Response to Comments II

COSTCO

COMMERCIAL COMPLEX

Final Environmental Impact Report Addendum II

February 2005

Prepared for:

City of San Dimas
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San Dimas, CA 91773

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ESA Environmental Science Associates

202349

Table of Contents

Section	Page
1. Introduction	**1-1**
1.1 Overview	1-1
1.2 Environmental Review Process	1-1
2. Written Responses to Comments	**2-1**
2.1 Comments Received	2-1
2.2 Responses	2-52

1. Introduction

1.1 OVERVIEW

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 Costo Commercial Complex 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 is comprised of 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
- Costco Commercial Complex Response to Comments/Final Environmental Impact Report Addendum (September 2004) – SCH No. 2002051116
- Costco Commercial Complex Revision II Recirculated Transportation/Traffic Section of Draft Environmental Impact Report (December 2004) – SCH No. 2002051116
- This document - Costco Commercial Complex Response to Comments II / Final Environmental Impact Report Addendum II (February 2005)

1.2 ENVIRONMENTAL REVIEW PROCESS

A Draft Environmental Impact Report (DEIR) was prepared for the proposed Costco Commercial Complex at the southeast corner of Lone Hill Avenue and Gladstone Street in the City of San Dimas, and circulated for public review (August 26, 2003 through October 10, 2003). The City of San Dimas' Specific Plan No. 24, which includes the proposed project site, encompasses approximately 26.5 acres. The proposed project site is located less than 1/4-mile west of the 57 Freeway (former Foothill Freeway (Interstate 210)).

As a result of substantial comments on the traffic section of the EIR, the traffic analysis was substantially revised and recirculated for public review (March 5, 2004 to April 19, 2004). Due to additional minor changes, the traffic analysis was again revised and recirculated for public review from July 16, 2004 to August 30, 2004. A Response to Comments / Final EIR Addendum was prepared in September 2004. This document responded to all comments received on the Draft EIR and the recirculated traffic section.

Due to comments received after the October 6, 2004 Planning Commission meeting, the traffic analysis was revised again and recirculated for public review from December 17, 2004 to January 31, 2005.

This document provides responses to comments received during this recent recirculation. It supplements the September 2004 Response to Comments / Final EIR Addendum.

2. Written Comments and Responses

2.1 COMMENTS RECEIVED

This section contains responses to written comments received during public review of Revision II of the Transportation/Traffic Section of the Final EIR (December 17, 2004 to January 31, 2005). The list below identifies the comment letters received during the public review period.

1. Bonita Unified School District, Ann Sparks – Assistant Superintendent, Business Services – January 19, 2005

2. SCAG Clearinghouse, Jeffrey M. Smith, AICP – Senior Regional Planner – January 20, 2005

3. Luis Lopez Jr. – January 23, 2005

4. County Department Of Public Works, Donald L. Wolfe – Acting Director of Public Works – January 24, 2005

5. ADK&A, Alan D. Kotin – Owner/Principal – January 26, 2005

6. City Of Glendora, Stan Wong – Director, Planning & Redevelopment – January 31, 2005

7. W.J. Mauthe – January 31, 2005

8. County Fire Department, David R. Leininger – Chief, Forestry Division, Prevention Bureau – January 15, 2004

9. Ms. Kaylee – December 27, 2004

Copies of these letters follow. Each letter is identified with a number as indicated in the list above. Responses provided in Section 2.2 of this document (after the submitted letters) are indexed to the letter number, as well as individual comments that are numbered along the right-side margin of each letter.

BONITA UNIFIED SCHOOL DISTRICT

116 West Allen Avenue San Dimas California 91773 (909) 971-8200 Fax (909) 971-8329

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
Glenn Creiman
Jim Elliot
Ed Jones
Patti Lafourette
Ron White

RECEIVED
JAN 21 2005
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

January 19, 2005

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

Re: Costco Comercial Complex

Dear Mr. Stevens:

The District has received Revision II Recirculated Transportation/Traffic Section of the Costco Commercial Complex Draft Environmental Impact Report. The report lists a mitigation measure (M-3L.5) for the intersection of Lone Hill Avenue and Gladstone Street that will be completed if the project is approved. Mitigation measure (M-3L.6) details plans for signalization at Willow Street/Gladstone Street, Valley Center Avenue/Gladstone Street, and Lone Hill Avenue/Kenoma Street intersections. Mitigation measure (M-3L.12) refers to the construction of a traffic signal at Valley Center Avenue/Gladstone Street as well as the widening and restriping of Gladstone Street, the provision of a through-lane, a left turn lane and parking along the south side of Gladstone Street. Because these intersections are within the City of Glendora, there is no guarantee that signals will be installed or other mitigation measures completed. The District is particularly concerned with the impact of traffic congestion and the safety of our students around Gladstone School if these mitigation measures are not implemented. 1a

The Report states that the proposed project is anticipated to have minimal impact on Shull Elementary School located at the intersection of Auto Centre Drive and Allen Avenue at Amella Avenue. The District and the Shull Elementary School parents continue to have concerns about the potential traffic increases on Amella Avenue and the safety of our students. 1b

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 2

2

RECEIVED
JAN 26 2005
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

SOUTHERN CALIFORNIA

ASSOCIATION of GOVERNMENTS

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Orange County: Chris Norby, Supervisor, County of Orange • Mark Daigneault, Mayor • Lou Bone, Tustin • Art Brown, Buena Park • Richard Chavez, Anaheim • Debbie Cook, Huntington Beach • Cathy DeRosio, Fountain Valley • Richard Dixon, Lake Forest • Sharon Quirk, Los Alamitos • Tim Shaw, Laguna Hills • Tom Tait, Newport Beach

Riverside County: Bob Buster, Riverside County • Thomas Buckley, Lake Elsinore • Bonnie Flickinger, Moreno Valley • Ron Loveridge, Riverside • Scott Matas, Coachella • Ron Roberts, Temecula • Jim Venable, Beaumont

San Bernardino County: Paul Biane, San Bernardino County • Bill Alexander, Rancho Cucamonga • Lawrence Dale, Barstow • Lee Ann Garcia, Grand Terrace • Larry Longville, San Bernardino • Deborah Robertson, Rialto

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

Orange County Transportation Authority: vacant

Riverside County Transportation Commission: Robin Lowe, Mayor

Ventura County Transportation Commission: Carl Morehouse, Councilmember

January 20, 2005

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. I20040844 Costco Commercial Complex (Revision II Recirculated Transportation/Traffic Section—Draft EIR)

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. 2a

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). 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. 2b

A description of the proposed Project was published in SCAG's **December 16-31, 2004** Intergovernmental Review Clearinghouse Report for public for 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. 2c

Sincerely,

JEFFREY M. SMITH, AICP
Senior Regional Planner
Intergovernmental Review

Letter 3

3

Blaine Michaelis

From: luis lopez [flevel1282@yahoo.com]
Sent: Sunday, January 23, 2005 11:35 PM
To: Blaine Michaelis
Subject: RE: Costco project

CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Luis Lopez Jr.

1441 Kirkwall Road

San Dimas, CA 91773

(909) 599-4876 - Home

(909) 636-3837 - Cell

flevel1282@yahoo.com

January 23, 2005

Mayor Curtis W. Morris

San Dimas, CA 91773

Dear Mayor Morris,

I am writing this letter to you to express my views regarding the COSTCO project on Lone Hill Avenue and Gladstone Avenue. I have lived in San Dimas for nearly two years (homeowner), prior to that I lived in Chino Hills. What attracted me to this City was the small town feel that it has. In these times of over crowded cities and bumper to bumper traffic, San Dimas was in my view a bedroom community.

3a

I am somewhat concerned with the proposed project, which will encompass 26.5 acres at the intersection of Lone Hill Avenue and Gladstone Avenue. As you already know, there is a large retail complex directly across the street from the proposed site. There is Sam's club which is for the most part the same type of store as Costco. There is also a Home Depot, a clothing store, car dealership, six restaurants, a beauty shop and five retail goods stores. On Lone Hill Avenue, just north of the Sam's club center is a Wal-Mart and four additional car dealerships, not to mention the commercial spaces also along Lone Hill Avenue.

The proposed location will not only have a large super store "Costco", but several restaurants and retail shops. My concern is the inherent traffic that will dominate the intersection once this project is completed. Do not get me wrong, I am all for additional revenue for the City , which in turn will benefit it's residents. What I am opposed to is the

3b

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Letter 3

congestion and transient foot traffic that this location will bring. 3b

Another issue that concerns me is what is going to happen to Sam's club. Will these two giant stores cancel each other out, which can hurt their business and make them leave our City? 3c

In your Notice of Availability -Revision 2, it states that the project has the potential to cause significant and unavoidable effects to air quality. In addition 10 intersections will be effected by the new center. The project would also cause several businesses and residences to be relocated. Will there be a need for additional police and fire services - raise in taxes? 3d

As I said earlier, I am all for projects that benefit the City. I just hope that as an elected official and resident that you and your council look closely at this project. This City is widely known for it's small town feel and I would hate for it to become just another over crowded City. My concern is the impact that this project could have to the existing residents of San Dimas, health wise and peace of mind wise. Please look into the long term impact of this project before you make any decisions 3e

Sincerely,

Luis Lopez Jr.

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Yahoo! Search presents - Jib Jab's 'Second Term'

Jan 24 05 05:44p CITY OF SAN DIMAS 9093946206 p.3

Letter 4

COUNTY OF LOS ANGELES

4

DEPARTMENT OF PUBLIC WORKS

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ALHAMBRA, CALIFORNIA 91802-1460

IN REPLY PLEASE
REFER TO FILE: LD-0

January 24, 2005

RECEIVED
JAN 24 2005
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

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

Dear Mr. Stevens:

COSTCO COMMERCIAL COMPLEX
REVISION II RECIRCULATED TRANSPORTATION/
TRAFFIC SECTION (DECEMBER 2004)
DRAFT ENVIRONMENTAL IMPACT REPORT
CITY OF SAN DIMAS

Thank you for the opportunity to provide comments on the second recirculated Transportation/Traffic Section of the Draft Environmental Impact Report for the Costco Commercial Complex.

Our previous comments dated April 22, 2004, were not addressed and are still valid and applicable to the project. Specifically, we are concerned that the proposed project has the potential to significantly impact the following shared County/City intersections: 4a

- Sunflower Avenue at Arrow Highway
- Valley Center Avenue at Arrow Highway
- Valley Center Avenue at Bacillo Street

The traffic study should be revised to include these intersections. The County's methodology should be used when evaluating the County/City intersections. If traffic signals or other mitigation measures are warranted at the affected intersections, the developer will need to determine its proportionate share of traffic signal or other mitigation costs and submit this information to Public Works for review and approval. 4b

Letter 4

4

Mr. Larry Stephens
January 25, 2005
Page 2

If you have any questions regarding our comments or the environmental review process of Public Works, please contact Mr. Suk Chong at (626) 458-7150. 4b

Very truly yours,

DONALD L. WOLFE
Acting Director of Public Works

Dennis Hunter

DENNIS HUNTER
Assistant Division Engineer
Land Development Division

SPC:jmw
P:\CEQA\SUK\cassiao commercial complex_revised-stee traffic report.doc

ADK&A

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January 26, 2005

RECEIVED
JAN 31 2005
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

Henry D. Finkelstein
Greenberg, Glusker, Fields, Claman, Machtinger & Kinsella
1900 Avenue of the Stars, 21st Floor
Los Angeles, CA 90067

Re: Differentiation of Costco from other "super stores" with respect to competitive impacts.

Dear Henry;

At your request, I have prepared these comments on the difference between Costco and other stores sometimes labelled as "superstores" with respect to their impacts on local merchants.. These superstores, which include Wal-Mart, Target, K-Mart, and selected regional chains, are often grouped together with warehose stores as "big box" retailers but are quite different from Costco and other warehouse retail outlets. This request is made in the context of recent legal decisions and proposed municipal legislation addressing the potentially adverse impact of certain large stores on the community. More particularly, the issue is whether or not Costco can be meaningfully differentiated from the other so-called super stores in its likely impact on local merchants and smaller shopping centers.

5a

As a real estate consultant engaged in consulting to both public agencies and private developers, I have for almost 20 years negotiated "big box" transactions in which some level of public support was requested by the developer or the retailer. In this work the focus of my efforts has been on the "net benefit" to the public sector, which requires, in turn, a detailed consideration of the competitive impacts on local stores including the extent to which existing centers will lose sales and, in some sense, decay when the "big box" retailers open. I have been involved in perhaps 30 transactions involving some combination of Costco, Price Club, Wal-Mart, Sam's Club and others in California. In addition, I have taught real estate at the graduate level for 25 years, first at UCLA and for the last 18 years at University of Southern California. I teach "public private joint ventures" and "the development approval process", both of which deal with the impact of proposed projects on existing businesses.[1]

The balance of this letter is organized into first a discussion of the basic premise, followed by some limitations on the discussion and observations offered. There is then a review of some of the critical differences described in the basic premise and a summary of my critical observations on the subject.

5b

[1] Additional information on my professional and academic credentials can be obtained on the website www.adkotin.com.

ADK&A

RE: Differentiation of Costco from other "super stores" with respect to competitive impacts.

The Basic Premise

The basic premise underlying my discussion and observations can be stated as follows:

> Warehouse stores generally, and Costco specifically, have a much lower and generally less focused adverse impact on most forms of local retailing than do other super stores. The reasons for this lowered impact are critical differences in marketing approach, variety of merchandise offered, number of items offered, store design, and market area sizing.

5b

Limitations on Discussion

The observations offered in this letter are based on extensive general knowledge, direct personal experience, and numerous case studies and examples developed in classes over the last 20 years. What they are not is the result of any formal controlled research or analysis. Finally, and most critically, this letter is neither an endorsement nor a rebuttal of the proposition that the business and labor practices of any particular retailer justify special regulation.

5c

Review of the Critical Differences

Marketing Approach

Put most simply, Costco and other warehouse outlets stress dollar savings over convenience. There is a limited number of items offered, typically only in very large quantities, intended either for large families, extended storage on site, or small businesses who buy there wholesale. Service and décor are held to a minimum. Finally, and not at all trivially, a significant source of revenue is the membership fee due to the very small profit margins attached to individual items sold.

5d

The Variety of Merchandise

The variety of merchandise at Costco stores is deliberately very restricted. It is rare that you find more than two or at the most three different brands and most frequently you find only a single brand or in some cases a single national brand paired with Costco's house brand. The number of stock keeping units (SKU's) in the stores is much smaller at Costco than any other super stores.

Store Design

Costco is a warehouse store not merely in its merchandising approach but in its physical lay out. The presence of bare concrete floors, untreated walls, pallet storage of large quantities of merchandise are the earmarks of a very different style of retailing than can be found at Target, Wal-Mart, or K-Mart. Limited personal service is another distinguishing characteristic. These service characteristics and décor very much reflect the fact that in its origins and even to a meaningful degree in its current practice. Costco and the warehouse retailing industry are intended at least as much to appeal to small businessmen and other retailers as they are to the traditional home consumer. Trips to Costco's tend to occur less frequently, take longer and often represent larger dollar purchases but at a much lower frequency than is typical of the super stores.

ADK&A

RE: Differentiation of Costco from other "super stores" with respect to competitive impacts.

Market Area Sizing

The market area for Costco is significantly larger, as much as 50% to 70% larger in Orange and San Diego County as measured by population than the typical superstore trade area. In general, the stores are fairly widely spaced and costumers are expected to travel long distances. 5d

Summary

Collectively, these factors create a very different shopping experience, one which is much less directly interchangeable with shopping at the local supermarket, the neighborhood shopping center, drugstore or even the typical small to medium sized downtown or quasi downtown retail center. The opportunities for browsing, the variety of merchandise, the quality of service, the convenience of location of such merchants are completely absent from Costco stores and other warehouse outlets.

To a meaningful degree, the shopping experience is a more arduous and difficult one at a warehouse store because in order to keep the margins down, much less investment is made in the comfort and service support of the customer. It is that distinction which most particularly differentiates, in my judgment, Costco from other super stores. While detailed statistical evidence is not immediately available, it is my opinion from observing a variety of situations that Wal-Mart has a much more destructive effect on local merchants and other super stores than does Costco. 5e

I am unaware in the 20 years of experience of identifying a specific situation in which a Target, K-Mart, or other big box store, much less a local supermarket, has been closed because a Costco opened up. Whatever the validity of the proposals for restricting market entry by particular superstore retailers, the argument typically relies heavily on the damage that such superstores do to local merchants. It seems clear that Costco stores have a much smaller impact than other super stores 5f

The observations offered in this letter are subjective in nature, although they are based on extensive anecdotal experience and occasional sales analysis involving different store formats. They are not based on any rigorous statistical testing. 5g

I would hope you find these comments helpful. I would note that I do not now nor have I ever consulted on behalf of Costco.

Sincerely yours,

Allan D. Kotin

Allan D. Kotin
Owner/Principal Allan D. Kotin Associates
Adjunct Professor, School of Policy Planning Development
University of Southern California

CITY OF GLENDORA CITY HALL (626) 914-8200
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January 31, 2005

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

HAND DELIVERED

Re: Costco Commercial Complex Revision II Recirculated Transportation/ Traffic Section

Dear Larry:

The City of Glendora has reviewed the Revision II Recirculated Transportation/ Traffic Section of the Costco Commercial Complex Draft Environmental Impact Report (Revision II). The City of Glendora believes Revision II continues to maintain flaws in assumptions regarding trip generation and the continued omission of the operation of the Gold Line as a cumulative project. With respect to the changes made in Revision II the City of Glendora submits the following comments: 6a

1. Appendix A states that the trip generation table uses rates form the 7th Edition of *Trip Generation*. However, the rates shown in the first table in the appendix are from the 6th Edition. 6b

2. The ITE *Trip Generation Handbook* worksheets are not provided to support the calculations of internal trip reductions. However, it appears that the ITE methodology has not been applied properly. Under the ITE methodology, inbound trips to one on-site use must match outbound trips from another on-site use. The internal trip reductions shown in the table do not satisfy this requirement. In the most egregious case, during the Saturday peak hour, the trip generation table shows that the entire site will generate fewer new trips (1,132) than the Costco alone will (1,147). It is illogical, and under the ITE methodology not possible, for an entire site to generate fewer trips than a single use within the site generates. It appears that similar mistakes have been made during the other analysis periods, although with somewhat less egregious results. 6c

3. It appears that the restaurant and fast-food outlet have been subsumed into the "Shopping Center" land use for the purposes of calculating trip generation during the p.m. and Saturday peak hours. Although ITE allows for the inclusion of 6d

outpads within a shopping center, because the overall size of the "shopping center" portion of the project is small, this results in a reduction in trip generation that is difficult to justify. For example, using the individual rates for each land use, during the p.m. peak hour, the restaurant would generate 52 trips based on its size, and the fast food outlet would generate 117 trips, for a total of 169 trips. The trip generation table shows the shopping center generating 237 total trips, which would mean that the remaining 53,000 square feet of retail uses generate only 68 additional trips. For Saturday, the same analysis indicates that the remaining retail uses would generate only 34 additional trips. Therefore the assumptions made regarding trip generation are erroneous and should not be used. 6d

4. The trip generation table shows that the Costco store ("Free-Standing Discount Store") will generate no trips during the a.m. peak hour. Even though Costco stores are generally not open during the a.m. peak hour, it is likely that the store will still generate some employee trips and delivery vehicle trips. 6e

5. The trip generation table also shows that the "shopping center" portion of the project will generate no a.m. peak hour trips other than those generated by the restaurants. This assumption may not be valid for the same reasons mentioned above for the Costco store. In addition, some typical tenants of shopping centers (e.g., doughnut shop, dry cleaners) are generally open during the a.m. peak hour and would therefore generate employee and customer trips. 6f

6. Appendix A analyzes 53,000 square feet of shopping center land use while Section 2.3 of the project description for the Costco DEIR identifies 61,000 square feet of retail space. Either the traffic study or the project description or both should be revised to indicate the correct amount of development analyzed. 6g

Traffic Re-analysis

Prior to the release of Revision II Recirculated Transportation/ Traffic Section of the Costco Commercial Complex DEIR, the City of Glendora completed its own study of traffic impacts to intersections in Glendora as a result of the Costco EIR's continued omissions of analyses. The study contains what the City of Glendora believes to be an adequate description of the Costco Commercial Complex DEIR's traffic impacts as opposed to the project EIR's analysis. As a result of the City of Glendora's completion of its own traffic analysis, the City of Glendora offers the following comments in addition to the comments provided above: 6h

Trip Generation

The City of Glendora has prepared its own analysis to determine an appropriate level of trip generation. The attached analysis (Table A) indicates a total trip generation rate of 13,994 trips. The Revision II trip generation rates are inadequate for the reasons described above. As previously stated by the City of Glendora 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 6i

average rates for these two land uses produces 25% fewer 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. 6i

- *Gold Line as a Cumulative Project*
  The EIR maintains that an analysis of delay stemming from the Gold Line would be speculative and provides very generic descriptions of potential delays without providing any substantive analysis. The City of Glendora has performed its own analysis of cumulative impacts from the Gold Line on Lone Hill Avenue to determine the effects of the Gold Line's operation on the LOS on intersections in Glendora. The analysis included all cumulative projects. As a result of the delay the following intersections with the City of Glendora will be adversely affected: 6j

Intersection	Costco Analysis (Excludes Goldline) AM Peak/ PM Peak	Glendora Analysis (Includes Goldline) AM Peak/ PM Peak
Lone Hill/ Route 66	D/E	E/F
Lone Hill/ I-210 EB Ramps	C/E	C/F
Lone Hill/ Auto Centre	B/F/E*	B/F/F*
Lone Hill/ Marketplace	A/B/C*	A/D/F*
Lone Hill/ Gladstone	A/D/F	B/E/F*

*Saturday Peak

As a result of the analysis prepared by the City of Glendora, the mitigation measures proposed by Revision II are inadequate since it evaluates intersections within the City of Glendora without the Goldline's cumulative impacts. The Revision II traffic analysis needs to be redone to address the Goldline's impacts as well as propose mitigation to minimize impacts below the significance level if possible. As previously stated by the City of Glendora the Goldline is a reasonably foreseeable project. In a 1984 a California Appellate decision the court determined that an EIR was inadequate due to the omission of projects that were under environmental review (see *San Franciscans For Reasonable Growth v. City and County of San Francisco (1984), 151 Cal.App.3d 61*). Appendix A documents delays at other intersections in the region resulting from Gold Line operations. 6k

Glendora's analysis indicates that further mitigation is required which includes the addition of a second northbound right turn lane at the Lone Hill/ I-210 eastbound ramps, the addition of a northbound through lane at the Lone Hill/ Auto Centre Drive intersection, and the addition of a second northbound left turn lane at the Auto Centre Drive/ I-210 northbound ramp. No determination has been made to the feasibility of these measures. 6l

Table A - Trip Generation

Trip Generation Rates												
Land Use	Intensity	Units	Daily Trips	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday PM Total	Weekday PM In	Weekday PM Out	Saturday Peak Total	Saturday Peak In	Saturday Peak Out
Free Standing Discount Store (ITE Code 815)	149.735	KSF	56.530	0.960	0.650	0.340	4.240	2.120	2.120	7.600	3.910	3.790
Gas Station (ITE Code 844)	12.000	Fuel Pos.	166.560	12.270	6.260	6.010	14.560	7.430	7.130	14.562	7.430	7.132
Shopping Center (ITE Code 820)	56.000	KSF	93.190	1.974	1.204	0.770	7.025	3.360	3.665	10.603	5.514	5.089
Quality Restaurant (ITE Code 831)	7.000	KSF	89.950	0.810	0.420	0.390	7.490	5.020	2.470	10.820	6.380	4.440
Fast Food with Drive-thru (ITE Code 834)	3.500	KSF	406.120	49.860	25.430	24.430	33.480	17.410	16.070	58.910	30.040	28.870

Trip Generation Rates												
Land Use	Intensity	Units	Daily Trips	Weekday AM Total	Weekday AM In	Weekday AM Out	Weekday PM Total	Weekday PM In	Weekday PM Out	Saturday Peak Total	Saturday Peak In	Saturday Peak Out
Free Standing Discount Store (ITE Code 815)	149.735	KSF	8,678	148	97	51	635	317	317	1,147	585	561
Gas Station (ITE Code 844)	12.000	Fuel Pos.	2,023	147	75	72	175	89	86	175	89	86
Shopping Center (ITE Code 820)	56.000	KSF	4,829	111	67	43	427	205	222	594	309	285
Quality Restaurant (ITE Code 831)	7.000	KSF	630	6	3	3	52	35	17	76	45	31
Fast Food with Drive-thru (ITE Code 834)	3.500	KSF	1,420	175	89	86	117	61	56	206	105	101
Total Gross Trips			17,580	586	332	254	1,406	708	698	2,197	1,133	1,064

Trip Generation Rates												
Less 0%-17.7%-22.1% pass-by trips, discount store			-729				-109	-55	-55	-261	-130	-131
Less 58%-42%-0% pass-by trips, gas station			-1,011	-85	-44	-42	-73	-37	-36			
Less 0%-34%-26% pass-by trips, shopping center			-792				-145	-70	-75	-156	-80	-76
Less 0%-44%-26% pass-by trips, quality restaurant			-139				-23	-15	-8			
Less 45%-50% pass-by trips, fast food with drive-thru			-862	-86	-44	-42	-59	-30	-29			
Total Net Trips			13,994	415	245	171	997	500	497	1,781	919	862

APPENDIX A

GOLD LINE GATE CLOSURE DELAYS

Jan 31 05 05:32p CITY OF SAN DIMAS 9093946206 p.7

Table A-1 - Gold Line Gate Closures: AM Peak Hour

MTA Gold Line Delay
California Boulevard between Raymond Avenue and Arroyo Parkway
10/27/04 Weather: Cloudy

Direction of Train	Time Gates Down	Time Gates Up	Total Time Down
Northbound followed by Southbound	7:00:02	7:01:49	0:01:47
Northbound	7:05:35	7:06:21	0:00:46
Southbound followed by Northbound	7:09:56	7:11:02	0:01:06
Northbound followed by Southbound	7:17:22	7:19:53	0:02:31
Southbound followed by Northbound	7:27:45	7:29:48	0:02:03
Southbound followed by Northbound	7:37:08	7:38:00	0:00:52
Southbound	7:45:06	7:46:08	0:01:02
Northbound	7:48:24	7:49:20	0:00:56
Northbound followed by Southbound	7:55:53	7:57:39	0:01:46
Northbound	8:00:24	8:01:03	0:00:39
Southbound	8:04:29	8:05:31	0:01:02
Northbound	8:10:44	8:12:04	0:01:20
Southbound	8:19:23	8:20:28	0:01:05
Northbound	8:23:24	8:24:07	0:00:43
Southbound	8:29:15	8:30:02	0:00:47
Northbound	8:36:05	8:37:14	0:01:09
Southbound followed by Northbound	8:39:40	8:41:25	0:01:45
Northbound	8:47:27	8:48:01	0:00:34
Southbound	8:54:55	8:56:04	0:01:09

Table A-2 - Gold Line Gate Closures: PM Peak Hour

MTA Gold Line Delay
California Boulevard between Raymond Avenue and Arroyo Parkway
10/25/04 Weather: Partly Cloudy

Direction of Train	Time Gates Down	Time Gates Up	Total Time Down
Northbound	16:08:02	16:08:48	0:00:46
Southbound	16:09:55	16:10:59	0:01:04
Southbound	16:15:44	16:15:33	0:00:49
Northbound	16:18:00	16:18:52	0:00:52
Southbound	16:25:01	16:25:47	0:00:46
Northbound	16:27:45	16:28:27	0:00:42
Southbound followed by Northbound	16:35:43	16:37:31	0:01:48
Southbound	16:46:16	16:47:07	0:00:51
Northbound	16:48:02	16:48:57	0:00:55
Southbound followed by Northbound	16:55:21	16:57:23	0:02:02
Southbound followed by Northbound	17:05:56	17:07:51	0:01:55
Southbound followed by Northbound	17:15:37	17:17:59	0:02:22
Southbound followed by Northbound	17:26:00	17:27:34	0:01:34
Northbound followed by Southbound	17:36:24	17:37:31	0:01:07
Southbound followed by Northbound	17:45:10	17:47:37	0:02:27
Northbound followed by Southbound	17:55:22	17:56:38	0:01:16

Table A-3 - Gold Line Gate Closures: Saturday

MTA Gold Line Delay
California Boulevard between Raymond Avenue and Arroyo Parkway
10/30/04 Weather: Sunny

Direction of Train	Time Gates Down	Time Gates Up	Total Time Down
Southbound	12:04:42	12:05:37	0:00:55
Northbound	12:10:31	12:11:33	0:01:02
Southbound	12:16:10	12:16:57	0:00:47
Northbound	12:25:05	12:26:35	0:01:30
Southbound	12:30:24	12:31:13	0:00:49
Northbound	12:33:40	12:34:41	0:01:01
Southbound	12:41:24	12:42:10	0:00:46
Northbound	12:47:27	12:48:22	0:00:55
Southbound	12:56:35	12:57:19	0:00:44
Northbound	13:00:11	13:00:54	0:00:43
Southbound	13:06:04	13:07:20	0:01:16
Northbound	13:10:02	13:10:47	0:00:45
Southbound	13:16:16	13:17:02	0:00:46
Northbound	13:22:08	13:22:54	0:00:46
Southbound	13:28:57	13:29:42	0:00:45
Northbound	13:35:32	13:36:13	0:00:41
Southbound	13:41:06	13:41:53	0:00:47
Northbound	13:46:33	13:47:40	0:01:07
Southbound	13:51:55	13:52:45	0:00:50
Northbound	13:57:50	13:58:35	0:00:45

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - AM Peak Hour

Level Of Service Computation Report
ICU 1(Loss as Cycle Length 4) Method (Base Volume Alternative)

Intersection #6 Lone Hill Av./SR-210 EB ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.687
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	48	Level Of Service:	B

Street Name:	Lone Hill Av.						SR-210 EB ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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 3	0	1	1 0	3	0 0	1 0	1	0 0	0 0	0	0 0
Volume Module:												
Base Vol:	0	752	254	273	969	0	449	1	381	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	752	254	273	969	0	449	1	381	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	752	254	273	969	0	449	1	381	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	752	254	273	969	0	449	1	381	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	752	254	273	969	0	449	1	381	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	1.08	0.01	0.91	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1729	4	1467	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.16	0.17	0.20	0.00	0.26	0.26	0.26	0.00	0.00	0.00
Crit Moves:		****		****			****					

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - AM Peak Hour

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec): 100 Critical Vol./Cap. (X): 0.378
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 28 Level Of Service: A

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	53	513	6	17	660	229	147	1	30	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	53	513	6	17	660	229	147	1	30	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	513	6	17	660	229	147	1	30	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	513	6	17	660	229	147	1	30	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	53	513	6	17	660	229	147	1	30	2	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.98	0.02	1.00	2.00	1.00	2.00	0.03	0.97	0.50	0.00	0.50
Final Sat.:	2880	3163	37	1600	3200	1600	2880	52	1548	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.01	0.21	0.14	0.05	0.02	0.02	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Jan 31 05 05:46p CITY OF SAN DIMAS 5093946206 p.1

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - AM Peak Hour

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.612
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			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 0	1 0	1 0	1
Volume Module:												
Base Vol:	0	523	191	618	774	0	0	0	0	225	0	417
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	523	191	618	774	0	0	0	0	225	0	417
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	523	191	618	774	0	0	0	0	225	0	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	523	191	618	774	0	0	0	0	225	0	417
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	523	191	618	774	0	0	0	0	225	0	417
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	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	1.05	0.00	1.95
Final Sat.:	0	3200	1600	2880	3200	0	0	0	0	1682	0	3118
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.12	0.21	0.24	0.00	0.00	0.00	0.00	0.13	0.00	0.13
Crit Moves:		****		****						****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - AM Peak Hour

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

Intersection #16 Lone Hill Ave./Gladstone St.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.484
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	32	Level Of Service:	A

Street Name:	Lone Hill Ave.						Gladstone St.					
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			2 0 1 0 1			1 0 1 0 1		
Volume Module:												
Base Vol:	26	242	97	50	442	211	198	132	147	134	258	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	242	97	50	442	211	198	132	147	134	258	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	26	242	97	50	442	211	198	132	147	134	258	75
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	242	97	50	442	211	198	132	147	134	258	75
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	26	242	97	50	442	211	198	132	147	134	258	75
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.06	0.03	0.14	0.13	0.07	0.08	0.09	0.08	0.16	0.05
Crit Moves:	****				****		****				****	

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - PM Peak Hour

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

Intersection #6 Lone Hill Av./SR-210 EB ramp

Cycle (sec):	100	Critical Vol./Cap. (X):	0.813
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	70	Level Of Service:	D

Street Name:	Lone Hill Av.						SR-210 EB ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			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	3 0	1	1 0	3 0	0	1 0	1 0	0	0 0	0 0	0
Volume Module:												
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	1.05	0.02	0.93	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1683	27	1486	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.29	0.20	0.26	0.00	0.22	0.22	0.22	0.00	0.00	0.00
Crit Moves:			****	****			****					

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - PM Peak Hour

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.891
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	96	Level Of Service:	D

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Control:	Permitted			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 0	1 0	11 0	1
Volume Module:												
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	0.90	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	2880	3200	0	0	0	0	1922	0	2879
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.33	0.22	0.30	0.00	0.00	0.00	0.00	0.22	0.00	0.22
Crit Moves:		****		****						****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - PM Peak Hour

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec):	100	Critical Vol./Cap. (X):	0.521
Lose Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	35	Level Of Service:	A

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	99	912	0	4	756	393	376	0	134	3	0	1
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:	99	912	0	4	756	393	376	0	134	3	0	1
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:	99	912	0	4	756	393	376	0	134	3	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	912	0	4	756	393	376	0	134	3	0	1
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.:	99	912	0	4	756	393	376	0	134	3	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	0.75	0.00	0.25
Final Sat.:	2880	3200	0	1600	3200	1600	2880	0	1600	1200	0	400
Capacity Analysis Module:												
Vol/Sat:	0.03	0.28	0.00	0.00	0.24	0.25	0.13	0.00	0.08	0.00	0.00	0.00
Crit Moves:		****		****			****			****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - PM Peak Hour

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

Intersection #16 Lone Hill Ave./Gladstone St.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.614
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	41	Level Of Service:	B

Street Name:	Lone Hill Ave.						Gladstone St.					
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	2 0 1	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	71	645	176	109	509	253	258	293	111	98	194	101
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	71	645	176	109	509	253	258	293	111	98	194	101
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	71	645	176	109	509	253	258	293	111	98	194	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	645	176	109	509	253	258	293	111	98	194	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	71	645	176	109	509	253	258	293	111	98	194	101
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.11	0.07	0.16	0.16	0.09	0.18	0.07	0.06	0.12	0.06
Crit Moves:		****		****				****		****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - Saturday

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.775
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	62	Level Of Service:	C

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	1 0 1	0	1
Volume Module:												
Base Vol:	0	973	401	538	924	0	0	0	0	377	0	508
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	973	401	538	924	0	0	0	0	377	0	508
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	973	401	538	924	0	0	0	0	377	0	508
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	973	401	538	924	0	0	0	0	377	0	508
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	973	401	538	924	0	0	0	0	377	0	508
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	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	1.28	0.00	1.72
Final Sat.:	0	3200	1600	2880	3200	0	0	0	0	2045	0	2759
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.25	0.19	0.29	0.00	0.00	0.00	0.00	0.18	0.00	0.18
Crit Moves:		****		****						****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Existing Traffic Conditions - Saturday

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec): 100 Critical Vol./Cap. (X): 0.590
Lose Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 56 Level Of Service: A

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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	2 0	0 1	0	0 0	1! 0	0
Volume Module:												
Base Vol:	192	679	0	3	679	678	598	0	197	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:	192	679	0	3	679	678	598	0	197	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:	192	679	0	3	679	678	598	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	679	0	3	679	678	598	0	197	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.:	192	679	0	3	679	678	598	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	2880	3200	0	1600	3200	1600	2880	0	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.00	0.00	0.21	0.42	0.21	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****					****	****					

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Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - AM Peak Hour

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.666
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	46	Level Of Service:	B

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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		1 0 1	0 1	
Volume Module:												
Base Vol:	0	740	250	553	1094	0	0	0	0	311	0	372
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	740	250	553	1094	0	0	0	0	311	0	372
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	[illegible]

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - AM Peak Hour

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec): 100 Critical Vol./Cap. (X): 0.502
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 33 Level Of Service: A

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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	2 0	0 1	0	0 0	1 0	0
Volume Module:												
Base Vol:	98	721	6	17	930	354	215	1	55	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	721	6	17	930	354	215	1	55	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	721	6	17	930	354	215	1	55	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	721	6	17	930	354	215	1	55	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Vol.:	98	721	6	17	930	354	215	1	55	2	0	2
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	1.98	0.02	1.00	2.00	1.00	2.00	0.02	0.98	0.50	0.00	0.50
Final Sat.:	3680	3174	26	1600	3200	1600	2880	25	1571	800	0	800
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.23	0.01	0.29	0.22	0.07	0.03	0.04	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - AM Peak Hour

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

Intersection #15 Lone Hill Ave./Gladstone St.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.630
Lost Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 43 Level Of Service: B

Street Name:	Lone Hill Ave.						Gladstone St.					
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	2 0 1	0	1	1 0 1	0	1
Volume Module:												
Base Vol:	85	425	111	95	668	259	240	156	208	150	295	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	85	425	111	95	668	259	240	156	208	150	295	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	425	111	95	668	259	240	156	208	150	295	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	425	111	95	668	259	240	156	208	150	295	121
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.:	85	425	111	95	668	259	240	156	208	150	295	121
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	0.93	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.05	0.13	0.07	0.06	0.21	0.16	0.08	0.10	0.13	0.09	0.18	0.08
Crit Moves:	****				****		****				****	

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - AM Peak Hour

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

Intersection #1 Lone Hill Av./Route 66 - Foothill Bl.

Cycle (sec): 100 Critical Vol./Cap. (X): 0.973
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 157 Level of Service: E

Street Name:	Lone Hill Ave.						Route 66 - Foothill Bl.					
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	1 1	0	1 0	2 0	1	1 0	2 0	1	2 0	1 1	0
Volume Module:												
Base Vol:	557	475	250	178	649	149	98	453	630	239	867	132
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:	557	475	250	178	649	149	98	453	630	239	867	132
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:	557	475	250	178	649	149	98	453	630	239	867	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	557	475	250	178	649	149	98	453	630	239	867	132
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.:	557	475	250	178	649	149	98	453	630	239	867	132
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00
Lanes:	2.00	1.31	0.69	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.74	0.26
Final Sat.:	2880	2097	1103	1600	3200	1600	1600	3200	1600	2880	2777	423
Capacity Analysis Module:												
Vol/Sat:	0.19	0.23	0.23	0.11	0.20	0.09	0.06	0.14	0.39	0.08	0.31	0.31
Crit Moves:	****				****				****	****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - PM Peak Hour

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

Intersection #6 Lone Hill Av./SR-210 EB ramp

Cycle (sec): 100 Critical Vol./Cap. (X): 1.084
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Lone Hill Av.						SR-210 EB ramp					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	3 0	1	1 0	3 0	0	1 0	1! 0	0	0 0	0 0	0
Volume Module:												
Base Vol:	0	1833	639	335	1792	0	405	6	511	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	1833	639	335	1792	0	405	6	511	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	1833	639	335	1792	0	405	6	511	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1833	639	335	1792	0	405	6	511	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	1833	639	335	1792	0	405	6	511	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	0.01	0.99	0.00	0.00	0.00
Final Sat.:	0	4800	1600	1600	4800	0	1600	16	1584	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.40	0.21	0.37	0.00	0.25	0.38	0.32	0.00	0.00	0.00
Crit Moves:			****	****				****				

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - PM Peak Hour

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec):	130	Critical Vol./Cap. (X):	1.124
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	2	2 0	2 0	0	0 0	0 0	0	1 0	1 0	2
Volume Module:												
Base Vol:	0	1837	753	578	1630	0	0	0	0	628	0	569
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	1837	753	578	1630	0	0	0	0	628	0	569
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	1837	753	578	1630	0	0	0	0	628	0	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1837	753	578	1630	0	0	0	0	628	0	569
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	1837	753	578	1630	0	0	0	0	628	0	569
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	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	1.57	0.00	1.43
Final Sat.:	0	3200	1600	2880	3200	0	0	0	0	2518	0	2282
Capacity Analysis Module:												
Vol/Sat:	0.00	0.57	0.47	0.20	0.51	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Moves:		****		****								****

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - PM Peak Hour

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec):	100	Critical Vol./Cap. (X):	0.844
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	XXXXXX
Optimal Cycle:	78	Level Of Service:	D

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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		2 0 0	1 0		0 0 1	0 0	
Volume Module:												
Base Vol:	239	1437	0	4	1258	707	763	0	287	3	0	1
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:	239	1437	0	4	1258	707	763	0	287	3	0	1
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:	239	1437	0	4	1258	707	763	0	287	3	0	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1437	0	4	1258	707	763	0	287	3	0	1
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.:	239	1437	0	4	1258	707	763	0	287	3	0	1
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	0.75	0.00	0.25
Final Sat.:	2880	3200	0	1600	3200	1600	2880	0	1600	1200	0	400
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.00	0.00	0.39	0.44	0.26	0.00	0.18	0.00	0.00	0.00
Crit Moves:	****				****		****			****		

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - PM Peak Hour

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

Intersection #16 Lone Hill Ave./Gladstone St.

Cycle (sec):	100	Critical Vol./Cap. (X):	0.934
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	120	Level Of Service:	E

Street Name:	Lone Hill Ave.						Gladstone St.					
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		2 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	245	1112	213	227	966	394	403	419	302	132	309	211
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:	245	1112	213	227	966	394	403	419	302	132	309	211
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:	245	1112	213	227	966	394	403	419	302	132	309	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1112	213	227	966	394	403	419	302	132	309	211
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.:	245	1112	213	227	966	394	403	419	302	132	309	211
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.15	0.35	0.13	0.14	0.30	0.25	0.14	0.26	0.19	0.08	0.19	0.13
Crit Moves:		****		****				****			****	

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions - PM Peak Hour

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

Intersection #1 Lone Hill Av./Route 66 - Foothill Bl.

Cycle (sec):	100	Critical Vol./Cap. (X):	1.240
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lone Hill Ave.						Route 66 - Foothill Bl.					
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 1	1 0		1 0	2 0	1	1 0	2 0	1	2 0	1 1	0

Volume Module:

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions -Saturday

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

Intersection #7 Lone Hill Av./Auto Centre Dr.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.264
Loss Time (sec): 10 (Y-R = 4 sec) Average Delay (sec/veh): XXXXXX
Optimal Cycle: 180 Level Of Service: F

Street Name:	Lone Hill Av.						Auto Centre Dr.					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Control:	Permitted			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	1 0	1! 0	0
Volume Module:												
Base Vol:	0	2363	887	517	1932	0	0	0	0	696	0	481
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	2363	887	517	1932	0	0	0	0	696	0	481
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	2363	887	517	1932	0	0	0	0	696	0	481
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2363	887	517	1932	0	0	0	0	696	0	481
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	2363	887	517	1932	0	0	0	0	696	0	481
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	1.00	1.00	1.00	0.90	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	1.78	0.00	1.22
Final Sat.:	0	3200	1600	2880	3200	0	0	0	0	2842	0	1958
Capacity Analysis Module:												
Vol/Sat:	0.00	0.74	0.55	0.18	0.60	0.00	0.00	0.00	0.00	0.25	0.00	0.25
Crit Moves:		****		****								****

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions -Saturday

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

Intersection #11 Lone Hill Ave./Glendora Marketplace

Cycle (sec):	100	Critical Vol./Cap. (X):	1.238
Loss Time (sec):	10 (Y+R = 4 sec)	Average Delay (sec/veh):	xxxxxx
Optimal Cycle:	180	Level Of Service:	F

Street Name:	Lone Hill Ave.						Glendora Marketplace					
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			Ovl			Include			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	2 0	0 1	0	0 0	11 0	0
Volume Module:												
Base Vol:	419	1360	0	3	1372	1245	1624	0	543	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:	419	1360	0	3	1372	1245	1624	0	543	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:	419	1360	0	3	1372	1245	1624	0	543	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	419	1360	0	3	1372	1245	1624	0	543	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.:	419	1360	0	3	1372	1245	1624	0	543	0	0	0
Saturation Flow Module:												
Sat/Lane:	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600	1600
Adjustment:	0.90	1.00	1.00	1.00	1.00	1.00	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	2.00	0.00	1.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00
Final Sat.:	2880	3200	0	1600	3200	1600	2880	0	1600	0	1600	0
Capacity Analysis Module:												
Vol/Sat:	0.15	0.43	0.00	0.00	0.43	0.78	0.56	0.00	0.34	0.00	0.00	0.00
Crit Moves:	****				****		****					

Diamond Ridge Marketplace
City of Glendora
Alternative 1 - Opening Year Cumulative Conditions -Saturday

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

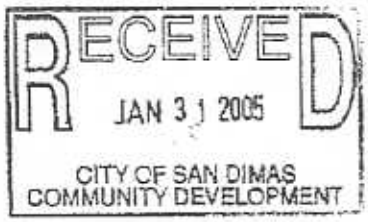
Intersection #16 Lone Hill Ave./Gladstone St.

Cycle (sec): 100 Critical Vol./Cap. (X): 1.455
Loss Time (sec): 10 (Y+R = 4 sec) Average Delay (sec/veh): xxxxxx
Optimal Cycle: 180 Level Of Service: F

Street Name:	Lone Hill Ave.						Gladstone St.					
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		2 0 1	0 1		1 0 1	0 1	
Volume Module:												
Base Vol:	465	1505	111	527	1656	371	616	584	567	167	424	243
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:	465	1505	111	527	1656	371	616	584	567	167	424	243
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:	465	1505	111	527	1656	371	616	584	567	167	424	243
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	465	1505	111	527	1656	371	616	584	567	167	424	243
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.:	465	1505	111	527	1656	371	616	584	567	167	424	243
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	0.90	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1600	3200	1600	1600	3200	1600	2880	1600	1600	1600	1600	1600
Capacity Analysis Module:												
Vol/Sat:	0.29	0.47	0.07	0.33	0.52	0.23	0.28	0.37	0.35	0.10	0.27	0.15
Crit Moves:	****				****		****				****	

Jan 31 05 05:23p City of San Dimas PW Dept 5039946249 p.1

Letter 7



7

January 31, 2005

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 DEIR Revision II Recirculated Transportation/Traffic Section, dated December 2004

Mr. Stevens:

After reviewing the Revision II Recirculated Transportation/Traffic Section and the Responses to Comments, dated September 2004, I am submitting the following comments 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. 7a

I note that the Responses to Comments includes my previous letters of October 23, 2003 and August 30, 2004, so am not enclosing additional copies of those. Without expressing an opinion as to whether or not my previous comments were completely or adequately addressed, I offer the following additional comments.

Comments:

1. The Responses to Comments and the Revision II conclude that the Project will increase traffic in general, and in particular on Amelia Avenue, but offers no mitigation measures or other comment other than to state that no "significant impacts" were found, so no measures were considered. (copy enclosed). I can assure you that given the current traffic on Amelia Avenue ANY increase is "significant" to the property owners, whether or not it meets the technical definition of "significant". 7b

Letter 7

7

2. The Responses to Comments and the Revision II suggest that a "Traffic Monitoring Program" and "Neighborhood Traffic Management Plan" could be implemented to identify and mitigate any traffic increases. (copy enclosed). I request that this statement be strengthened to "require" such measures as conditions of the Project. Further, I request that some plan be established to identify this impacts and mitigation measures PRIOR to the Project rather than after the fact. 7c

3. The Responses to Comments and the Revision II also state that no elimination of Project traffic on Amelia Avenue could be done without "inhibiting access" (copy enclosed). I would offer that the WHOLE POINT would be to inhibit access to Amelia Avenue and that is hardly an adequate reason to recommend "no measures to discourage "shortcut" traffic". 7d

4. My October 10, 2003 comment regarding the potential impacts of the Metro Gold Line crossing at Gladstone and the benefits of closing this crossing and constructing cul-de-sacs seems to NOT have been responded to, other than to state that the Gold Line itself has minimal impact on area circulation. That is probably correct but the issue at hand is Costco traffic related impacts, that may have some relation to the future Gold Line, not the other way around. 7e

   Additionally, I believe that in light of the recent METROLINK disaster in Los Angeles it has become especially important to evaluate any measures that could eliminate any grade crossing.

   I understand that no current or future METROLINK operations will utilize that line, but the lighter, more frequent Gold Line cars present the same if not greater potential for an incident when operated at moderate speed over grade crossings. I also understand that presence of a Costco adjacent to a passenger railroad is merely a coincidence. 7f

   The elimination of grade crossings is strongly advocated by many organizations, including the Gold Line 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.

Thank you for the opportunity to submit these comments. I am confident that these concerns can be properly and fairly addressed. As always my goal here is to participate with the City as a resident and property owner to ensure that San Dimas is developed with projects that are consistent with our needs, our San Dimas neighborhoods, and with the ideals of the "highest and best" use of available property. 7g

I am looking forward to your reply. If necessary I may be reached at [redacted] home, [redacted] cell, or [redacted] email. 7g

Sincerely,

W. J. Mauthe

Attachments: Selected copies of Responses to Comments, September 2004, highlighted as appropriate.

Letter 8

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

8

RECEIVED
DEC - 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

November 15, 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:

FINAL ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED COSTCO COMMERCIAL COMPLEX ADDENDUM, "CITY OF SAN DIMAS" (EIR #2146/2004)

The Final Environmental Impact Report for the proposed Costco Commercial Project Addendum 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: 8a

LAND DEVELOPMENT UNIT:

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. 8b

Should any questions arise regarding subdivision, water systems, or access please contact Inspector Marvin Dorsey at (323) 890-4243.

Letter 8

8

Larry L. Stevens, AICP
November 15, 2004
Page 2

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 proposed project will not have significant environmental impacts in these areas germane to the County of Los Angeles Fire Department, Forestry Division. 8c

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:lc

Letter 15

Date Received: September 3, 2003

Resident
615 N. Lonehill Avenue
San Dimas, CA

15a. As shown in Sections 3B (Air Quality) and 31 (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.

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.

Letter 8

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.

Help! we need a freeway Sound Wall!
our community would love to hear
from you-

RECEIVED
DEC 27 2004
CITY OF SAN DIMAS
COMMUNITY DEVELOPMENT

City of
San Dimas: Mr. Larry Stevens

We the residents of Pearlanna & Bellau Streets (and surrounding area) were promised a "Sound Wall" protecting us from the very loud freeway noise! The noise just keeps getting louder with the more stores and such you all are developing. We can't hear ourselves talk when we are in our own yards! We got a letter saying our "freeway Sound Wall" will come in 2004! Well, it's come & gone and No sound wall for us. Does anyone care? Probably only us residents, and the New 210 has only made this stretch of freeway busier than ever. I realize I bought a home by the freeway, but it gets noisier every year and putting more stores in isn't going to help our situation. Can anybody out there help us out- at this point we are all opposed to Costco - forget city revenue we'd like some peace & quiet - along with a freeway Sound Wall!

Sincerely
Kaylee at 5216 Pearlanna Dr.
San Dimas

9A

Dec 29 04 03:13p City of San Dimas PW Dept 9093946249 p.2

2.2 RESPONSES

Letter 1

Date Received: January 21, 2005

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

1a. The comment states that mitigations proposed for the intersections of Lone Hill Avenue/Gladstone Street, Willow Street/Gladstone Street, Valley Center Avenue/Gladstone Street, and Lone Hill Avenue/Kenoma Street would be affected by jurisdictional rights of the City of Glendora. The City of San Dimas will work with the City of Glendora to implement those measures which would be affected by the jurisdictional rights of the City of Glendora. Nonetheless, the FEIR recognizes that the implementation of those measures at locations within the City of Glendora cannot be guaranteed, as the lead agency (City of San Dimas) would have no direct control. Therefore, a statement of overriding considerations will be required.

1b. This comment states concerns of the District over potential traffic impacts in the vicinity of Shull Elementary School, particularly the intersection of Allen Avenue/Auto Centre Drive.

The FEIR considered potential impacts on the Shull Elementary School and determined that the Costco project would not result in any significant impacts. Consequently, no further analysis is warranted and no mitigation measures are required. Independent of the Costco project, the City of San Dimas Traffic Safety Committee held a meeting at Shull Elementary on January 19, 2005. During the meeting, it was discussed that recent surveys at the school indicated that most school students at this location are driven to school or are escorted across the street by parents. A number of traffic control measures were discussed, including adult crossing guards, left-turn phasing at the Allen Avenue/Auto Centre Drive traffic signal, and flashing beacons. It was determined that these measures would either not meet warrants for installation, or would be ineffective over time.

The City of San Dimas will consider installing automatic speed feedback signs at the Allen Avenue/Auto Centre Drive intersection, as budget permits. Also, pedestrian access to Amelia Avenue will be prohibited between Gladstone Street and 5th Street until a safe pedestrian walkway can be constructed. These potential improvements are not necessitated by the development of the Costco project, but rather by existing traffic conditions and concerns of the public.

Letter 2

Date Received: January 26, 2005

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

2a. The description of the SCAG Clearinghouse, and the purposes of its reviews, is noted.

2b. The comment states that the proposed project is not considered regionally significant and that comments from the Southern California Association of Governments are not warranted at this time. SCAG published a description of the project in a January issue of the Intergovernmental Review Clearinghouse Report. Comments noted.

2c. The request for the use of the project title and the SCAG Clearinghouse number in correspondence with SCAG regarding this project is noted.

Letter 3

January 23, 2005

Luis Lopez Jr.
1441 Kirkwall Road
San Dimas, CA 91773

3a. The description of existing area development is noted.

3b. The concerns over potential increased congestion are noted.

3c. There is no evidence to suggest that development of the project would result in substantial economic harm to other major retailers in the area such as Sam's Club. The letter from Alan D. Kotin & Associates (Letter 5), a retail expert with many years of experience in projects similar to the Costco project, concludes that the Costco project would not result in any harm to either small or major retailers in the area, including Sam's Club. Regarding air quality, the comment does not refer to any specific item within the analysis – therefore, no action is necessary and the comment is noted.

3d. It is not anticipated that there would be any significant project-related increase in the need for police and fire services. This was documented on pages 3K-9 and 3K-10 of the Draft Environmental Impact Report of August, 2003.

3e. Comment noted.

Letter 4

Date Received: January 23, 2005

County of Los Angeles, Department of Public Works
900 South Fremont Avenue
Alhambra, CA 91803-1331
Donald L. Wolfe – Acting Director of Public Works

4a. This comment concerns intersections outside of the study area defined for the project traffic study. 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. Project traffic volumes at intersections farther from the project site will be lower, due to dispersal. Furthermore, significant project impacts are not anticipated at these locations, due to the relatively low project traffic volumes that are anticipated to utilize local street corridors between the Covina/unincorporated County area to the southwest of the study area and the project site.

4b. This comment states that impacts should be examined based on County standards, and that fair-share calculations should be made for contributions to improvements at these locations. As the intersections identified in the above comment are outside of the project study area, and no significant impacts are anticipated, such calculations are unnecessary.

Letter 5

Date Received: January 31, 2005

Alan D. Kotin & Associates
949 South Hope Street, Suite 200
Los Angeles, CA 90015
Alan D. Kotin – Owner/Principal

(Letter to Henry D. Finkelstein at Greenburg, Glusker, Fields, Claman, Machtinger, and Kinsella of Los Angeles, CA. The letter was directly submitted as a public comment by Mr. Finkelstein.)

5a-5g. The information provided on the tendency for Costco projects to generate a lower total trip generation than similar type projects is noted. The trip generation analysis for the project therefore provides a conservative analysis of the project, as trip generation rates

are based on an average of many types of existing discount warehouse projects. The information regarding Costco's minimal impact on small stores or other superstores is noted. As the Costco project will not impact large or small retailers in the project vicinity, the Costco project will not have the potential to cause blight. No further analysis is warranted and no mitigation measures are required. Comments regarding competitive impacts are noted.

Letter 6

Date Received: January 31, 2005

City of Glendora
116 East Foothill Boulevard
Glendora, CA 91741
Stan Wong - Director, Planning & Redevelopment

6a. Comment noted.

6b. The primary analysis conducted for Revision II utilized trip generation rates for the Project from *Trip Generation, 7th Edition.* The analysis presented in the Appendix is based on alternative assumptions, which include the continued use of 6th Edition rates, as utilized in the original traffic analysis for the Project. The 7th Edition rates were published during the course of the studies conducted for this project, and represent the most current and accurate data available.

6c. The internal trip reduction calculations were conducted utilizing the methodology of the Trip Generation Handbook, which includes the balancing of reductions from/to the various on-site uses. Peak-hour and daily reduction rates established by ITE for commercial uses were utilized and applied to gross trip generation. If the calculations for internal trips were higher for one element of the equation (in/out between uses), the lower number was utilized, consistent with the methodology established by ITE. Reductions utilized for the trip generation analysis included pass-by trips and internal trip capture – these were applied in a sequential manner to avoid over-counting of reductions. These combined reductions were utilized to define the net trip generation. As set forth in Appendix A, the entire site would generate a total of 1,637 Saturday peak-hour trips, without taking into account internal or pass-by trip reductions as provided in the ITE Trip Generation Handbook. With such reductions, the project site would generate only 844 Saturday peak-hour trips. The commenter appears to be comparing the amount of the total trip generation for the Costco, gas station, and retail uses (1,132 trips) with the gross trip generation of the Costco (1,147 trips). This is not a relevant comparison. The total amount of reduction for the Costco (535 trips) is less than the Costco generation (1,147 trips). Therefore, the net trip generation calculations are considered valid.

6d. The ITE definition of a "shopping center" land use includes retail, restaurants, and other commercial uses common to shopping malls, including outlying development pads. The use of the shopping center rate is valid for analysis of the proposed project uses, as the site would operate as an integrated group of commercial establishments in one center. This is consistent with the ITE definition of shopping center. Shopping centers surveyed for the definition of shopping center (Land Use ID #820) by ITE included centers with as little as 1,700 square feet in leasable floor area.

6e. The a.m. peak trip generation of Costco facilities is negligible. Arrival of employees and morning deliveries would likely occur before the peak hour, and the store would not open for business customers until 9:00 a.m. General member access is provided from 10:00 a.m.

6f. The a.m. peak trip generation of the retail uses will be negligible. These uses will be ancillary to the Costco store, as these uses are ancillary to anchor stores in any shopping center development.

6g. The project retail floor area of 61,000 sq.ft. includes both on-site restaurant and retail space. The project traffic analysis includes the floor area of all proposed on-site retail/restaurant space, outside of the Costco warehouse use.

6h. Comment noted.

6i. (This issue was also responded to in the September, 2004 Response to Comments / Final EIR Addendum. See response to Comment 12b within that document.)

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, the use of "average" trip generation rates is appropriate.

6j. (This issue was also responded to in the September, 2004 Response to Comments under the Final EIR Addendum.)

It is unlikely that the Gold Line project, when and if funded and built beyond the first Foothill Extension phase from Pasadena to Irwindale (not including San Dimas), would affect any intersections on Lone Hill Avenue outside of the segment defined by Auto Centre Drive on the north and Gladstone Street on the south. The intersection of Lone Hill Avenue/Route 66 is more than three-quarters of a mile from the future grade crossing location on Lone Hill Avenue.

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. The proposed schedule of the Gold Line trains through San Dimas is not yet defined. CEQA does not require speculation. Interpolation of impacts from existing Gold Line operations would be inadequate for the determination of roadway impacts. Such impacts should be fully addressed in the Gold Line environmental document. At the present time, the analysis may not fully address the City of Glendora's concerns. The Gold Line environmental document is currently in a draft phase.

Current long-term plans for the Gold Line would create separate operating schemes for Phase I (Los Angeles-Pasadena) and the phased construction of the Foothill Extension (Pasadena-Montclair) of the light rail line. The Foothill Extension 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.

The City of Glendora should coordinate with the Gold Line Construction Authority, in order to make sure that their concerns are addressed in the project environmental documentation. Ultimately, the Construction Authority is responsible for potential degradations in roadway facility level of service due to increased rail activity at existing grade crossings.

6k. Transportation projects are unique, and are much different in nature compared to development projects. Commercial and residential development projects begin the review process when funding is identified and committed. Transportation projects often

go through a review process before final construction funding earmarks have been dedicated. Environmental review of a transportation project such as the Foothill Extension of the Gold Line does not guarantee its eventual construction. The final funding earmarks for such a project determines its likelihood of being built. Such earmarks are negatively affected by economic downturns and other factors.

The analysis is considered to be a valid representation of traffic operations within the study area, for the anticipated opening date of the Costco project. The Gold Line environmental document does not identify specific impacts within the Costco project study area. If the City of Glendora disagrees with these conclusions, then the City should utilize avenues within the public review process to request that its concerns over traffic operations on Lone Hill Avenue be incorporated into that project traffic analysis.

6l. The mitigations measures, as proposed in the EIR document, are considered valid. Regarding feasibility of the mitigations proposed by the City of Glendora, many would require additional reconstruction of the I-210/Lone Hill Avenue interchange beyond that proposed in the mitigation measures recommended in the conclusions of the Revision II analysis. The additional mitigation measures would potentially require additional right-of-way acquisition and would result in a larger interchange reconstruction project.

The mitigation measure proposed by the City of Glendora at the Lone Hill Avenue/Auto Centre Drive intersection (an additional northbound through lane) would require extensive property taking along the entire Lone Hill Avenue corridor between the I-210 interchange and the Marketplace driveway, and is therefore infeasible. In addition, such a mitigation would conflict with the City of Glendora's desire to provide on-street parking along Lone Hill Avenue in the proximity of the auto mall properties.

6m. Comment noted. Also, see response to comment 6j.

Letter 7

Date Received: January 31, 2005

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

7a. Comment noted.

7b. (This issue was also responded to in the September, 2004 Response to Comments under the Final EIR Addendum. Please see responses to comments to Letter 16 within that document.)

Comment noted. CEQA requires that mitigation measures be identified, which will reduce significant impacts to a less than significant level. Given that the project impact to this intersection will be less than significant, mitigation measures are not required.

7c. Application of significant traffic impact standards to the Amelia Avenue study intersection indicate that Costco would not have a significant impact in the vicinity of Amelia Avenue. The City is preparing to undertake neighborhood studies which include the Amelia Avenue area, and intends to implement appropriate measures based on these studies.

7d. As the project will not result in a significant impact on Amelia Avenue, mitigation measures are not mandated. Also, see response to comment 7c.

7e. The grade crossing on Gladstone Street is currently used by a few daily freight trains. There is no intensive use of the rail line that traverses this crossing. This would also be true under post-project conditions, as the Gold Line Foothill Extension would not be built within the construction timeframe for the Costco project. Also, see responses to comments 6j and 6k.

7f. The elimination of any grade crossing is beyond the scope of this project. A favorable improvement at problematic crossings is the construction of grade-separated crossings, which still allow local commercial and residential access. Such projects are regional in nature and often involve funding sources outside of a local jurisdiction.

7g. Comment noted.

Letter 8

Date Received: November 15, 2004
[Responses to this letter are included here, as the letter was received after the review period closed for the previous FEIR document.]

County of Los Angeles Fire Department
1320 North Eastern Avenue
Los Angeles, CA 90053-3294
David R. Leininger - Chief, Forestry Division, Prevention Bureau

8a. The comment states that the FEIR was reviewed by the County Planning Division, Land Development Unit, and the Forestry Division. Comment noted.

8b. The comment states that previous comments were provided by the Fire Prevention Division, Land Development Unit in a letter dated October 7, 2003. This letter was provided during a previous comment period on the project. The comment also states that these comments are unchanged. Comments noted.

8c. The comment states that the project would not have any significant impacts in areas germane to the Forestry Division. Comment noted.

Letter 9

Date Received: December 27, 2004

Ms. Kaylee
526 Pearlanna Drive
San Dimas, CA 91773

9a. The comment states that residents along Pearlanna Street and Billow Street (south of Gladstone Street, east of SR-57 freeway) desire a sound wall and are not in favor of new commercial development in the area. The Costco project is not held responsible for the construction of sound walls within this neighborhood, as the project would not cause any significant new noise impacts. Page 3I-12 of the August, 2003 Draft EIR document provides an analysis of cumulative noise impacts. The conclusions of this analysis indicate that there would be no significant increases in noise levels due to the project.