest in the following comments and would sincerely appreciate them being properly addressed.

The potential traffic impacts on Amelia Avenue appear to be documented graphically in several places, however there appears to be no written commentary on these impacts anywhere. Since Amelia is a residential street it seems reasonable that the following concerns be addressed: 16a

1. Were the additional impacts the existing heavy am and pm traffic associated with the elementary school at Allen (Auto Center) and Amelia considered?

2. Was the potential for traffic to use Amelia as a "shortcut" to and from the Auto Center on and off ramps to avoid traffic and signal on Lonehill considered? 16b

3. Considering the two comments above were any measures to discourage such shortcuts considered? 16c

4. Since the DEIR recommends "fair share" costs to be paid by the Project for a variety of traffic measures, are there any potential measures that can be included to mitigate impacts (however slight) on Amelia Avenue? 16d

5. A "no left turn" during certain hours at Amelia and Gladstone could eliminate at least half this traffic as it would force Costco and other traffic to turn at Lone Hill to get to the Auto Center on/off ramps. This would generally reduce northbound traffic on Amelia as well. Can this alternative be assessed by the EIR and the City? **16e**

6. A more definitive measure would be to cul-de-sac Amelia at Ghent. Since "the Little Store" is a non-conforming use and is for sale anyway, this seems like a reasonable re-configuration of the area and would positively mitigate any Costco impacts as well as dramatically reduce traffic and improve safety on Amelia. Can this alternative be assessed by the EIR and the City? **16f**

Thank you for the opportunity to submit these comments. I am confident that these concerns can be properly and fairly addressed and NOT dismissed with the "no mitigation required" rubber stamp.

I am looking forward to your reply.

Sincerely,

W. J. Mauthe

LETTER 17

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NerseesYerjanian@dot.ca.gov

RECEIVED
APR 20 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Flex your power!
Be energy efficient!

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas
245 E. Bonita Ave.
San Dimas, CA. 91773

RE: IGR/CEQA# 040304NY
Revised TS
Costco Project
LA/57.210

April 14, 2004

Dear Mr. Stevens:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the **revised** Costco Project Traffic Study.

The Department as a responsible agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. **17a**

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Apply the equitable share responsibility formula on page 2 of Appendix B **(Methodology for Calculating Equitable Mitigation Measures)** and set aside a portion of Transportation Impact Fees generated for the future State Highway improvement projects. The City may need to recalculate or establish an additional fee for this purpose.

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 040304NY.

Sincerely,

Cheryl J. Powell
IGR/CEQA Branch Chief
Regional Transportation Planning

Sep 20 04 11:18a City of San Dimas PW Dept 9093946249 p.9

LETTER 18

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Deputy Director

RECEIVED
APR 22 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

April 20, 2004

Larry Stevens
City of San Dimas
245 East Bonita Avenue/pob 307
San Dimas, CA 91773

Subject: Costco Commercial Complex, Recirculation of Transportation Section
SCH#: 2002051116

Dear Larry Stevens:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on April 19, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. **18a**

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
(916)445-0613 FAX(916)323-3018 www.opr.ca.gov

Sep 20 04 11:18a City of San Dimas PW Dept 9093946249 p.10

Document Details Report
State Clearinghouse Data Base

SCH# 2002051116
Project Title Costco Commercial Complex, Recirculation of Transportation Section
Lead Agency San Dimas, City of

Type EIR Draft EIR

Description Project includes the construction of 149,710 square-foot Costco warehouse/retail facility with a tire center and a gasoline service station, 3,500 square-foot fast-food restaurant with a drive-thru, 7,000 square-food "quality" restaurant, and two retail shops (8,000 square-feet each) totaling 16,000 square feet.

Lead Agency Contact

Name Larry Stevens
Agency City of San Dimas
Phone 909 394-6250 **Fax**
email
Address 245 East Bonita Avenue/pob 307
City San Dimas **State** CA **Zip** 91773

Project Location

County Los Angeles
City San Dimas
Region
Cross Streets Gladstone Street/Lone Hill Avenue
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 57, I-210
Airports
Railways ATSF Right-of-Way
Waterways
Schools Gladstone ES & Shull ES
Land Use Vacant/Industrial

Project Issues Traffic/Circulation

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 7; Regional Water Quality Control Board, Region 4; Native American Heritage Commission

Date Received 03/05/2004 **Start of Review** 03/05/2004 **End of Review** 04/19/2004

Note: Blanks in data fields result from insufficient information provided by lead agency.

LETTER 19

CITY OF LA VERNE
CITY HALL
3660 "D" Street, LaVerne, California 91750

March 16, 2004

RECEIVED
MAR 17 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RE: DRAFT ENVIRONMENTAL IMPACT REPORT – COSTCO COMMERCIAL COMPLEX

Dear Mr. Stevens,

Thank you for the opportunity to review and comment on the Recirculated Transportation/Traffic Section of the Draft Environmental Impact Report for the Costco Commercial Complex project in the City of San Dimas. Our department has reviewed the recirculated section of the Draft EIR and found no outstanding concerns that would impact our community. **19a**

If you have any questions or require further comment you may contact the City of La Verne Community Development Department at (909)596-8706.

Sincerely,

HAL G. FREDERICKSEN
Community Development Director

Patrick Prescott

By: Patrick Prescott
Assistant Planner

LETTER 20

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

Main Office

818 West Seventh Street

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Los Angeles, California

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MAR 25 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

March 24, 2004

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

RE: SCAG Clearinghouse No. I 20040129 Costco Commercial Complex (Recirculated Transportation/Traffic Section)

Dear Mr. Stevens:

Thank you for submitting the **Costco Commercial Complex (Recirculated Transportation/Traffic Section)** for review and comment. As areawide clearinghouse for regionally significant projects, SCAG reviews the consistency of local plans, projects and programs with regional plans. This activity is based on SCAG's responsibilities as a regional planning organization pursuant to state and federal laws and regulations. Guidance provided by these reviews is intended to assist local agencies and project sponsors to take actions that contribute to the attainment of regional goals and policies.

We have reviewed the **Costco Commercial Complex**, and have determined that the proposed Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206). The proposed project is not a shopping center or business establishment employing more than 1,000 persons or encompassing more than 500,000 square feet of floor space. Therefore, the proposed Project does not warrant comments at this time. It is not necessary to send/provide us a copy of the Final EIR for this Project. However, please provide us with a Notice of Availability for the Final EIR. Please be sure that the Notice includes a complete project description and comment due date. Should there be a change in the scope of the proposed Project, we would appreciate the opportunity to review and comment at that time. **20a**

A description of the proposed Project was published in SCAG's **March 1-15, 2004** Intergovernmental Review Clearinghouse Report for public review and comment.

The project title and SCAG Clearinghouse number should be used in all correspondence with SCAG concerning this Project. Correspondence should be sent to the attention of the Clearinghouse Coordinator. If you have any questions, please contact me at (213) 236-1867. Thank you.

Sincerely,

Laverne Jones for

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

LETTER 21

BONITA UNIFIED SCHOOL DISTRICT

115 West Allen Avenue San Dimas, California 91773 (909) 971-8200 Fax (909) 971-8329

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Assistant Superintendents
Mitch Hovey, Ed.D. – Educational Services
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Ann Sparks – Business Services

Board of Education
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April 7, 2004

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CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

The District has received the Recirculated Transportation/Traffic Section of the Costco Commercial Complex Draft Environmental Impact Report. The information in the report indicates that the intersections at Amelia Avenue and Gladstone Street and Amelia Avenue and Auto Centre Drive/Allen Avenue have been studied. The results of the study state that there will be no significant impact at these intersections due to the addition of the Costco Commercial Center. 21a

The District continues to have concerns related to student safety in the areas surrounding these intersections.

If additional information becomes available on traffic issues related to the project, please send us a copy.

Sincerely,

Ann Sparks
Assistant Superintendent
Business Services

The Bonita Unified School District is an equal opportunity employer and does not discriminate on the basis of any class protected by law.

LETTER 22

County of Los Angeles
Sheriff's Department Headquarters
4700 Ramona Boulevard
Monterey Park, California 91754-2169

LEROY D. BACA, SHERIFF

April 8, 2004

RECEIVED
CITY OF SAN DIMAS

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 East Bonita Avenue
San Dimas, California 91773

Dear Mr. Stevens:

I have reviewed the Recirculated Transportation/Traffic Section Draft Environmental Impact Report for the proposed Costco Commercial Complex project. Based on the information provided, I believe the increased traffic on Gladstone Street and Lone Hill Avenue, adjacent to the Costco Commercial Complex, presents several traffic issues. I have identified two concerns regarding the impact on traffic congestion and traffic safety which must be carefully considered and solved to eliminate future traffic situations or collisions:

- Gladstone Street west of the railroad tracks to Lone Hill Avenue needs to be widened to accommodate the additional traffic generated by the complex. Consideration could be given to create two lanes of traffic in each direction with a painted center median left turn lane. **22a**

- Access to the residential properties (driveways) on the west side of Lone Hill Avenue across from the complex needs to be resolved. Several proposals are suggested and should be evaluated to eliminate the problem and allow residents to safely exit their driveways. **22b**

If you need additional information regarding this matter, please contact my Operations Lieutenant, Alicia Ault at (909) 971-2489.

Sincerely,

LEROY D. BACA, SHERIFF

James Curtis

James Curtis, Captain
San Dimas Station

A Tradition of Service

LETTER 23

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

RECEIVED
APR 19 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

April 19, 2004

Mr. Larry Stevens
Community Development Director
City of San Dimas
245 E. Bonita Avenue
San Dimas, CA. 91773

RE: Recirculated Transportation/ Traffic Section – Costco Commercial Complex

Dear Larry:

First and foremost the City of Glendora agrees to work cooperatively with the City of San Dimas to mitigate the impacts of development on Lone Hill Avenue. It is a significant transportation link and presents significant economic opportunities for both cities. It is crucial for both jurisdictions to work jointly to ensure that it remains a viable part of our communities' transportation and land use system. In this context the City offers the following comments:

a. There is no timing stated in any of the mitigation measures. The City of Glendora assumes the Final EIR will include a mitigation monitoring program which describes the timing of all mitigation. The City of Glendora reserves the right to provide additional comments on the timing of proposed mitigation since no information is provided in the Recirculated Transportation/ Traffic Section. **23a**

b. Mitigation measures in the document rely on a future nexus study for which no guidelines have been identified. The mitigation does not allow the City of Glendora to have any review of the methodology or outcome of the nexus study but relies on San Dimas' determination of reasonableness. Section 15130(a)(3) of the CEQA Guidelines require that when payment of a fair share fee is proposed to render a significant cumulative impact less than significant, the lead agency "shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant." The Recirculated Transportation/ Traffic Section provides no such facts and includes no such analysis to identify the Costco project's fair share contribution. **23b**

c. The EIR still excludes the Gold Line from its traffic analysis by limiting the timeframe on which cumulative projects will be built. Section 15130(b)(1)(A) of the CEQA Guidelines provides that "probable future projects" must be evaluated. The City of Glendora considers the Gold Line to be such a project. Given the potential impact of the Gold Line's operation on two at-grade crossings within the circulation system analyzed for the project, it is a severe defect within the document to forego explanations of how the delays caused by the Gold Line's Operation will affect any proposed mitigation. This issue was also identified in the City's response letter dated October 10, 2003 as well as Hartzog & Crabill's letter of October 8, 2003, incorporated herein by reference. **23c**

d. Mitigation measures M-3L.4 provides that the identified mitigation (modification of the freeway bridge support structure) is infeasible yet no explanation of the infeasibility is provided other than to say the overpass must be widened. Freeway overpasses are capable of being widened. The acquisition of additional property to widen the westbound intersection approach of Lone Hill Avenue/ Auto Centre Drive is also identified as infeasible without an explanation as to why it is infeasible other than to say additional property must be acquired. The acquisition of private property for road purposes is a common practice. **23d**

e. The document provides no explanations concerning potential mitigation available to alleviate the increase in delay at the Kenoma Avenue/ Lone Hill Avenue intersection during the PM peak traffic period. It is also noted in Hartzog & Crabill's letter of April 19, 2004 that an incorrect lane configuration used in the project analysis which may have affected the results of the traffic analysis. **23e**

The City of Glendora is also submitting, as part of its comments regarding the project, comments from Hartzog & Crabill, the City's traffic consultant. Hartzog & Crabill's letter of April 19, 2004 is attached hereto and made a part hereof. Hartzog & Crabill's comments raise several key issues concerning proposed mitigation measures.

Should you have any questions, please contact me at (626) 914-8214.

Sincerely,

Stan Wong, Director
Planning & Redevelopment

Attachment: Hartzog & Crabill Letter of April 19, 2004

HARTZOG & CRABILL, Inc.

Trammell Hartzog, President
Jerry Crabill, P.E.,
Executive Vice President

275 Centennial Way
Suite 208
Tustin, CA 92780

Phone: (714) 731-9455
FAX: (714) 731-9498
www.hartzog-crabill.com

April 19, 2004

Mr. David Chantarangsu, AICP
Assistant Director of Planning
City of Glendora
116 E. Foothill Boulevard
Glendora, CA 91741

Subject: Review of Recirculated Environmental Impact Report (EIR) for the Costco Commercial Complex.

Hartzog & Crabill, Inc. (HCI) has completed our review of the recirculated Transportation/Traffic section of the draft Environmental Impact Report for the Costco commercial complex. This review included an in depth look at the February 24, 2004, traffic study prepared by Katz, Okitsu and Associates. We find the report to be generally well written and comprehensive in its scope; however, we do have comments regarding the trip generation and distribution methodologies, and comments in four other areas of the report: Peak hour intersection level of service, determination of significant impacts, proposed mitigation measures, and Lone Hill Avenue traffic operations.

Trip Generation

In Table 3, "Project Trip Generation Calculations," the calculations for the Free Standing Discount Store (ITE Code 815) and Shopping Center (ITE Code 820) were completed using the *average rate*, while fitted curve equations are provided. Using the average rates for these two land uses produces 25% fewer trips (-3,700 trips) then using the fitted curve equations. These best fit regression equations express the optimal mathematical relationship between the independent variable and the vehicle trip ends. When provided, these equations should be used. 23f

Trip Distribution

In Figure 10, "Overall Project Trip Distribution," Valley Center Avenue has no trip distribution percentage assigned to it, while Sunflower Avenue located further away has 3%. It is reasonable to expect that some percentage of trips, beyond those internally generated, will travel on Valley Center Avenue. It is questionable to assign 3% of the project distribution to Sunflower Avenue compared to the percentages assigned to Gladstone 23g

Street, the arterial immediately adjacent to the project site (4% west of the project site and 1% east of the project site). An adjusted distribution reducing Sunflower Avenue and adding Valley Center Avenue should be provided. 23g cont.

Similarly, this occurs between Lone Hill Avenue and Amelia Avenue north of Route 66/Foothill Boulevard. It would be anticipated that only a nominal percentage of the distribution would be assigned to Amelia Avenue and that Lone Hill Avenue, the arterial, would be higher than 2%. A revised distribution that reduces the percentage on Amelia Avenue and increases the percentage on Lone Hill Avenue should be provided. 23h

Lastly, 21% of the project trips are distributed to the SR 57 freeway with 5% of the northbound trips exiting at Arrow Highway/Bonita Avenue and the remainder exiting at Auto Centre Drive. In our opinion this percentage is too high given the drivers choice of a much more direct route via the Auto Centre Drive exit. This reasoning is consistent with the study's assignment of only 2% of the projects trips assigned to exit at Sunflower Avenue from the I 210 and southbound at Arrow Highway from the SR 57. A revised distribution should be provided to adjust the distribution accordingly. 23i

Peak Hour Intersection Level of Service

In the study, the unsignalized intersection of Lone Hill Avenue/Kenoma Street is shown to have an existing poor level of service; however, this poor level of service appears because the analysis was completed with an incorrect intersection lane configuration. In the analysis, a single shared left-through-right lane was used for both approaches on Kenoma Street when there is sufficient width for a right turn movement. Analyzing the intersection with a shared left-through lane and a separate right lane configuration produces a significantly higher level of service then indicated in the report. This should be corrected. 23j

Determination of Significant Impacts

Section 1-C, "Significant Impact Criteria," of the traffic study establishes the County of Los Angeles Traffic/Access Guidelines as the determining factor for significant transportation impacts at an intersection. Applying these guidelines to the project related v/c increase indicates that other project intersections also have significant impacts though not labeled as such. The following is a list of these intersections and their final v/c, v/c increase, and the corresponding guideline. These values are taken from the significant impact Tables 12, 13 and 14 in the study. 23k

Table 12 (page 60) **Significant Impact – AM Peak**

Intersection	V/C	Increase	Guideline
Lone Hill Ave./Gladstone St.	0.471	0.042	0.04

Table 13 (page 61) **Significant Impact – PM Peak**

Intersection	V/C	Increase	Guideline
SR 57 NB off-ramp at Auto Centre Dr.	0.648	0.044	0.04
Lone Hill Ave./Glendora Marketplace Dwy.	0.528	0.074	0.04
Lone Hill Avenue/Gladstone St.	0.702	0.096	0.04

Table 14 (page 62) **Significant Impact – Saturday Mid-Day Peak**

Intersection	V/C	Increase	Guideline
Lone Hill Ave./Auto Centre Dr.	0.842	0.114	0.02
Lone Hill Ave./Glendora Marketplace Dwy.	0.636	0.129	0.04
Amelia Ave.-Pearlanna Dr./Gladstone St.	0.462	0.050	0.04
Lone Hill Ave./Arrow Highway	0.781	0.087	0.04

23k cont.

Proposed Mitigation Measures

Relative to the proposed mitigation measures for intersections located in the City of Glendora we offer the following comments:

Lone Hill Ave./Route 66. The proposed mitigation is the addition of an eastbound right turn overlap phase. The eastbound right turn overlap phase is an existing and operational feature at this intersection. The report should be revised to indicate this fact. 23l

Lone Hill Ave./SR-210 wb. The proposed mitigation is the addition of a second northbound left turn lane. The study then labels this mitigation as infeasible due to the need for partial or full reconstruction of the freeway bridge support structure at this location. Although this may be the preferred and ultimate scheme, it is not the only option. HCI is aware that there is a comparatively less costly and more feasible option that may be available. This would involve widening northbound Lone Hill Avenue easterly across the San Dimas Wash in the vicinity of the freeway. 23m

Lone Hill Ave./Auto Centre Dr. The proposed mitigation is the reconfiguration of the lanes on the westbound approach to add a second left turn lane by removing a shared left-right lane. The resulting lane configuration would be a dual left turn and a single right turn lane. This change was competed by the City of Glendora in early 2004. In addition to the lane configuration change, a westbound right turn overlap phase was also added. The report should be revised to indicate this fact. 23n

Lone Hill Avenue Traffic Operations

The study indicates an analysis of signal timing and coordination issues along the Lone Hill Avenue corridor—Auto Centre Drive to the Costco driveway—was conducted using SYNCHRO. The study further indicates that the average delay at the examined intersections would not change significantly with or without coordination with the Costco driveway signal. 23o

We cannot, however, draw the same conclusion since there is insufficient information provided in the study to support this conclusion. The SYNCHRO output files included in Appendix H do not indicate a common cycle length for any of the four intersections and there is no time-space diagram showing the interaction of these four intersections. Furthermore, it appears that no consideration was given to the existing coordination system presently running on this roadway. **23o cont.**

In summary, we believe that each of the above discussed areas of the traffic study should be addressed in order to more fully assess and present the impacts of this proposed project on the existing roadway system. **23p**

It has been a pleasure to assist the City in the review of this document. If you have nay questions or need clarification, please contact me.

Very truly yours,

HARTZOG & CRABILL, INC.

M. J. Esposito

Mark J. Esposito, P.E.
Vice President
Traffic Signal Operations & Design

REGISTERED PROFESSIONAL ENGINEER
MARK JOSEPH ESPOSITO
TR 2169
EXP 6/30/01
TRAFFIC
STATE OF CALIFORNIA

LETTER 24

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

JAMES A. NOYES, Director

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
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P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

RECEIVED
2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

April 22, 2004

IN REPLY PLEASE REFER TO FILE: WM-4

Mr. Larry Stevens
Director of Community Development
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

RESPONSE TO NOTICE OF AVAILABILITY
RECIRCULATED TRANSPORTATION/TRAFFIC SECTION
DRAFT ENVIRONMENTAL IMPACT REPORT
COSTCO COMMERCIAL COMPLEX
CITY OF SAN DIMAS

Thank you for the opportunity to provide comments on the subject document. The proposed project includes the development of 149,710 square-foot Costco Warehouse/retail facility with a tire center and a gasoline service station, a 3,500 square-foot fast food restaurant with a drive-thru, and 7,000 square-foot quality restaurant, two 8,000 square-foot retail shops, a 15,000 square-foot retail shop, and a 30,000 square-foot retail shop. The 22.83-acre project site is bounded by Gladstone Street on the north, State Route 57 on the east, the San Dimas Corporate Park on the south, and Lone Hill Avenue on the west in the City of San Dimas. **24a**

Traffic and Lighting

The proposed project has the potential to significantly impact the following shared County/city intersections:

- Sunflower Avenue at Arrow Highway,
- Valley Center Avenue at Arrow Highway and
- Valley Center Avenue at Badillo Street **24b**

The traffic study should be revised to include these intersections. The County's methodology shall be used when evaluating the County/city intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the

developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed. **24b cont.**

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site. **24c**

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

for ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:ro
C:\MyFiles\MM\COSTCOMMERCIALCOMPLEX.doc

Enc.

Traffic Impact Analysis Report Guidelines

RECEIVED
APR 30 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

January 1, 1997

Prepared by the County of Los Angeles
Department of Public Works

James A. Noyes
Director of Public Works

Sep 20 04 11:21a City of San Dimas PW Dept 9093946249 p.14

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JHC:ce
T-2/ACCESS2
(01/22/99)

Sep 20 04 11:22a City of San Dimas PW Dept 9093946249 p.15

III. TIA Report Contents

A. Project Description

The following information is required:

1. A description of the project, including those factors which quantify traffic generators, e.g., dwelling units, square feet of office space, persons to be employed, restaurant seats, acres of raw land, etc. For residential developments, the description should indicate the type of residence, (e.g., one level or townhouse condominiums, and if its use is for families, adults or retirees).

2. A plot plan showing proposed driveways, streets, internal circulation, and any new parking facilities on the project site.

3. A vicinity map showing the site location and the study area relative to other transportation systems.

4. A brief history of the projects that are part of the phased Master Plan or a parent tract/parcel map.

B. Transportation Circulation Setting

The following information is required:

1. <u>Existing and Proposed Site Uses</u>

   A description of the permitted and/or proposed uses of the project site in terms of the various zoning and land use categories of the County, and the status and the usage of any facilities currently existing on the site.

2. <u>Existing and Proposed Roadways and Intersections</u>

   A description of existing streets and roadways, both within the project site (if any) and in the surrounding area. Include information on the roadway classifications (per the Highway Plan), the number of lanes and roadway widths, signalized intersections, separate turn lanes, and the signal phases for turning movements.

I. Introduction

The County of Los Angeles Department of Public Works has established the following Guidelines for the preparation of Traffic Impact Analysis (TIA) reports. The purpose of these Guidelines is to establish procedures to ensure consistency of analysis and the adequacy of information presented and timely review by County staff. It is strongly recommended that the applicant's traffic engineer consult with County staff before beginning the study to establish the scope and basic assumptions of the study and any deviations from these Guidelines to avoid unnecessary delays or revisions. For assistance in the TIA scoping process, the Traffic and Lighting Division, Traffic Studies Unit, can be contacted at (626) 458-5909.

II. Requirements

Generally, the Department staff is concerned with adverse impacts on traffic if:

1. Traffic generated by a project considered alone or cumulatively with other related projects, when added to existing traffic volumes, exceeds certain capacity thresholds of an intersection or roadway, contributes to an unacceptable level of service (LOS), or exacerbates an existing congested condition.

2. Project generated traffic interferes with the existing traffic flow (e.g., due to the location of access roads, driveways, and parking facilities).

3. Proposed access locations do not provide for adequate safety (e.g., due to limited visibility on curving roadways).

4. Nonresidential uses generate commuter or truck traffic through a residential area.

5. Project generated traffic significantly increases on a residential street and alters its residential character.

A traffic report must be prepared by a registered Civil or Traffic Engineer. A traffic report is generally needed if a project generates over 500 trips per day or where other possible adverse impacts as discussed in the Analysis and Impact Section (see page 4) of these Guidelines are identified. Before a full review is conducted, the County staff will check the completeness of the TIA report using the attached check list (Exhibit A). If the report is missing any of the check list items, it will be returned for revision.

Sep 20 04 11:23a City of San Dimas Pw Dept 9093946249 p.17

Existing daily directional and peak-hour through and turning traffic volumes on the roadways surrounding and/or logically associated with the project site, including Secondary and Major highways and freeways. Local streets affected by the project should also be shown. Each report shall include appendices providing count data used in the preparation of the report. The source and date of the traffic volume information shall be indicated. Count data should not be over one year old. Since peak volumes vary considerably, a ten percent daily variation is not uncommon, especially on recreational routes or roadways near shopping centers; therefore, representative peak-hour volumes are to be chosen carefully.

All assumed roadways and intersections or any other transportation circulation improvements must be identified and discussed. The discussion should include the scope and the status of the assumed improvements including the construction schedule and financing plan. It should be noted that all assumed roadways and intersections or any other transportation circulation improvements will be made a condition of approval for the project to be in place prior to the issuance of building permits. If assumed improvements do not get built on time due to an unforeseeable condition, traffic conditions for a different assumed highway network or other mitigation measures will be considered if a traffic study is submitted with a different assumed network or other measures are recommended to mitigate the traffic impact in question.

C. Analysis and Impact

The following information is required:

1. Trip Generation Analysis

Tabulate the estimated number of daily trips and a.m. and p.m. peak-hour trips generated by the proposed project entering and exiting the site. Trip generation factors and source are to be included. The trip generation rates contained in the latest edition of the Institute of Transportation Engineers Trip Generation manual should generally be used, except in the case of condominiums/townhomes when the following rates should be used per unit:

	ADT	A.M.-Peak	P.M.-Peak
		Outgoing/Incoming	Outgoing/Incoming
Condominiums/ Townhomes	8.0	0.48/0.06	0.26/0.47

There may be a trip reduction due to internal and/or pass-by trips. Internal trip reduction can only be applied for mixed-use types of developments and pass-by trip reduction for retail/commercial types of developments. Internal or pass-by trip reduction assumptions will require analytical support based on verifiable actual similar developments to demonstrate how the figures were derived and will require approval by the County.

2. Trip Distribution

Diagrams showing the percentages and volumes of the project and nearby project's a.m. and p.m. peak-hour trips logically distributed on the roadway system must be provided. The Regional Daily Trip Distribution Factors (Exhibit D-3) contained in the Congestion Management Program (CMP) Land Use Analysis Guidelines shall be referenced for regional trip distribution assumptions. If it is assumed that new routes will alter traffic patterns, adequate backup including traffic distribution maps must be provided showing how and why these routes will alter traffic patterns.

The study area should include arterial highways, freeways, and intersections generally within a one-mile radius of the project site.

Note: This distance may be greater than one-mile for rural areas depending on the proximity to nearby signalized intersections and the availability of master plan access routes.

3. Related Projects List

A list of related projects that are approximately within a one-and-a-half mile radius of the project site and would reasonably be expected to be in place by the project's build out year must be included in the report. Related projects shall include all pending, approved, recorded, or constructed projects that are not occupied at the time of the existing traffic counts.

The County of Los Angeles Department of Regional Planning (DRP) and other public agencies (if necessary) should be contacted to obtain the latest listings. A table and a map showing the status, project/zone change/conditional use permit/parcel map/tract number, and the location of each project must be provided. For a computer printout of the listing of all filed projects within the County, Land Development Management Section of the DRP, at (213) 974-6481 can be contacted.

4. <u>LOS Analysis</u>

If it appears that the project's generated traffic alone or together with other projects in the area could worsen the LOS of an intersection or roadway, a "before" and "after" LOS analysis is necessary. The Intersection Capacity Utilization (ICU) or Critical Movement Analysis are two methods often used to assess existing and future LOS at intersections.

If the ICU planning method is used, a maximum of 1,600 vehicles per hour per lane should be used (2,880 vehicles per hour should be used for dual left-turn lanes) and a ten percent yellow clearance cycle should be included. Intersection LOS analysis and calculation work sheets, as well as diagrams showing turning volumes shall be included in the report for the following traffic conditions.

(a) Existing traffic;
(b) Existing traffic plus ambient growth to the year the project will be completed (preproject);
(c) Traffic in (b) plus project traffic;
(d) Traffic in (c) with the proposed mitigation measures (if necessary);
(e) Traffic in (c) plus the cumulative traffic of other known developments; and
(f) Traffic in (e) with the proposed mitigation measures (if necessary).

The project's impact on two-lane roadways should also be analyzed for all of the above traffic conditions if those two-lane roadways are used for access. LOS service analysis contained in the Highway Capacity Analysis, Chapter 8, Two-Lane Highways, should be used to evaluate the project's impact. For simplified analysis, use the established significant impact thresholds for two-lane roadways as shown on page 7.

5. Significant Impact Threshold

For intersections, the impact is considered significant if the project related increase in the volume to capacity (v/c) ratio equals or exceeds the threshold shown below.

INTERSECTIONS		
Preproject		Project /C Increase
LOS	V/C	
C	0.71 to 0.80	0.04 or more
D	0.81 to 0.90	0.02 or more
E/F	0.91 or more	0.01 or more

The project is deemed to have a significant impact on two-lane roadways when it adds the following percentages based on LOS of the preproject conditions.

TWO-LANE ROADWAYS				
		Percentages Increase in Passenger Car Per Hour (PCPH) by Project		
		Preproject LOS		
Directional Split	Total Capacity (PCPH)	C	D	E/F
50/50	2,800	4	2	1
60/40	2,650	4	2	1
70/30	2,500	4	2	1
80/20	2,300	4	2	1
90/10	2,100	4	2	1
100/0	2,000	4	2	1

6. **Analysis Discussion**

Discuss conclusions regarding the adverse impacts caused by the proposed project on the roadway system. If the cumulative traffic impact of this and other projects require mitigation measures, such as traffic signals, then estimate the percent share using the project percent share formula given in the Section III D of the TIA Guidelines. When the proposed project and other nearby developments are expected to significantly impact adjacent roadways, the developer may be required to enter into a secured agreement to contribute to a benefit district to fund major roadway and bridge improvements in the region. Also, for all recommendations to increase the number of travel lanes on a street or at an intersection as a mitigation measure, the report must clearly identify the impacts associated with such a change such as whether or not additional right of way will be required and whether it is feasible to acquire the right of way based on the level of development of the adjacent land and buildings (if any).

Discuss other possible adverse impacts on traffic. Examples of these are: (1) the limited visibility of access points on curved roadways; (2) the need for pavement widening to provide left-turn and right-turn lanes at access points into the proposed project; (3) the impact of increased traffic volumes on local residential streets; and (4) the need for road realignment to improve sight distance.

Projects which propose to amend the County's General Plan Land Use and substantially increase potential traffic generation must provide an analysis of the project at current planned land use versus proposed land use in the build out condition for the project area. The purpose of such analysis is to provide decision makers with the understanding of the planned circulation network's ability to accommodate additional traffic generation caused by the proposed General Plan Land Use amendments.

D. **Traffic Models and Model Generated TIA's**

Computerized traffic models are planning tools used to develop future traffic projections based on development growth patterns. The Department currently operates two traffic models, one for the Santa Clarita Valley and another for the Ventura Corridor area. The Department can test proposed development project traffic impacts for the public in these areas for a fee. For assistance in the traffic modeling, the Planning Division, Transportation Planning/Assessments Section, can be contacted at (626) 458-4351.

For TIA's prepared using data from outside traffic modeling, the following information is required:

1. The type of modeling software used to generate the traffic analysis report data (i.e., TRANPLAN, EMME/2, etc.).

2. The list of land use assumptions by traffic analysis zones (TAZ's) and their sources used in the traffic model in lieu of a related projects list.

3. A copy of the computerized roadway network assumed to be in place at the time of the project. Streets should be color-coded by street type. Also, TAZ's and their corresponding centroidal connectors, as well as number of lanes should be displayed.

4. The list of trip generation rates used in the traffic model and their sources.

5. Model runs (plots) identifying both the with and without project scenarios. The volumes displayed on the plots should be in 100's for Average Daily Vehicle Trips (ADT) and 10's for peak-hour plots.

E. Traffic Signals

The following information is required:

Traffic signal warrant analysis using the State of California Department of Transportation (Caltrans) Peak-Hour (Figures 9-8 and 9-9 of Caltrans Traffic Manual) and Estimated Average Daily (Figure 9-4 of Caltrans Traffic Manual) Traffic Warrant Analysis should be provided. If the installation of signals is warranted with the addition of the project's traffic, then the installation will be the sole responsibility of the project. If it is warranted with cumulative traffic of the project and other related projects, the following formula should be used to calculate the project percent share.

$$\text{Project Percentage Share} = \frac{\text{Project Traffic}}{\text{Project+Other Related Projects Traffic}}$$

Sep 20 04 11:28a City of San Dimas PW Dept 9099946249 p.23

The project percent share should be based on the peak-hour volumes that warrant signals. If both peak hours satisfy the installation of signals, the average of the two peak-hour volumes should be used in the percent share analysis.

F. Mitigation Measures

The following information is required.

Identify feasible mitigation measures which would mitigate the project and/or other related projects' significant impacts to a level of insignificance. Also, identify those mitigation measures which will be implemented by others. Those mitigation measures that are assumed to be implemented by others will be made a condition of approval for the project to be in place prior to issuance of building permits. Mitigation measures may include, but are not limited to, the following:

1. <u>Traffic Engineering Techniques.</u>

   a. Locate access points to optimize visibility and reduce potential conflict.
   b. Design parking facilities to avoid queuing into public streets during peak arrival periods.
   c. Provide additional off-street parking.
   d. Dedicate visibility easements to assure adequate sight distance at intersections and driveways.
   e. Signalize or modify traffic signals at intersections.
   f. Install left-turn phasing and/or multiple turning lanes to accommodate particularly heavy turning movements.
   g. Widen the pavement to provide left- or right-turn lanes to lessen the interference with the traffic flow.[1]
   h. Widen intersection approaches to provide additional capacity.
   i. Prohibit left turns to and from the proposed development.
   j. Restrict on-street parking during peak hours to increase street capacity.[1]

2. <u>Contribute to a benefit district to fund major capital improvements</u>

---

[1] Physical roadway improvements to improve capacity should be considered before considering parking restrictions.

a. Construct a grade separation.
b. Improve or construct alternate routes.
c. Complete proposed routes shown on the Los Angeles Highway Plan.
d. Improve freeway interchanges (bridge, widening, modifications, and etc.).

3. **Transportation System Management (TSM) Techniques**[2]

a. Establish flexible working hours.
b. Encourage employee use of carpools and public transportation (specific measures must be indicated).
c. Establish preferential parking for carpools.
d. Restrict truck deliveries to Major and Secondary highways and encourage deliveries during the off-peak hours.
e. Establish a monitoring program to ensure that project traffic volumes do not exceed projected traffic demand.

Note: When it appears that other jurisdictions will be impacted by a development, the Department will request that the involved jurisdiction also review the TIA. A written response from that jurisdiction should be provided with appropriate follow-up to the lead County agency.

G. CMP Guidelines

The following information is required:

Where the project meets the criteria established in the County of Los Angeles' CMP Land Use Analysis Guidelines, a CMP analysis must be provided. A copy of the latest Guidelines will be available upon request. A CMP TIA is required for all projects required to prepare an Environmental Assessment based on local determination or projects requiring a traffic study.

---

2 Contributions to a benefit district and/or TSM techniques may not be used to lower LOS in the capacity calculations.

Sep 20 04 11:30a City of San Dimas PW Dept 9093946249 p.25

The geographic area examined in the TIA must include the following, at a minimum.

- All CMP arterial monitoring intersections (see Exhibit B of the Guidelines), including freeway on- or off-ramp intersections, where the proposed project will add 50 or more trips during either the a.m. or p.m. peak hours.

- Main line freeway monitoring locations (see Exhibit C of the Guidelines) where the project will add 150 or more trips, in either direction, during the a.m. or p.m. weekday peak hours.

- Caltrans must also be consulted to identify other specific locations to be analyzed on the State highway system.

If, based on these criteria, the TIA identifies no facilities for study, no further traffic analysis is required.

JHC:ce
T-2/ACCESS
(01/07/99)

Attach.

EXHIBIT A
TRAFFIC IMPACT ANALYSIS REPORT CONTENTS CHECK LIST

Note: Before a full review is conducted, PW's staff will check the completeness of the Traffic Impact Analysis Report. If the Report is missing any of the items listed below, it will be returned for revision.

CONTENT	YES/ NO	COMMENT
Site Plan • Access locations • Interior circulation		
Trip Generation Rates • Institute of Transportation Engineers (ITE) trip generation rates • Documentation for alternate rates		
Trip Distribution • Regional • Local project (am/pm) • Local related projects(am/pm)		
Traffic Counts • Taken within one year • Date/Time		
Discounting • Internal trip discounts for mixed use developments • Pass-by trip discounts for commercial/retail developments • Backup		
Level of Service Calculations • Intersection Capacity Utilization (ICU) or Criteria Movement Analysis • 10 percent yellow clearance for ICU planning method • 1,600 vehicles per lane (vpl); 2,880 vpl for dual left-turn lanes for ICU planning method • Calculation sheets • Scenarios as required per Guidelines • Existing/Future lane configurations		
Signal Warrant Analysis • Peak-hour/Average Daily Traffic per the State of California Department of Transportation standards		
Mitigation Measures • Project impacts • Cumulative developments impacts • Projects percent share of the cost to mitigate cumulative development impacts		
Congestion Management Program Analysis		

JHC:ce
T:\ACCESS\
02/22/99

LETTER 25

COUNTY OF LOS ANGELES

FIRE DEPARTMENT

1320 NORTH EASTERN AVENUE
LOS ANGELES, CALIFORNIA 90063-3294
(323) 890-4330

P. MICHAEL FREEMAN
FIRE CHIEF
FORESTER & FIRE WARDEN

RECEIVED
JUN - 4 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

June 1, 2004

Larry L. Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED COSTCO COMMERCIAL COMPLEX – "SAN DIMAS" (EIR #1974/2004)

The Draft Environmental Impact Report "Recalculated Transportation/Traffic Section" for the proposed Costco Commercial Project has been reviewed by the Planning Division, Land Development Unit, and the Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

LAND DEVELOPMENT:

The Fire Prevention Division – Land Development Unit has no additional comments regarding this project. The conditions that were detailed in the letter dated October 7, 2003 (EIR #1788/2003) have not been changed at this time (see enclosed copy of letter). Should any questions arise regarding subdivision, water systems, or access, please contact Inspector Marvin Dorsey at (323) 890-4243. **25a**

FORESTRY DIVISION:

The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. Our comments in our response dated October 7, 2003 remain unchanged (see enclosed copy of letter). **25b**

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

Enclosure

Enclosure

(323) 890-4330

October 7, 2003

Larry L. Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED COSTCO COMMERCIAL COMPLEX – "SAN DIMAS" (EIR #1788/2003)

The Draft Environmental Impact Report for the proposed Costco Commercial Project has been reviewed by the Planning Division, Land Development Unit, and Forestry Division of the County of Los Angeles Fire Department. The following are their comments:

PLANNING DIVISION:
The Notice of Preparation stated that the project site is currently occupied by 20 single-family residences, some used for commercial purposes. Accordingly, our July 22, 2002, response letter (shown in Appendix A), requested information on the square footage of existing structures slated for demolition. As explained in the letter, the Fire Department is interested in the net square footage that will result from the redevelopment of the site, i.e., new construction minus demolition. Section 2.2 of the Draft Report, "Physical Environmental Setting," states that the project site is currently occupied by a variety of commercial and industrial structures in addition to the residential ones. This is reiterated in Section 3H, "Land Use." In the absence of information on the square footage of existing development to be removed, the project's impacts cannot be assessed.

Section 3-K, Public Services and Utilities, states: "Table 3K-1 depicts the existing resources available to the Los Angeles Consolidated Fire District for responses to calls for service from the proposed project site" (page 3-K1). This statement may be misconstrued as meaning that *only* the resources listed in the table may respond to the project site. As stated in our letter, the listed resources are the closest to the site. However, any County fire unit may respond to the project location depending on need and availability.

GENERAL REQUIREMENTS:
The proposed development may necessitate multiple ingress/egress access for the circulation of traffic, and emergency response issues. The development of this project must comply with all applicable code and ordinance requirements for construction, access, water mains, fire flows and hydrants.

Specific fire and life safety requirements for the construction phase will be addressed at the building fire plan check. There may be additional fire and life safety requirements during this time.

Every building constructed shall be accessible to Fire Department apparatus by way of access roadways, with an all-weather surface of not less than the prescribed width, unobstructed, clear-to-sky. The roadway shall be extended to within 150 feet of all portions of the exterior walls when measured by an unobstructed route around the exterior of the building.

Access roads shall be maintained with a minimum of ten (10) feet of brush clearance on each side. Fire access roads shall have an unobstructed vertical clearance clear-to-sky. Trees overhanging fire access roads shall be maintained to provide a vertical clearance of thirteen (13) feet, six (6) inches. When a bridge is required to be used as part of a fire access road, it shall be constructed and maintained in accordance with nationally recognized standards and designed for a live load sufficient to carry a minimum of 75,000 pounds.

The maximum allowable grade shall not exceed 15% except where the topography makes it impractical to keep within such grade, and then an absolute maximum of 20% will be allowed for up to 150 feet in distance. The average maximum allowed grade including topography difficulties shall be no more than 17%. Grade breaks shall not exceed 10% in ten (10) feet.

When involved with a subdivision in a city contracting fire protection with the County of Los Angeles Fire Department, requirements for access, fire flows and hydrants are addressed during the subdivision tentative map stage.

COMMERCIAL:
Development may require fire flows up to 5,000 gallons per minute at 20 pounds per square inch residual pressure for up to a five-hour duration. Final fire flows will be based on the size of buildings, their relationship to other structures, property lines, and types of construction used. Fire hydrant spacing shall be 300 feet and shall meet the following requirements:

1. No portion of lot frontage shall be more than 200 feet via vehicular access from a public fire hydrant.
2. No portion of a building shall exceed 400 feet via vehicular access from a properly spaced public fire hydrant.
3. Additional hydrants will be required if hydrant spacing exceeds specified distances.
4. When cul-de-sac depth exceeds 200 feet on a commercial street, hydrants shall be required at the corner and mid block.
5. A cul-de-sac shall not be more than 500 feet in length when serving land zoned for commercial use.
6. A Fire Department approved turning area shall be provided at the end of a cul-de-sac.

Turning radii shall not be less than 32 feet. This measurement shall be determined at the centerline of the road. A Fire Department approved turning area shall be provided for all driveways exceeding 150 feet in length and at the end of all cul-de-sacs. All on-site driveways shall provide a minimum unobstructed width of 26 feet, clear-to-sky. The on-site driveway is to be within 150 feet of all portions of the exterior walls of the first story of any building. Driveway width for non-residential developments shall be increased when any of the following conditions will exist:

1. Provide 28 feet in width when a building has three or more stories, or is more than 35 feet in height above access level. The height of the building is measured from the lowest point of access to the height of the eaves. Also, for using fire truck ladders, the centerline of the access roadway shall be located parallel to, and within 30 feet of an exterior wall on one side of the proposed structure.
2. Provide 34 feet in width when parallel parking is allowed on one side of the access roadway/driveway. Preference is that such parking is not adjacent to the structure.
3. Provide 42 feet in width when parallel parking is allowed on each side of the access roadway/driveway.

4. Any access way less than 34 feet in width shall be labeled "Fire Lane" on the final recording map, and final building plans.
5. For streets or driveways with parking restrictions: The entrance to the street/driveway and intermittent spacing distances of 150 feet shall be posted with Fire Department approved signs stating "NO PARKING – FIRE LANE" in three-inch high letters. Driveway labeling is necessary to ensure access for Fire Department use.

LIMITED ACCESS DEVICES (GATES, ETC.):
All access devices and gates shall meet the following requirements:

1. Any single-gated opening used for ingress and egress shall be a minimum of 26 feet in width, clear-to-sky.
2. Any divided gate opening (when each gate is used for a single direction of travel – i.e., ingress or egress) shall be a minimum width of 20 feet clear-to-sky.
3. All limited access devices shall be of a type approved by the Fire Department.
4. Gate plans shall be submitted to the Fire Department prior to installation. These plans shall show all locations, widths and details of the proposed gates.

TRAFFIC CALMING MEASURES:
All proposals for traffic calming measures (speed humps/bumps, traffic circles, roundabouts, etc.) shall be submitted to the Fire Department for review prior to implementation. Should any questions arise regarding design and construction, and/or water and access, please contact Inspector J. Scott Greenelsh at (323) 890-4235.

FORESTRY DIVISION:
The statutory responsibilities of the County of Los Angeles Fire Department, Forestry Division include erosion control, watershed management, rare and endangered species, vegetation, fuel modification for Very High Fire Hazard Severity Zones or Fire Zone 4, archeological and cultural resources, and the County Oak Tree Ordinance. The areas germane to these statutory responsibilities have been addressed.

If you have any additional questions, please contact this office at (323) 890-4330.

Very truly yours,

David R. Leininger

DAVID R. LEININGER, CHIEF, FORESTRY DIVISION
PREVENTION BUREAU

DRL:sc

bc: Yocum/ERU, Division II, EIR #1788/Pac., T. Frick/SDU, Land Development, Planning, #219
(EIR #1788.b59)

LETTER 26

RECEIVED
JUN 00 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

IN RESPONSE to
Costco project — Are you
going to Build A Sound
WALL ALong the 57 FWY??
The State SAID it's BEEN
A PROVED But put on Hold.
Sound is Loud Enough to
Build one But no money —
IF you're going to put
in Costco — NOISE LEVEL will
RISE — SO Build A Sound
WALL — GREG WILLIAMS 531
PEARLANNA — 909 592 7008

26a

In response to Costco project – are you going to build a sound wall along the 57 fwy?? The state said it's been approved but put on hold. Sound is loud enough to build one but no money – if you're going to put in Costco – noise level will rise – so build a sound wall. Greg Williams 531 Pearlanna – 909-592-7008

LETTER 27

Mr. & Mrs. Arnold J. Hunt
1447 Kirkwall Road
San Dimas, CA 91773
Telephone/Fax: 909-599-4903

RECEIVED
2004

By Fax to 909-394-6209 (2 pages)

March 12, 2004

Mr. Larry Stevens, AICP,
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue
San Dimas, CA 91774

Dear Mr. Stevens,

This is in response to the proposed Costco Development at Gladstone and Lone Hill Avenues, and the "Recirculated Transportation/Traffic Section of Draft Environmental Impact Report".

We live on Kirkwall Road, just East of Valley Center and South of Gladstone Avenue. With the new developments at the Glendora Market Place shopping center at Lone Hill and Gladstone Avenues, we have observed a marked increase in traffic going both East and West on Gladstone Avenue. We need to turn left into our neighborhood and onto Shellman Avenue from Gladstone when we go West, and there is no left-turn lane available on that four-lane road. It has become increasingly difficult and dangerous to make that turn, since traffic flow is pretty steady both from behind and oncoming traffic from the stop sign at Gladstone and Valley Center Avenues. 27a

With a new Costco Center just a block away to the East, we are really concerned about the safety of that corner. There would even be a lot more vehicles traveling Gladstone Avenue in both directions. Gladstone Elementary School is located also at that very corner, and a parochial elementary school is located just on the opposite corner, and parents are dropping children off in the moning and picking them up after school. This is also one of two access roads to Lone Hill Park with baseball diamonds, which host games and practices regularly. As you can see, many cars with children turn on that intersection on all directions regularly. 27b

Mr. & Mrs. Arnold J. Hunt
1447 Kirkwall Road
San Dimas, CA 91773
Telephone/Fax: 909-599-4703

This corner is right now "an accident waiting to happen" and I dread to think how much new traffic a new busy shopping center would additionally bring there. We are not opposed to the new Costco Center, if traffic at that intersection could be made safer. At least a turn lane, or a 3-way stop sign, or traffic signal would be required in our opinion. 27c

Thank you for your attention,

Sincerely,

Mr. Arnold J. Hunt

Mrs. Annemarie J. Hunt

LETTER 28

Craig Hensley

From: Question or Comment from Citizen [admin@cityofsandimas.com]
Sent: Thursday, March 18, 2004 3:15 PM
To: City of San Dimas Staff
Cc: MAURICE KANE
Subject: Citizen Feedback

Topic: Not Listed

Question or Comment:
After reading the on-line EIR documents pertaining to the COSTCO project, and being cognizant of the revenues such warehouse operations generate, I would recommend that the San Dimas Planning Commission, city staff and San Dimas City Council support the construction of a San Dimas COSTCO at the intersection of Gladstone and Lone Hill. Residents would, for the most part, benefit from the additional affordable shopping opportunities afforded by this commercial enterprise as would job-seekers, many of whom expend income on other businesses located within municipal boundaries. **28a**

Submitted by:
MAURICE KANE
1772 Avenida Entrada
San Dimas, CA 91773
Phone: 213-955-5000
E-mail: KANEMAURICE@HOTMAIL.COM

Sep 20 04 11:15a City of San Dimas PW Dept 9093946249 p.5

LETTER 29

CLAUDIA PISTON
246 North Country Club Road
Glendora, CA 91741
Home: (626) 335-5977; Work: (626) 302-4586

April 16, 2004

RECEIVED
APR 19 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Mr. Larry Stevens, ACIP
Director of Community Development
City of San Dimas Planning Department
245 E. Bonita Avenue, San Dimas, CA 91773

RE: PROPOSED COSTCO COMMERCIAL COMPLEX
Recirculated Transportation/Traffic Section DRAFT EIR

Dear Mr. Stevens,

The purpose of this letter is to express my concerns regarding findings contained in the above referenced document. The reported negative **"significant and unavoidable" impacts**, after implementation of proposed project mitigation, **which will result to local area traffic and air quality** should the Costco Commercial Complex proposal be approved for development are particularly troubling. I am especially concerned that with the "significant and unavoidable" impacts to several intersections on Lone Hill Avenue resulting in severe congestion, many commuters will naturally avoid Lone Hill Avenue, and therefore, north/south bound traffic will flow to Amelia Avenue where two elementary schools (Shull and Sutherland) are located. I **believe the proposed project will present a significant traffic safety hazard to the children who attend four elementary schools** (Shull, Sutherland, Gladstone and Willow) **near the proposed project site.** The following is a summary of my concerns: 29a

- Report findings of **"significant and unavoidable"** impacts to traffic and air quality are unacceptable. 29b

Mitigation Measures

- As summarized in the revised Draft EIR, Table ES-1: Summary of Impacts and Mitigation for the Costco Commercial Complex, the "proposed project would impact local intersections and exceed significance criteria established by the City of San Dimas at six intersections." The Notice of Availability states that the "proposed project has the potential to cause significant and unavoidable effects to air quality… and traffic. Six intersections would be impacted; mitigation is available for 5 of these intersections. However, three of these intersections are in Glendora, outside the jurisdiction of the Lead Agency, and therefore mitigation cannot be assured." 29c

- **Even after implementation of proposed project mitigation** (summarized in Table ES-1) the impacts to area traffic and air quality are **"Significant and Unavoidable."** Table ES-1 identifies the intersection of Lone Hill Ave./Arrow Hwy. as **"Unmitigable Impact"** (no feasible mitigation exists). 29d

- Of the five proposed traffic mitigation measures (identified as **M-3L.1** through **M-3L.5**), **only two** mitigation measures, **M-3L.1** (identified as construction of a traffic signal at the intersection of Lone Hill Avenue and the proposed project site's full access (south driveway)), and **M-3L.5** (identified as improvement of the intersection of Lone Hill Avenue and Gladstone Street with an additional northbound left turn lane and an additional southbound left turn lane) were "considered feasible for the proposed project." The remaining 3 mitigation measures (**M-3L.2**, **M-3L.3**, and **M-3L.4**) were identified as "mitigable but outside lead agency jurisdiction" (because the intersections are within the City of Glendora), thus implementation of proposed mitigation could not be assured, and therefore, impacts to the 3 intersections, "for purposes of this EIR, are considered to remain significant." 29e

- For **two of the three** proposed mitigations to the three Lone Hill Avenue intersections located in Glendora, the mitigation was identified as the "applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future improvements…". Two mitigation measures (**M-3L.3** and **M-3L.4**) appear to involve **very complex, costly improvements** that seem unlikely of ever being made. 29f

"Impact 3L6: The proposed project would not significantly impact traffic in the vicinity of schools."
(source: Pages 3L-62 and 3L-63 of the Revised Transportation/Traffic Section Draft EIR)

- The Draft EIR identifies **two** schools as being in the vicinity of the project site: Gladstone Elementary School, located on Gladstone Street west of Lone Hill Avenue, and "a second school…located in the project vicinity at the southwest corner of Auto Center Drive and Allen Avenue at Amelia Avenue." The unnamed second school is Shull Elementary School. The Draft EIR **fails to identify a third elementary school, Sutherland Elementary**, located north of Shull Elementary on Amelia Avenue (south of the intersection of Amelia Avenue and Route 66) as within the vicinity of the project site, although the intersection of Amelia Avenue / Route 66 is listed as 1 of 21 study intersections included in "Table 3L-8: Significant Impact Analysis." **A fourth elementary school, Willow Elementary,** is located on Gladstone Street, approximately ¼ mile west of Gladstone Elementary School. 29g

- The study indicates that with the implementation of mitigation measure **M-3L.11**, impacts of the proposed project to Gladstone Elementary School would be reduced to "less than significant." For the second unnamed school (Shull Elementary) identified by the study as in the project vicinity, the study concludes that the "proposed project is anticipated to have minimal impact on this school site since proposed project traffic is generally not expected to traverse Amelia Avenue south of Auto Center Drive." 29h

As noted above, **I strongly disagree** with the Draft EIR's analysis of the proposed project's traffic impact to Amelia Avenue and believe the project will result in a traffic and safety hazard to the children who attend the four elementary schools within the project vicinity.

Conclusion

In my opinion, the significant negative environmental impacts to the community of the proposed project far outweigh the benefit of generation of new sources of revenue for the City of San Dimas. As noted in the original draft EIR, there are two Costco retail centers currently located in the Cities of Azusa and Montclair. Because of the **"significant and unavoidable" impacts to traffic and air quality**, I do not believe area residents would be well served by construction of another Costco retail center approximately 6 miles east of the existing Costco center in Azusa. Additionally, currently operating in the community are similar "big box" commercial stores, Sam's Club and Wal-Mart, located nearby in Glendora. 29i

The original draft EIR, August 2003, identified the "Reduced Project Alternative", involving construction of a smaller commercial center at the proposed project site, as the "environmentally superior alternative" that would result in fewer significant impacts. I believe area residents would be better served by selection of the Reduced Project Alternative, especially if the project alternative was a type of market/store such as a Whole Foods Market or Bristol Farms that does not currently exist in the City of San Dimas or in the surrounding communities. 29j

Prepared by me is an addendum, **Exhibit A** and accompanying **Mitigation Legend,** that was mostly excerpted from "Table 3L-8: Significant Impact Analysis" of the above referenced report. I appreciate your consideration of my concerns regarding the project proposal. 29k

Sincerely,

Claudia Piston

Claudia Piston

cc: **City of San Dimas:**
Curtis Morris, Mayor
John Ebiner, Mayor Pro Tem
Denis Bertone, Council Member
Sandy McHenry, Council Member
Jeff Templeman, Council Member

City of Glendora:
Cliff Hamlow, Mayor
Gary M. Clifford, Mayor Pro Tem
Ken Herman, Council Member
Mike Conway, Council Member
Doug Tessitor, Council Member
Stan Wong, Director of Planning and Redevelopment

Bonita Unified School District:
Robert C. Otto, Ed.D., Superintendent
Patti Latourelle, President

Charter Oak Unified School District:
Dr. John A. Roach, Superintendent
Joseph M. Probst, President

Glendora Unified School District:
Dr. George W. Mannon, Ed.D., Superintendent
Doris Blum, President

Los Angeles Country Board of Supervisors:
Michael D. Antonovich, Supervisor – 5th District

Exhibit A

Note: The following summary information was prepared by Claudia Piston based on review of the Recirculated Transportation/Traffic Section of the Draft EIR. Except for the last column on right, shaded in gray, the following information was excerpted and/or summarized from Table 3L-8 of the Revised Transportation/Traffic Section Draft EIR (March 2004). Notes to Table 3L-8 were also excerpted and appear below for reference purposes. The table, below, focuses only on comparison of "Future + Cumulative Projects (Year 2005)" with "Future + Cumulative Projects + Proposed Project (Year 2005) ", and lists only the 3 Amelia Ave. intersections and the intersections showing the worst LOS measurements, based on my review of the information presented in Table 3L-8.

Level of Service (LOS) definitions (as listed on page 3L-4 of the Draft EIR) "range from A to F with A representing excellent (free-flow) conditions and F representing extreme congestion." "Level of service D is generally considered to be the lowest acceptable LOS in an urban or suburban area. Level of service E and F are considered to be unacceptable operating conditions."

Information Excerpted & Summarized from Table 3L-8: Significant Impact Analysis (except for last column on right):

Intersection		Future + Cumulative Projects (Year 2005)	Future + Cum. + Proposed Project (Year 2005)	Diff.	Signf?	Mitigation Feasible Within Project Scope?
		LOS	LOS			
1. Lone Hill Ave./Route 66	AM	D	D	.018	No	No – 1
(Existing conditions: AM – C; PM – E)	PM	F	F	.034	Yes	No – 1
	Sat**	-	-	-	-	-
3. Lone Hill Ave/Kenoma St. *	AM	E	F	-	-	No – 2
(Existing conditions: AM – D; PM – F)	PM	F	F	-	-	No – 2
	Sat**	-	-	-	-	-
5. Lone Hill Ave./I-210 Wb on/off ramps	AM	E	E	.019	Yes	No – 1
(Existing conditions: AM – D; PM – F)	PM	F	F	.045	Yes	No – 1
	Sat**	-	-	-	-	-
6. Lone Hill Ave./I-210 Eb on/off ramps	AM	B	B	.009	No	No – 1
(Existing conditions: AM – B; PM – C)	PM	C	D	.023	No	No – 1
	Sat**	-	-	-	-	
7. Lone Hill Ave./Auto Centre Dr.	AM	A	A	.026	No	No – 1
(Existing conditions: AM – A; PM – C)	PM	D	E	.065	Yes	No – 1
	Sat	C	D	.114	No	No – 1
14. Valley Center Ave./Gladstone St. *	AM	B	C	-	-	Yes – 2
(Existing conditions: AM – B; PM – B)	PM	F	F	-	-	Yes – 2
	Sat**	-	-	-	-	-
16. Lone Hill Ave./Gladstone St.	AM	A	A	.042	No	Yes – 5
(Existing conditions: AM – A; PM – A;	PM	B	C	.096	No	Yes – 5
Sat. – C)	Sat	D	F	.154	Yes	Yes – 5
18. Lone Hill Ave./Arrow Hwy.	AM	A	B	.022	No	No – 3
(Existing conditions: AM – A; PM – A;	PM	C	C	.049	Yes	No – 3
Sat. – A)	Sat	B	C	.087	No	No – 3
21. Arrow Hwy./Bonita Ave.	AM	C	D	.012	No	No – 1
(Existing conditions: AM – C; PM – E;	PM	F	F	.010	Yes	No – 1
Sat. – C)	Sat	E	E	.040	Yes	No – 1
- For ease of reference, I have grouped						
together the Amelia Ave. intersections:						
2. Amelia Ave./Route 66	AM	A	A	.005	No	N/A – 4
(Existing conditions: AM – A; PM – A)	PM	A	A	.021	No	N/A – 4
	Sat**	-	-	-	-	-
10. Amelia Ave./Auto Centre Dr. Allen Av	AM	A	A	.011	No	N/A – 4
(Existing conditions: AM – A; PM – A)	PM	A	A	.017	No	N/A – 4
	Sat**	-	-	-	-	-
17. Amelia Ave./Pearlanna Dr/Gladstone St	AM	A	A	.013	No	N/A – 4
(Existing conditions: AM – A; PM – A)	PM	A	A	.018	No	N/A – 4
	Sat	A	A	.050	No	N/A – 4

29k

cont.

Notes from Table 3L-8 are excerpted below:

"*-*Unsignalized, partially-controlled intersection. For this location, the table shows level of service based on the delay output of the Highway Capacity Manual method. Where delay values in excess of 100 seconds resulted, specific values are not provided as the HCM method becomes unstable at these levels of congestion.*"

"***Saturday mid-day counts were taken at the nine study intersections closest to the project site.*"

Source: Katz, Okitsu & Associates, *Traffic Study for the Proposed Costco Commercial Complex, San Dimas, California*, February 24, 2004.

Mitigation Legend (refer to Exhibit A, above)
- prepared by Claudia Piston based on review of the Costco Commercial Complex Recirculated Transportation/Traffic Section Draft EIR (March 2004):

No – 1: Except for **M-3L.1** (construction of a traffic signal at the intersection of Lone Hill Ave. and the proposed project site's full access (south driveway)) and **M-3L.5** (discussed below), the other proposed mitigation measures (**M-3L.2, M-3L.3, and M-3L.4**) are not considered feasible within the scope of the proposed project because the intersection(s) are within the City of Glendora and implementation of these improvements cannot be assured. Therefore, impacts to these intersections, for purposes of the EIR, are considered to remain significant.
Notes regarding proposed mitigation measure **M-3L.3** (excerpts from Revised Transportation/Traffic Section Draft EIR):
- "Mitigation of impacts at the Lone Hill Avenue/I-210 Westbound Ramps intersection involves the addition of a second northbound left turn lane. This would require the partial or full reconstruction of the freeway bridge support structure. This improvement is considered infeasible within the scope of the proposed project."
- Accommodation of proposed project traffic at the intersection of Lone Hill Avenue/Auto Center Drive "would require widening of the westbound intersection approach, and could potentially require the acquisition of additional right-of-way. This improvement is considered infeasible within the scope of the proposed project."

No – 2 & Yes – 2 Two intersections (representing 2 of 4 intersections identified with an "*" in Table 3L-8) listed in the above table (Lone Hill Ave/Kenoma St. * and Valley Center Ave./Gladstone St. *) are identified as "unsignalized, partially controlled intersections." Note that both intersections show a LOS of F during weekday PM peak hour and one intersection also shows a LOS of F during AM peak hour.
Specific values and impact significance was not measured for the reason listed in the above note to Table 3L-8 of the Revised Transportation/Traffic Section Draft EIR (March 2004). Of the 21 study intersections included in Table 3L-8 of the Revised Transportation/Traffic Section Draft EIR (March 2004), 4 intersections (including the 2 intersections listed in the above summary table) were marked with an "*" and identified as "unsignalized, partially-controlled" intersections where specific values were not provided. The Revised Transportation/Traffic Section Draft EIR (March 2004) includes recommended mitigation measures:
M-3L.11: With the cooperation and approval of the City of Glendora, the applicant shall "make a fair share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for the construction of a traffic signal at the Valley Center Avenue/Gladstone Street intersection, as well as for the widening and re-striping of Gladstone Street in the vicinity of Gladstone Elementary School to provide for one through-lane, a left-turn lane and parking along the south side of Gladstone Street.
M-3L.12: "The applicant shall make a fair-share contribution, as reasonably determined by the City of San Dimas based on a nexus study, for future signalization at the Willow Street/Gladstone Street and Valley Center Avenue/Gladstone Street intersections."
Thus, for 2 of the 4 such identified study intersections, mitigation measures **M-3L.11** and **M-3L.12** are proposed.

29k cont.

No – 3: In table ES-1 of the Recirculated Transportation/Traffic Section Draft EIR (March 2004), the intersection of Lone Hill Avenue/Arrow Highway is listed as an "**Unmitigable Impact**" (i.e., no feasible mitigation exists).
According to the revised DEIR (page 3L-46): "Impacts to the Lone Hill Avenue/Arrow Highway intersection would be significant and unavoidable. The Lone Hill Avenue/Arrow Highway intersection is controlled by a traffic signal with protected left turn phasing at all approaches, and two southbound left turn lanes. Mitigation of project impacts at this study intersection would involve an additional northbound left turn lane, an additional southbound through lane, an additional eastbound left turn lane, or an additional westbound through lane. No additional roadway width exists at any of these locations that could be used for approach restriping. Therefore, no mitigation can be implemented at this location, due to the infeasibility of widening any of the intersection approaches. Such widenings would likely require purchase of additional roadway right-of-way. Impacts to this intersection would remain significant."

N/A – 4: 3 of 21 study intersections involving Amelia Avenue were grouped together in the above summary table for ease of reference. All 3 Amelia Avenue intersections show a LOS of A for AM, PM and Sat. (if measured/applicable). Traffic degradation due to the proposed project was **not considered to be significant**, and therefore mitigation measures were not proposed for these intersections. **However, it is a basic rule of traffic (and common sense) that if one's regular commute route becomes congested and involves delays, one will seek an alternative route that is less congested.** With construction of the proposed project and the resulting "significant and unavoidable" impact to local intersections, especially to the several intersections on Lone Hill, **I find it implausible that traffic on Amelia Avenue would not be significantly impacted and would continue to show a LOS of A during weekday and Saturday peak hours.**

Yes – 5 The Revised Transportation/Traffic Section Draft EIR (March 2004) includes the recommended mitigation measure:
M-3L.5: "The intersection of Lone Hill Avenue and Gladstone Street shall be improved with an additional northbound left turn lane and an additional southbound left turn lane."
"This improvement is considered feasible for the proposed project. Impacts of the proposed project to this intersection would be less than significant with implementation of mitigation measure **M-3L.5**."

LETTER 30

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
DISTRICT 7, REGIONAL PLANNING
IGR/CEQA BRANCH
120 SO. SPRING ST.
LOS ANGELES, CA 90012
PHONE (213) 897-6536
FAX (213) 897-1337
E-Mail:NersesYerjanian@dot.ca.gov

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AUG 16 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Flex your power!
Be energy efficient!

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas
245 E. Bonita Ave.
San Dimas, CA. 91773

RE: IGR/CEQA# 040731NY
Revised TS
Costco Project
LA/57,210

August 13, 2004

Dear Mr. Stevens:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the revised Costco Project Traffic Study.

- The July 2004 Revised Transportation/Traffic Impact Report for the Costco Commercial Complex did not address any mitigation measures for SR-210 at Lone Hill Ave. West Bound ramps that LOS falls at E (AM-Peak) and F (PM-Peak). The similar situation is in table 3L-8, page 3L-47 we notice worsening condition of SR-210 and SR-57 ramps, and Arrow Hwy. / SR-57 off-ramp falls to LOS D on Saturday Mid-Day Peak. 30a

- The traffic impact on SR-210 and SR-57 has not been addressed to our repeated requests in earlier communications.

- Traffic studies should include cumulative impacts of other projects up to the Build-out year. 30b

The Department as a responsible agency under CEQA has jurisdiction superceding that of MTA in identifying the freeway analysis needed for this project. Caltrans is responsible for obtaining measures that will off-set project vehicle trip generation that worsens Caltrans facilities and hence, it does not adhere to the CMP guide of 150 or more vehicle trips added before freeway analysis is needed. MTA's Congestion Management Program in acknowledging the Department's role, stipulates that Caltrans must be consulted to identify specific locations to be analyzed on the State Highway System. 30c

Please reference the Department's **Traffic Impact Study Guideline** on the Internet at http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

Apply the equitable share responsibility formula on page 2 of Appendix B **(Methodology for Calculating Equitable Mitigation Measures)** and set aside a portion of Transportation Impact Fees generated for the future State Highway improvement projects. The City may need to recalculate or establish an additional fee for this purpose. 30d

If you have any questions regarding this response, please call the Project Engineer/Coordinator Mr. Yerjanian at (213) 897-6536 and refer to IGR/CEQA # 040731NY.

Sincerely,

Cheryl J. Powell
IGR/CEQA Branch Chief
Regional Transportation Planning

Aug 17 04 02:58p City of San Dimas PW Dept 9093946249 p.3

LETTER 31

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Jan Boel
Acting Director

August 31, 2004

RECEIVED
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Larry Stevens
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Subject: Costco Commercial Complex
SCH#: 2002051116

Dear Larry Stevens:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. The review period closed on August 30, 2004, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

31a

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

Terry Roberts

Terry Roberts
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2002051116
Project Title Costco Commercial Complex
Lead Agency San Dimas, City of

Type EIR Draft EIR

Description The proposed project includes the demolition of existing structures on-site and the construction of a Costco warehouse facility with a tire center and gasoline service station, a fast-food restaurant, a "quality" restaurant, and two retail shops.

Lead Agency Contact

Name Larry Stevens
Agency City of San Dimas
Phone 909 394-6250 **Fax**
email
Address 245 East Bonita Avenue
City San Dimas **State** CA **Zip** 91773

Project Location

County Los Angeles
City San Dimas
Region
Cross Streets Gladstone Street / Lone Hill Avenue
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways 210
Airports
Railways
Waterways
Schools Gladstone, Willow, Shull
Land Use Vacant/Industrial

Project Issues Traffic/Circulation

Reviewing Agencies Resources Agency; Regional Water Quality Control Board, Region 4; Department of Parks and Recreation; Native American Heritage Commission; Department of Fish and Game, Region 5; Department of Water Resources; California Highway Patrol; Caltrans, District 7

Date Received 07/16/2004 **Start of Review** 07/16/2004 **End of Review** 08/30/2004

LETTER 32

CITY OF GLENDORA CITY HALL (626) 914-8200
116 East Foothill Blvd., Glendora, California 91741
www.ci.glendora.ca.us

August 27, 2004

Delivered via facsimile and U.S. Mail

RECEIVED
AUG 27 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Mr. Larry Stevens, AICP
Director of Community Development
City of San Dimas
245 E. Bonita Avenue
San Dimas, CA. 91773

Re: Revised Recirculated Transportation/Traffic Section - Costco Commercial Complex

Dear Larry:

The City of Glendora continues to have serious concerns over the adequacy of the traffic study for the referenced project. The City awaits the ability to review the EIR's response to the substantive comments which follow:

Planned Transit Service Analysis

As noted in our previous comments to the EIR, the EIR analysis and traffic study continues to ignore the impacts of the future Gold Line operations on the roadway system intended to support the project for the flimsiest of reasons. The revised traffic study and EIR analysis shrug off conducting any type of analysis claiming the project Gold Line extension is too speculative despite the fact that a draft EIR/EIS has been released and circulated for public review and comment. The EIR neglects its CEQA mandated duty to perform even a reasonable analysis.

In *People v. County of Kern (1974) 39 Cal.App.3d 830, 841, 115 Cal.Rptr. 67*, the Court stated "A conclusory statement unsupported by empirical or experimental data, scientific authorities, or explanatory information of any kind not only fails to crystallize issues but affords no basis for a comparison of the problems involved with the proposed project and the difficulties involved in the alternatives. Moreover, where comments from responsible experts or sister agencies disclose new or conflicting data or opinions that cause concern that the agency may not have fully evaluated the project and its alternatives, these comments may not simply be ignored. There must be good faith, reasoned analysis in response." 32a

The traffic study and EIR indicate there is insufficient information available about the Gold Line extension to warrant any kind of analysis. It seems reasonable that data taken from existing Gold Line operations could have been collected and simulated in the traffic analysis to determine the impacts to traffic flow and any planned mitigation. 32a cont.

Trip Generation Rates

As noted in our previous comments to the EIR, the traffic study continues to significantly undercount the trips generated by the project as a result of using faulty trip generation rates. The proposed traffic mitigation measures, already undercut by the lack of an analysis of the Gold Line's operational affects on the project's adjoining street system, is rendered even more inadequate as the lower trip rates mask the mitigation required to adequately address traffic impacts. The lower trip rates will also result in lower estimates on the project's air quality and noise impacts. 32b

Trip Distribution

The proposed trip distribution rates used to assign traffic to the street system are highly suspect. For example the closest freeway on-off-ramp to the project site is Auto Centre Drive at I-210 located in the City of Glendora. Yet a paltry 1% of the project's trips were assigned to this major point of access to the area while over 20% of the trips were assigned to the I-210 off-ramp at Arrow Highway in San Dimas - a point of access which is more congested than Lone Hill Avenue and further away from the project site. A negligible amount of traffic was also assigned to Lone Hill Avenue which also provides a more direct point of freeway access from I-210 to the project site than the Arrow Highway/ I-210 on-off ramps. 32c

Inadequate Mitigation

As stated in previous comment letters, there is no timing stated in any of the mitigation measures. The City of Glendora assumes the Final EIR will include a mitigation monitoring program which describes the timing of all mitigation. The City of Glendora reserves the right to provide additional comments on the timing of proposed mitigation since no information is provided in the Recirculated Transportation/ Traffic Section. In no event should occupancy be granted until the City of San Dimas provides the appropriate mechanisms acceptable to the City of Glendora to ensure that any necessary traffic improvements in the City of Glendora will be performed. However, should the City of San Dimas continue to ignore the City of Glendora's concerns over traffic and mitigation, the City of Glendora, a responsible agency in this matter, is likely to require a subsequent EIR to fully analyze the Costco project's traffic impacts prior to accepting any agreement proposed by San Dimas. 32d

Mitigation measures in the document rely on a future nexus study for which no guidelines have been identified. The mitigation does not allow the City of Glendora to have any review of the methodology or outcome of the nexus study but relies on San Dimas'

determination of reasonableness. Section 15130(a)(3) of the CEQA Guidelines require that when payment of a fair share fee is proposed to render a significant cumulative impact less than significant, the lead agency "shall identify facts and analysis supporting the lead agency's conclusion that the cumulative impact is less than significant." The Recirculated Transportation/ Traffic Section provides no such facts and includes no such analysis to identify the Costco project's fair share contribution. **32d cont.**

The combination of the omitted Gold Line analysis, use of improper trip generation rates, and irrational trip distribution cumulatively contribute to the EIR's underestimation of the project's traffic impacts therefore minimizing the project's obligations to identify and mitigate significant traffic impacts.

Finally, in support of the City of Glendora's positions, the City's traffic engineer (Hartzog and Crabill, Inc.) was asked to review the proposed traffic study. HCI's comments are enclosed and are attached hereto and made a part hereof as the City of Glendora's responses to the Revised Recirculated Transportation/Traffic Section.

Should you have any questions regarding these comments please feel free to contact me at (626) 914-8214.

Sincerely,

Stan Wong, Director
Planning & Redevelopment

HARTZOG & CRABILL, Inc.

Trammell Hartzog, President
Jerry Crabill, P.E.,
Executive Vice President

275 Centennial Way
Suite 208
Tustin, CA 92680

Phone: (714) 731-9455
FAX: (714) 731-9498
www.hartzog-crabill.com

August 26, 2004

Mr. David Chantarangsu, AICP
Assistant Director of Planning
City of Glendora
116 E. Foothill Boulevard
Glendora, CA 91741

Subject: REVIEW OF THE JULY 9, 2004 REVISED RECIRCULATED ENVIRONMENTAL IMPACT REPORT (EIR) FOR THE COSTCO COMMERCIAL COMPLEX

Hartzog & Crabill Inc. (HCI) has completed its review of the July 9, 2004 Revised Recirculated Transportation/Traffic section of the Draft Environmental Impact Report for the Costco Commercial Complex. This review includes our assessment of the July 9, 2004 traffic study prepared by Katz, Okitsu and Associates as it pertains directly to HCI's April 19, 2004 comments on the previous traffic study submitted by Katz, Okitsu and Associates on February 24, 2004. Our review of the revised study has shown that some of HCI's previous comments have not been incorporated into the revised report.

Based on HCI's review of the revised traffic study it continues to be our assertion that the previous comments submitted for inclusion into the revised study could potentially impact traffic within the City of Glendora. The following outline reiterates HCI's previous comments and requests that Katz, Okitsu and Associates respond as to the potential traffic impact these comments could have:

1. The revised traffic study has not used the fitted curve equation, as HCI has recommended, when calculating the trip generation for the "Free Standing Discount Store" and the "Shopping Center" (Table 3). Using the average rates for these land uses, rather than the fitted curve, produces 25% fewer trips. Fewer trips could be significant when calculating intersection Level of Service (LOS). A reason should be given as to why the equation is not used. 32e

2. Trip distribution recommendations provided by HCI were not included in the revised traffic study. These recommendations included the re-assignment of traffic at the following streets:

   - Valley Center Avenue
   - Lone Hill Avenue
   - Auto Center Drive

   Valley Center Avenue has no trip distribution percentage assigned to it, while Sunflower Avenue located further away has 3%. It is reasonable to expect that some percentage of trips, beyond those internally generated, will travel on Valley Center Avenue. It is questionable to assign 3% of the project distribution to Sunflower Avenue compared to the percentages assigned to Gladstone Street, the arterial immediately adjacent to the project site (4% west of the project site and 1% east of the project site). An adjusted distribution reducing Sunflower Avenue and adding Valley Center Avenue should be provided. 32f

   Similarly, this occurs between Lone Hill Avenue and Amelia Avenue north of Route 66/Foothill Boulevard. It would be anticipated that only a nominal percentage of the distribution would be assigned to Amelia Avenue and that Lone Hill Avenue, the arterial, would be higher than 2%. A revised distribution that reduces the percentage on Amelia Avenue and increases the percentage on Lone Hill Avenue should be provided.

Lastly, 21% of the project trips are distributed to the SR 57 freeway with 5% of the northbound trips exiting at Arrow Highway/Bonita Avenue and the remainder exiting at Auto Centre Drive. In our opinion this percentage is too high given the drivers choice of a much more direct route via the Auto Centre Drive exit. This reasoning is consistent with the study's assignment of only 2% of the projects trips assigned to exit at Sunflower Avenue from the I-210 and southbound at Arrow Highway from the SR 57. A revised distribution should be provided to adjust the distribution accordingly. **32f cont.**

3. As noted in HCI's previous traffic review, the unsignalized intersection of Lone Hill Avenue/Kenoma Street is shown to have an existing poor level of service; however, this poor level of service appears because the analysis was completed with an incorrect intersection lane configuration. In the analysis, a single shared left-through-right lane was used for both approaches on Kenoma Street when there is sufficient width for a right turn movement. Analyzing the intersection with a shared left-through lane and a separate right lane configuration produces a significantly higher level of service then indicated in the report. This should be corrected. **32g**

4. The proposed mitigation for Lone Hill Ave. /SR-210 (W/B) is the addition of a second northbound left turn lane. Although this may be the preferred and ultimate scheme, it is not the only option. HCI is aware that there is a comparatively less costly and more feasible option that may be available. This would involve widening northbound Lone Hill Avenue easterly across the San Dimas Wash in the vicinity of the freeway. **32h**

5. The study indicates an analysis of signal timing and coordination issues along the Lone Hill Avenue corridor was conducted using SYNCHRO. The study further indicates that the average delay at the examined intersections would not change significantly with or without coordination with the Costco driveway signal. We cannot, however, draw the same conclusion since there is insufficient information provided in the study to support this conclusion. **32i**

The SYNCHRO output files included in Appendix H do not indicate a common cycle length for any of the four intersections and there is no time-space diagram showing the interaction of these four intersections. Furthermore, it appears that no consideration was given to the existing coordination system presently running on this roadway. 32i cont.

In summary, we believe that each of the above-discussed areas of the traffic study should be addressed in order to more fully assess and present the impacts of this proposed project on the existing roadway system.

Very truly yours,
HARTZOG & CRABILL, INC.

Gerald Stock
Vice President
Traffic Engineer

Larry Estrada
Associate

LETTER 33

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

August 30, 2004

Mr. Larry Stephens, ACIP
Director of Community Development
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

RECEIVED
AUG 3 1 2
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Dear Mr. Stevens:

REVISED RECIRCULATED TRANSPORTATION/TRAFFIC SECTION OF A DRAFT ENVIRONMENTAL IMPACT REPORT COSTCO COMMERCIAL COMPLEX CITY OF SAN DIMAS

Thank you for the opportunity to provide comments on the revised recirculated Draft Environmental Impact Report for the Costco Commercial Complex. Our previous comments dated April 22, 2004, are still valid and applicable to this project. A copy of the comments is attached for your reference. 33a

If you have any questions regarding our comments or the environmental review process of Public Works, please contact Ms. Clarice Nash at (626) 458-5910.

Very truly yours,

DONALD L. WOLFE
Interim Director of Public Works

Thomas W. Hoagland

THOMAS W. HOAGLAND
Assistant Deputy Director
Land Development Division

CN:jmw
P:\LDPUBICEQA\CLARICE\costcocommercialcomplex.doc

bc: Traffic and Lighting (Alfonso)
Land Development (Hunter, Chong)

LAND DEVELOPMENT DIVISION

COUNTY OF LOS ANGELES

DEPARTMENT OF PUBLIC WORKS

"To Enrich Lives Through Effective and Caring Service"

900 SOUTH FREMONT AVENUE
ALHAMBRA, CALIFORNIA 91803-1331
Telephone: (626) 458-5100
www.ladpw.org

JAMES A. NOYES, Director

ADDRESS ALL CORRESPONDENCE TO:
P.O. BOX 1460
ALHAMBRA, CALIFORNIA 91802-1460

April 22, 2004

IN REPLY PLEASE REFER TO FILE: WM-4

Mr. Larry Stevens
Director of Community Development
City of San Dimas
245 East Bonita Avenue
San Dimas, CA 91773

Dear Mr. Stevens:

RESPONSE TO NOTICE OF AVAILABILITY
RECIRCULATED TRANSPORTATION/TRAFFIC SECTION
DRAFT ENVIRONMENTAL IMPACT REPORT
COSTCO COMMERCIAL COMPLEX
CITY OF SAN DIMAS

Thank you for the opportunity to provide comments on the subject document. The proposed project includes the development of 149,710 square-foot Costco Warehouse/retail facility with a tire center and a gasoline service station, a 3,500 square-foot fast food restaurant with a drive-thru, and 7,000 square-foot quality restaurant, two 8,000 square-foot retail shops, a 15,000 square-foot retail shop, and a 30,000 square-foot retail shop. The 22.83-acre project site is bounded by Gladstone Street on the north, State Route 57 on the east, the San Dimas Corporate Park on the south, and Lone Hill Avenue on the west in the City of San Dimas.

Traffic and Lighting

The proposed project has the potential to significantly impact the following shared County/city intersections:

- Sunflower Avenue at Arrow Highway,
- Valley Center Avenue at Arrow Highway and
- Valley Center Avenue at Badillo Street

33b

The traffic study should be revised to include these intersections. The County's methodology shall be used when evaluating the County/city intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the

developer shall determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. A copy of our Traffic Impact Analysis Report Guidelines is enclosed. 33b

If you have any questions, please contact Ms. Anna Marie Gilmore of our Traffic Studies Section at (626) 300-4741. cont.

Watershed Management

The proposed project should include investigation of watershed management opportunities to maximize capture of local rainfall on the project site, eliminate incremental increases in flows to the storm drain system, and provide filtering of flows to capture contaminants originating from the project site. 33c

If you have any questions regarding the above comments or the environmental review process of Public Works, please contact Ms. Massie Munroe at (626) 458-4359.

Very truly yours,

JAMES A. NOYES
Director of Public Works

ROD H. KUBOMOTO
Assistant Deputy Director
Watershed Management Division

MM:ro
C:\MyFiles\MM\COSTCOMMERCIALCOMPLEX.doc

Enc.

bc: Traffic and Lighting
Watershed Management (Munroe)

LETTER 34

SOUTHERN CALIFORNIA
EDISON®
An EDISON INTERNATIONAL® Company

Jennetta Harris
Region Manager
Public Affairs

August 9, 2004

RECEIVED
AUG 12 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Mr. Larry Stevens, AICP
Director of Community Development
Planning Department
City of San Dimas
245 E. Bonita Avenue
San Dimas, CA 91773

Re: Revised Recirculated Transportation/Traffic Section of DEIR
Costco Commercial Complex – Lonehill Avenue/Gladstone Street

Dear Larry,

Thank you for giving Southern California Edison Company an opportunity to review the subject report. Our Environmental Health and Safety, Land Services has reviewed the document and it does not identify any requirement for the relocation of SCE facilities, or any significant impacts associated with SCE facilities.

However, in the event this project does require relocation of SCE facilities at or above 50kv, the California Public Utilities Commission (CPUC) has discretionary authority over transmission and distribution projects proposed by investor owned utilities. CPUC General Order 131-D requires the CPUC to take an active role where projects involve relocation of facilities between 50 and 200kv.

I've attached a copy of a brochure addressing the regulatory requirements in the event the project will require relocation of power lines.

34a

Please contact me if you have any questions or require further information.

Sincerely,

JHarris

cc: Wendy Miller, SCE

Attachment

800 West Cienega Avenue
San Dimas, CA 91773-2490
909-592-3766/PAX 43766
Fax 909-592-3723
Jennetta.Harris@sce.com

CPUC G.O. 131D environmental review requirements are unique -
In order to ensure that your project is reviewed in an efficient and timely manner, project developers are encouraged to contact Edison early in the planning stages of your project development process about your electric utility needs. We are prepared to provide information and assist you in tailoring project plans to best meet your needs. We have also developed tools for project developers and established a special communication link.

HOW CAN I GET EDISON'S HELP?

For additional information, please contact your local Edison Planning organization, or the individual whose business card is attached.

BEFORE YOU BUILD

AN INTRODUCTION TO REGULATORY REQUIREMENTS FOR NEW OR RELOCATED 50 TO 200kV EDISON ELECTRICAL FACILITIES

Southern California Edison Company

Sep 20 04 11:37a City of San Dimas PW Dept 9093496243 p.33

CEQA AND THE NEW CPUC REQUIREMENTS

In June 1994, the California Public Utilities Commission (CPUC) adopted General Order 131D (G.O.131D) which requires the CPUC to take an active role in the review and approval of investor owned utility construction projects involving facilities between 50 and 200 kilovolts (kV). While the CPUC has always had jurisdiction over these projects, it now requires formal environmental review of those projects which could have potentially significant impacts on the environment. The new requirements for project review will be implemented by the CPUC beginning in 1996.

How does G.O.131D affect compliance with the California Environmental Quality Act (CEQA) for your development projects?
There is no change in the requirements for CEQA compliance for the portions of your project which are not subject to CPUC approval. G.O. 131D defines the requirements for the CPUC process which establishes CEQA compliance for investor owned utility facilities constructed or relocated as a result of your proposed project.

Important Features of G.O.131D - 50 to 200 kV Power Line and Substation Projects

- Projects are classified as exempt or non-exempt.
- Non-exempt utility projects will require a Permit to Construct (PTC) from the CPUC prior to construction.
- The investor owned utility applies for the PTC. The key component of the application is the Proponent's Environmental Assessment.
- G.O. 131D permits exemptions from obtaining a PTC for certain utility projects involving the construction and relocation of power lines or substations. Included in this category are facilities which are part of a larger project which has undergone CEQA review with the finding of no significant, unavoidable environmental impacts caused by the proposed power line or substation project.
- Many exempt projects are subject to public notice. Public protest of the exemption status may result in a CPUC ruling that the project is not exempt and a PTC is required.

HOW DOES CPUC G.O.131D AFFECT YOUR PROJECT?

Edison cannot construct non-exempt 50 to 200 kV power line and substation projects without a PTC. Depending on the extent and magnitude of environmental sensitivities, and/or available data, Edison may require up to a year, or more to prepare a PTC application. A signed customer contract is required to start application preparation.

The CPUC process for evaluation and approval of the project could take up to 9 months after Edison files a PTC application, or longer if significant environmental sensitivities are involved.

WHAT CAN BE DONE TO EXPEDITE PROJECT CONSTRUCTION?

Include new or relocated Edison electrical facilities in the CEQA assessment for the proposed project - If your proposed project requires CEQA environmental review and lead agency approval, including the Edison facilities in the CEQA environmental review could expedite compliance with G.O. 131D. If there is a finding of no significant unavoidable impacts caused by the power line and/or substation, the project is exempt under G.O.131D, and Edison will not be required to get a PTC from the CPUC. The CPUC should be included as a "responsible" agency in this process.

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LETTER 35

8/30/04

RECEIVED
AUG 30 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

To: Larry Stevens
Planning Director.

From: Gil Gonzalez
2193 Terrebonne Ave

Re: Recirculated traffic
Study.

It appears that of
the six mitigation
measures as indicated on
Chart that only two
are feasable
and one is not in
City Control
Lone Hill & Rte 66

One out of six does not
mitigate traffic problems

35a

LETTER 36

RECEIVED
AUG 30 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

August 30, 2004

W. J. Mauthe
Cynthia Mauthe
734 Amelia Avenue
San Dimas, CA 91773

Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 East Bonita Avenue
San Dimas, CA 91773

RE: Comments to Costco Revised Recirculated Transportation/Traffic Section, dated July 2004

Mr. Stevens:

After reviewing the Revised Recirculated Transportation/Traffic Section, I am submitting the following comments / questions for your consideration. As owner and resident of the above addressed property I believe I have a vested interest in the following comments and would sincerely appreciate them being properly addressed.

FYI, I also submitted comments and questions on 10/23/03, copy attached for reference. I could not readily identify responses to those and request that they be responded to as well, or that I be directed to the responses if they have been addressed.

Comments:

1. Page 3L-2 identifies Amelia as an "east west" roadway. Further, it states that it serves "residential, light industrial, and commercial uses". In the area closest to the Project site (between Auto Centre and Gladstone, the area most impacted by the Project), Amelia is 100% residential and some properties are zoned for horses. Further, Shull Elementary School is located on the southwest corner of Auto Centre / Amelia, making any impacts more serious still. 36a

   It appears that this erroneous characterization of Amelia as an "east west commercial street as generally led to the overlooking of the impacts of the increased traffic in the remainder of the Report.

I request that these errors be corrected and that Costco traffic impacts be properly and thoroughly addressed relative to the fairly quiet residential street Amelia is today. 36a cont.

2. Page 1-3 identifies Lone Hill and Auto Centre Drive as significantly impacted during the Saturday Mid Day Peak period. Given the situation, that seems perfectly reasonable. It also seems reasonable that Auto Centre / Amelia and Gladstone / Amelia would also have similar impacts. Also, given that Amelia is a residential street it is also true ANY increase in traffic would have a SUBSTANTIAL impact to the residents. 36b

   I request that Saturday Peak Period impacts at these intersections be considered as significant and possible mitigation measures identified?

3. The report on several occasions seems to dismiss the potential for traffic to use Amelia as a "shortcut" to and from the Auto Center on and off ramps to avoid traffic and signal on Lonehill considered. Since traffic on Lonehill is already very heavy on weekends what is the reasoning for applying the "no significant impact" label? At the very least measures to eliminate Costco traffic on Amelia should be identified and assessed.

   The description on page 3L-21 and Figure 3L-9 completely ignores Amelia in "Major Roadway Project Trip Distribution". Even though the report erroneously characterizes Amelia as a "commercial / industrial" road on other pages, it does not recognize its appeal as a "short-cut" in this part. This "area" should also be extended to the north to include Route 66 / Foothill. As with not considering Amelia, not including Foothill seems as though the true nature of traffic in this neighborhood has not been properly identified. 36c

   I request that these inconsistencies be addressed and Amelia Avenue be properly considered.

4. Aside from Amelia, the report does not address Saturday Mid-day Peak traffic at many of the intersections that would be highly impacted by increased Saturday traffic. Since Saturday and Sunday traffic would be most impacted by the additional Costco traffic; and that weekend traffic in this area is approaching unacceptable levels, it is clearly an omission to not address this. The report refers to "observations made during AM and PM peak"; while important this does not address weekend traffic conditions. 36d

   Please include Weekend Peak Period (Sat. AND Sun.) in the analysis of impacts and LOS calculations for ALL affected intersections.

5. Page 3L-4 describes potential impacts of the Metro Gold Line LRT Extension. It goes on to state that it is not feasible assess impacts at this time. Since the 36e

MetroGoldline Authority has definite plans to accomplish the extension project it is entirely reasonable to assume the Costco Project would still be in place when the extension is placed in service. Therefore, to arbitrarily dismiss the issue is not acceptable.

I request that additional study be performed as needed to properly assess and mitigate these impacts. **36e cont.**

Potential Mitigation Measures

1. Over the course of this study, the Metro Goldline Extension has moved from a "potential project" to a virtual certainty. An excellent way to accommodate the Costco Project problems as well as potential Goldline at-grade crossing safety and whistle noise concerns would be to close the Gladstone crossing and construct cul-de-sacs of appropriate configuration. This would be a definitive measure to mitigate Costco traffic impacts to the residential areas to the east on Gladstone and Amelia. It would also accomplish the important safety goal of eliminating an at-grade crossing. **36f**

   This approach is strongly advocated by many organizations, including the Goldline Authority; the Burlington Northern Santa Fe Railroad; the Southern California Regional Rail Authority (METROLINK); the California Public Utilities Commission; OPERATION LIFESAVER; and, I would hope, the City of San Dimas.

   I request the advantages of closing the Gladstone crossing be assessed and recommended as a Project mitigation measure.

Thank you for the opportunity to submit these comments. I am confident that these concerns can be properly and fairly addressed and NOT dismissed with the "no mitigation required" rubber stamp.

I am looking forward to your reply. If necessary I may be reached at 909-599-9033 home, 310-600-2799 cell, or wmauthe@aol.com email.

Sincerely,

W. J. Mauthe

Attachments: Comments from 10/23/03

October 10, 2003

-COPY-

W. J. Mauthe
734 Amelia Avenue
San Dimas, CA 91773

Larry Stevens, AICP
Director of Community Development
City of San Dimas Planning Department
245 East Bonita Avenue
San Dimas, CA 91773

RE: Comments to Costco DEIR

Mr. Stevens:

After reviewing the subject DEIR, particularly Chapter 3L – Transportation / Traffic, I am submitting the following comments / questions for your consideration. As owner and resident of the above addressed property I believe I have a vested interest in the following comments and would sincerely appreciate them being properly addressed.

The potential traffic impacts on Amelia Avenue appear to be documented graphically in several places, however there appears to be no written commentary on these impacts anywhere. Since Amelia is a residential street it seems reasonable that the following concerns be addressed:

1. Were the additional impacts the existing heavy am and pm traffic associated with the elementary school at Allen (Auto Center) and Amelia considered?

2. Was the potential for traffic to use Amelia as a "shortcut" to and from the Auto Center on and off ramps to avoid traffic and signal on Lonehill considered?

3. Considering the two comments above were any measures to discourage such shortcuts considered?

4. Since the DEIR recommends "fair share" costs to be paid by the Project for a variety of traffic measures, are there any potential measures that can be included to mitigate impacts (however slight) on Amelia Avenue?

5. A "no left turn" during certain hours at Amelia and Gladstone could eliminate at least half this traffic as it would force Costco and other traffic to turn at Lone Hill to get to the Auto Center on/off ramps. This would generally reduce northbound traffic on Amelia as well. Can this alternative be assessed by the EIR and the City?

6. A more definitive measure would be to cul-de-sac Amelia at Ghent. Since "the Little Store" is a non-conforming use and is for sale anyway, this seems like a reasonable re-configuration of the area and would positively mitigate any Costco impacts as well as dramatically reduce traffic and improve safety on Amelia. Can this alternative be assessed by the EIR and the City?

Thank you for the opportunity to submit these comments. I am confident that these concerns can be properly and fairly addressed and NOT dismissed with the "no mitigation required" rubber stamp.

I am looking forward to your reply.

Sincerely,

W. J. Mauthe